

# **NTP Issues for the RTP**

**North Wales Regional Transport Plan  
2010- 2015**

**Supporting Documents 13**

**Taith**

Anglesey, Conwy, Denbighshire, Flintshire, Gwynedd and Wrexham Councils working in Partnership

**February 2009**

North Wales Regional Transport Plan 2010 - 2015 : NTP Issues for the RTP

	<b>NTP Objectives</b>	<b>RTP Issues</b>	<b>Wales-wide &amp; External Delivery</b>	<b>North-south</b>	<b>East-west North</b>
<b>SP1</b>	Put in place plans to make efficient use of carbon efficient modes.	<ul style="list-style-type: none"> <li>Promoting sustainable transport.</li> </ul>	<ul style="list-style-type: none"> <li>Eco-driving for : Fleet, public, private, commercial.</li> <li>Real Time information</li> <li>PTI Cymru</li> <li>Text Information</li> <li>Integrated Smart Cards</li> <li>VMS for drivers</li> <li>Sustainable Travel Towns (Bangor/Mold)</li> <li>Safe Routes in Communities</li> </ul>	<ul style="list-style-type: none"> <li>Parking Interchanges for Park and Share</li> <li>Park and Ride</li> <li>Snowdonia Green Key</li> <li>Links / interchanges from trunk roads / railways to cycle network dealing with community severance</li> <li>Developing / ensuring links between national (e.g. Traws Cambria / Rail) and Regional / Local services</li> </ul>	<ul style="list-style-type: none"> <li>Parking Interchanges for Park and Share</li> <li>Park and Ride</li> <li>Snowdonia Green Key</li> <li>Links / interchanges from trunk roads / railways to cycle network dealing with community severance</li> <li>Developing / ensuring links between national (e.g. Traws Cambria / Rail) and Regional / Local services</li> </ul>
	Ensure that policies on land use take account of CO <sub>2</sub> equivalent emissions.	<ul style="list-style-type: none"> <li>PPW has not been updated since before the WTS was published.</li> <li>What is the relationship between LDPs and RTPs?</li> </ul>			
	Make sure that Greenhouse Gas implications are taken into account in decision taking.	<ul style="list-style-type: none"> <li>Climate Change - adaptation (e.g. flood risks) - mitigation</li> </ul>			<ul style="list-style-type: none"> <li>Coastal flood defence e.g. A55, A548, North Wales Coast Main Line and branches to Llandudno and Blaenau Ffestiniog</li> </ul>
		<ul style="list-style-type: none"> <li>Monitoring</li> </ul>	<ul style="list-style-type: none"> <li>Need common methodology across Wales and the Consortia</li> </ul>		
Reduce the environmental impacts of transport.	<ul style="list-style-type: none"> <li>Environmental Impacts of Transport</li> <li>Cycling provision on trunk roads</li> </ul>	<ul style="list-style-type: none"> <li>Publicity / education relating to this issue</li> <li>Consideration of trunk road associated cycling matters</li> </ul>			

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SP2	Plan for better integrated transport.	<ul style="list-style-type: none"> <li>Poorly integrated transport?</li> <li>Spreading Economic Gains</li> <li>Rurality</li> <li>An integrated approach by National / Regional and Local Agencies</li> </ul>	<ul style="list-style-type: none"> <li>Developing / ensuring links between national (e.g. Traws Cambria / Rail) and Regional / Local services</li> <li>Integrated Smart Cards</li> <li>Ticketing information</li> <li>Quality Partnerships</li> </ul>	<ul style="list-style-type: none"> <li>Developing / ensuring links between national (e.g. Traws Cambria / Rail) and Regional / Local services</li> <li>Integrated Smart Cards</li> <li>Ticketing information</li> </ul>	<ul style="list-style-type: none"> <li>Developing / ensuring links between national (e.g. Traws Cambria / Rail) and Regional / Local services</li> <li>Integrated Smart Cards</li> <li>Ticketing information</li> </ul>
	Support the integration of more sustainable modes.	<ul style="list-style-type: none"> <li>Environmental and Social Impacts of Transport</li> </ul>	<ul style="list-style-type: none"> <li>Travel Planning</li> <li>Safe Routes in Communities</li> <li>Standards of all modes of transport</li> <li>Support Public Transport Interchanges including Traws Cambria</li> </ul>		
	Remove barriers which prevent access to the transport network.	<ul style="list-style-type: none"> <li>DDA</li> </ul>	<ul style="list-style-type: none"> <li>Improvements to Bus Interchanges</li> <li>Improvements to Rail Stations</li> <li>Programme towards full DDA compliance for buses and trains (e.g. low floor buses)</li> </ul>	<ul style="list-style-type: none"> <li>Provide links from key communities to National Cycling Network</li> </ul>	<ul style="list-style-type: none"> <li>Provide links from key communities to National Cycling Network</li> </ul>
SP3	Improve access between north and south Wales.	<ul style="list-style-type: none"> <li>National Connectivity</li> <li>Geographic remoteness of North Wales (in particular N.W. Wales) from Cardiff</li> <li>Need for better Social Cohesion</li> <li>Slow rail journey times</li> <li>Consistency of standards on Highway Network</li> <li>Cycling provision on trunk roads</li> </ul>		<p><b>Rail:</b></p> <ul style="list-style-type: none"> <li>Line speed improvements</li> <li>Borderlands enhancements (30 minutes service / Electrification)</li> <li>Dualling of Wrexham - Chester</li> <li>Station Improvements</li> <li>New Stations</li> </ul> <p><b>Air</b></p> <ul style="list-style-type: none"> <li>Ensure that the Valley -</li> </ul>	

