

POLICY TRA1: TRANSPORT NETWORK DEVELOPMENTS

1). Improvements to Existing Infrastructure

Improvements to the existing transport network will be granted provided they conform to the following criteria:

- i. The choice of route and/or site minimises the impact on the built and natural environment, landscapes and property; and
- ii. Permanent land-take is kept to the minimum that is consistent with good design and high quality landscaping; and
- iii. In the case of cycle ways, park and ride schemes, roads and roadside service areas, the scheme will help to improve road safety; and
- iv. In the case of new roads a full range of practicable solutions to the transport problem has been considered and road enhancement provides the optimum solution; and
- v. In the case of roadside service areas, the scheme must adjoin the strategic road network, focus primarily on serving the needs of motorists, not impede the movement of strategic traffic and in line with Strategic Policy PS12 not undermine retail provision in the Sub-Regional Centre, Urban and Local Service Centres or Villages.

2. Transfer Between Transport Modes

In order to facilitate the transfer between transport modes and help to minimise travel demand and reduce car dependency, **provided they conform to relevant policies in the Plan** the following proposals will be granted:

- i. Improvements to existing rail and bus interchanges, including measures to facilitate access by active travel modes and disabled people with particular access needs;
- ii. Strategically located **permanent** park and ride **facilities within or adjacent to Centres or in other locations close to the main highway network when it can be demonstrated that no alternative sites closer to the Centres are suitable, where customers are supported by attractive, frequent and reliable bus services between the facility and the destination;**
- iii. Strategically located **facilities within or adjacent to Centres** for overnight lorry parking and freight transfer;
- iv. High quality driver and passenger facilities including but not limited to, seating, information, toilet facilities;
- v. Facilities for park and share in appropriate locations within or **adjacent near** settlements on the strategic highway network;
- vi. Facilities **within settlements** for coach parking, taxis and passenger drop off;
- vii. Facilities for interchange with water-based transport.

Proposals for large-scale development or developments in sensitive areas that substantially increase the number of journeys made by private vehicles will be refused unless they include

3. Transport Assessments

Proposals for large-scale development or developments in sensitive areas that substantially increase the number of journeys made by private vehicles will be refused unless they include measures as part of a Transport Assessment and/or a Travel Plan. In line with Policy PCYFF1, a Transport Assessment should be provided. Where the Transport Assessment reveals the need for a Transport Implementation Strategy this will need to be secured through a planning obligation.

4. Transport Schemes

Improvements to the strategic transportation network in the plan area shown on the Proposals Maps will be secured through safeguarding and provision of land. Schemes include:

i. A487 Caernarfon to Bontnewydd

ii. Llangefni Link-Road

~~iii. A5025 Valley to Wylfa Newydd / Amlwch to Wylfa Newydd and other transport infrastructure improvements associated with new nuclear development at Wylfa Newydd including a Corporate Hub~~ (iii) A5025 Valley to Wylfa and other transport infrastructure improvements associated with the new nuclear development at Wylfa Newydd, including improvements from Amlwch to Wylfa Newydd where need for improvement on that section is demonstrated following development of an Integrated Traffic and Transport Strategy for the Wylfa Newydd Project

Explanation:

7.1.29 This policy provides a criteria-based approach to evaluation of new transport schemes (accessibility, connectivity, cycle ways, park and ride schemes, ports, rail network, roads, roadside service areas, walking routes). It is important that all development mitigates its transport impact. Larger schemes may be required to prepare Transport Assessments to illustrate how the amount of trips generated will be accommodated and how accessibility to and from the site by all modes of transport will be achieved. For non-residential proposals which are likely to have significant transport implications, the submission of Travel Plans are required, the purpose of which is to promote more sustainable forms of transport in relation to the activities of a particular development e.g. encouraging reductions in car usage and increased use of public transport, cycling and walking.

7.1.30 Planning Policy Wales states that Transport Assessments (TA) are an important mechanism for setting out the scale of anticipated impacts a proposed development, or redevelopment, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for. The Welsh Government expects that all applications for developments (including changes of use) falling into the following categories will be accompanied by a TA:

Table 12: Scale of development requiring transport assessment

Use Threshold

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Food retail	>1,000m ² gross floor area
Non-food retail	>1,000m ² gross floor area
Cinemas and conference facilities	>1,000m ² gross floor area
Leisure facilities	>1,000m ² gross floor area
Business	>2,500m ² gross floor area
Industry	>5,000m ² gross floor area
Distribution and warehousing	>10,000m ² gross floor area
Hospitals	>2,500m ² gross floor area
Higher and further education	>2,500m ² gross floor area
Schools	All new schools
Stadia	>1,500 seats
Housing	>100 dwellings
Hotels	>1,000m ² gross floor area

- 7.1.31 Planning Policy Wales also states that local planning authorities should consider requiring TAs in locally sensitive areas for proposals that fall outside of the thresholds indicated above. TAs can be required for any proposed development if the local planning authority considers that there is a justification or specific need. Wherever possible both the TA and the Design and Access Statement (where required) should use common evidence and the content of the TA should aim to complement, not duplicate, the Statement. It is expected that TAs will also provide the basis for negotiation on scheme details, including the level of parking, and measures to improve public transport access, walking and cycling. They also provide an important basis for the preparation of Travel Plans.