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				<p>Cardiff air link is maintained</p> <p><b>Road</b></p> <ul style="list-style-type: none"> <li>• RMSs are important to develop NTP Priorities</li> <li>• Taith support the schemes put forward in the Trunk Road Forward Programme, but not necessarily the priority order in which they appear.</li> <li>• Consideration of trunk road associated cycling matters</li> <li>• Schemes of importance to Taith include :</li> </ul> <p><b>A55</b></p> <ul style="list-style-type: none"> <li>• A55 Holyhead Transport Environmental Package</li> <li>• A55 Britannia Bridge</li> <li>• A55 Pant Lodge Interchange</li> </ul> <p><b>A470</b></p> <ul style="list-style-type: none"> <li>• A470 Llanrwst by-pass</li> <li>• A5/A470 junction to Pont yr Afanc, Betws-y-coed improvement</li> <li>• A470 Bodhyfryd to Maenan</li> <li>• A470 Pentrefelin to Bodnant West Lodge</li> </ul> <p><b>A483</b></p> <ul style="list-style-type: none"> <li>• A483 Belgrave Junction Improvement</li> <li>• A541/A483 Interchange Improvement</li> <li>• A525/A483 Interchange</li> </ul>	

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				Improvement <ul style="list-style-type: none"> <li>• A539/A483 Interchange Improvement</li> <li>• A483/A5 Interchange Improvement</li> <li>• A483/A5 Dualling</li> <li>• A487</li> <li>• A487 Menai to Llanwnda (Caernarfon to Bontnewydd)</li> <li>• A487 Plas Brereton</li> <li>• A487 Porthmadog By-Pass</li> <li>• A487 Llwyn Mafon, Golan</li> <li>• A487 Ty Cerrig, Dolbenmaen</li> <li>• A487 Pant Glas - Bryncir</li> <li>• A487 Ffordd Osgoi, Penmorfa</li> </ul> <b>Cycling</b> <ul style="list-style-type: none"> <li>• Consideration of trunk road associated cycling matters</li> <li>• Improvements to the National Cycle Route / Lon Las Cymru</li> </ul>	
	Improve links between settlements.	<ul style="list-style-type: none"> <li>• Poor connectivity for communities leads to problems in social and economic terms.</li> </ul>	<ul style="list-style-type: none"> <li>• RMSs are important to develop NTP Priorities. Links between the RMSs and Taith / Local Authorities (including LDPs should be strengthened</li> <li>• Developing / ensuring links between national (e.g. Traws Cambria / Rail) and Regional / Local services</li> <li>• Cycling facilities on trunk</li> </ul>	<ul style="list-style-type: none"> <li>• Extend the Traws Cambria network</li> <li>• Links / interchanges from trunk roads / railways to cycle network dealing with community severance including links into key settlements</li> </ul>	<ul style="list-style-type: none"> <li>• Introduce faster more direct express coach services linking key settlements, to include provision of journeys to employment sites (Taith Express concept)</li> <li>• Links / interchanges from trunk roads / railways to cycle network dealing with community severance including links into key</li> </ul>

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			roads <ul style="list-style-type: none"> <li>Integration with Taith / Local Authority plans where appropriate</li> </ul>		settlements
<b>SP4</b>	Improve links into key settlements.	<ul style="list-style-type: none"> <li>Access to employment not good by Public Transport New employment development opportunities and proposals may have considerable transport implications.</li> </ul>	<ul style="list-style-type: none"> <li>Wrexham Industrial Estate Access Road</li> </ul>		
	Improve east/west connectivity.	<ul style="list-style-type: none"> <li>International Connectivity - TEN-T</li> <li>Incompatibility of A55 with a euro route (standards) Sub standard highway geometry or limited junction capacity in parts of highway network The A55 dual carriageway has 2 at-grade roundabout junctions at Penmaenmawr and Llanfairfechan. To the west of Conwy a severely substandard eastbound carriageway alignment at Penmaenbach headland is subject to a 30mph limit. The Britannia Bridge is single carriageway in both directions.</li> <li>Lorry convoys form on the A55 in connection with ferry arrivals and departures from</li> </ul>			<ul style="list-style-type: none"> <li>A55 Holyhead Transport Environmental Package.</li> <li>A55/A5104 Warren Bank Interchange Improvement</li> <li>A55 Britannia Bridge - single carriageway on bridge - the only point on Euro route E22.</li> <li>A55 Pant Lodge Interchange</li> <li>A55 Lorry Park</li> <li>A55 Llaingoch link</li> <li>A55 Aber - Tai'r Meibion</li> <li>A55 Penmaenbach Tunnel, Conwy - new eastbound tunnel</li> <li>A55 Grade separated interchange at Puffin Roundabout (J 16) to remove the roundabout</li> <li>A55 Grade Separated interchange at J 15, Llanfairfechan to remove</li> </ul>

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		Holyhead <ul style="list-style-type: none"> <li>• Tourist pressures on the A55 in peak season</li> <li>• Cycling provision on trunk roads</li> </ul>			roundabout constraint to free-flow traffic. <ul style="list-style-type: none"> <li>• A55/A483 Interchange Improvement</li> <li>• A494/A55 Aston Hill</li> <li>• A55 Ewloe to Northop</li> <li>• A55 Link Broughton Roundabout to Broughton Park</li> <li>• Consideration of A55 associated cycling matters</li> </ul>
	Support more efficient movement of freight.	<ul style="list-style-type: none"> <li>• Moving Freight from road to rail</li> </ul>	<ul style="list-style-type: none"> <li>• Freight Interchanges - e.g. Llandudno Junction</li> <li>• Holyhead Transport Environmental Package - provision of rail freight facilities</li> <li>• Improved access to Port of Mostyn</li> </ul>		
SP5	Produce plans that improve safety on the transport system.	<ul style="list-style-type: none"> <li>• Road Safety Targets</li> <li>• Improving Safety</li> <li>• Cycling provision on trunk roads</li> </ul>	<ul style="list-style-type: none"> <li>• Review of Road Safety Strategy for Wales</li> <li>• Manifesto for Roads Policing - how does this fit in with policies / strategies</li> <li>• New targets for Road Safety?</li> <li>• Speed limit review - awaiting guidance e.g. clearer guidance on 20mph limits</li> <li>• Better integration between national / regional Road Safety Groups</li> </ul>		

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			<ul style="list-style-type: none"> <li>• All Wales Safety Camera Partnership - links to local / regional issues / responsibilities</li> <li>• RMSs are important to highlight safety issues on routes.</li> <li>• Continuation of Safe Routes in Communities</li> <li>• Greater emphasis on Road Safety Education / Publicity / Training</li> <li>• Need to raise profile of Road Safety in Schools - more staffing resources</li> </ul>		
	Produce plans that improve security on the transport system.	<ul style="list-style-type: none"> <li>• Condition of Rail Stations a deterrent to use.</li> <li>• Standard of waiting facilities at bus interchanges varies greatly</li> </ul>	<ul style="list-style-type: none"> <li>• Public Transport Interchanges</li> <li>• Rail Station Improvements</li> <li>• Resilience of Network</li> <li>• Standard specification for bus interchanges and waiting facilities with emphasis on safety and security to be introduced.</li> </ul>		