A487 Caernarfon to Bontnewydd

- 7.1.32 The A487 Caernarfon to Bontnewydd bypass will run from the Goat roundabout (A499/A487 junction) to the Plas Menai roundabout. The length of the highway will be 9.8 km and form a western bypass to Llanwnda, Dinas and Bontnewydd before crossing the existing A487 to pass south of Caernarfon Quarry before crossing the River Seiont, passing south of the Cibyn Industrial Estate to a junction with the A4086. After crossing the B4386 the route will drop to the Plas Menai roundabout.
- 7.1.33 The bypass will have two lanes in one direction, which will provide overtaking opportunities, and a single lane in the opposite direction, which prohibits overtaking.

Llangefni Link Road

- 7.1.34 A new link road would link the existing Lon Bryn Cefni to the Grŵp Llandrillo-Menai site, creating a gateway roundabout to Llangefni on the A5114.
- 7.1.35 Significant benefits from the new link road include improved access to the Enterprise Zone site and further support of the growth and expansion of the Grŵp Llandrillo-Menai campus. The

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scheme would also improve links with the A55 dual carriageway and overcome traffic constraints in the wider area of Llangefni.

New Menai Strait Crossing

- 7.1.36 The Britannia Bridge is the only single carriageway section of the Trans European Road Network Route E22, which presents significant problems to both regular commuter and holiday traffic.
- 7.1.37 The Welsh Government conducted a public consultation on several options for a new crossing over the Menai Strait between November 2007 and February 2008. The results of the consultation showed that the favoured option was a new multi-span bridge (39%) with a single-span cable bridge being the second favourite (31%).
- 7.1.38 A single-span bridge would be more expensive but would not involve work in the Menai Strait, which is a Special Area of Conservation.

7.1.39 ~~The Isle of Anglesey County Council has expressed its support for a new crossing over the Menai Strait. The North Wales Joint Local Transport Plan identifies improvements to the Menai crossing as one of its key strategic high level transport interventions for action now or for inclusion in the next National Transport Plan~~

~~A5025 Valley to Wylfa Newydd / Amlwch to Wylfa Newydd and other transport infrastructure improvements associated with new nuclear development at Wylfa Newydd including improvements from Amlwch to Wylfa Newydd where need for improvement on that section is demonstrated following development of an Integrated Traffic and Transport Strategy for the Wylfa Newydd Project – Corporate Hub necessitated by major infrastructure schemes~~

- 7.1.40 The A5025 from Valley to Wylfa Newydd will experience a significant increase in traffic, including an increase in the number of large vehicles using the road. This route has a number of pinch points, and environmental and safety issues. Additionally, the A5/Valley junction requires consideration.
- 7.1.41 The four main locations on the route which require significant improvements, **and shown on the Proposals Maps**, are:
- A5/A5205 (Valley);
 - A5025 (Llanfachraeth);
 - A5025 (Llanfaethlu);
 - A5025 (Cefn Coch).
- 7.1.42 Improvements along the route from Amlwch to Wylfa Newydd may also need to be considered.
- 7.1.43 ~~The number of trips along the road network to Wylfa Newydd could be reduced by creating a Corporate Hub. Employees who do not need to attend the site could conduct meetings and training with the Corporate Hub, which could be combined with a Park and Ride facility to allow onward travel to the Wylfa Newydd site. Councils will work with the promoter of the Wylfa Newydd Project to develop an appropriate scheme of transport solutions to mitigate the~~

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effects of the construction and operation of the new power station. In addition to the road upgrades referred to above such solutions are likely to include development of park and ride schemes and construction logistics centres to control the numbers and timing of traffic movements to the power station site. Policies PS 9(B) and PS 9(C) will apply to the proposed park and ride facilities and logistics centres, respectively. The promoter and the Councils will work together in partnership to develop an appropriate Integrated Traffic and Transport Strategy (ITTS) in respect of the Wylfa Newydd Project.

7.1.44a In line with national policy and guidance, maximum car parking standards should be used within the Plan area as a form of demand management.