



Background

This is one of a range of topic papers prepared to offer more detailed information and explain the approach of the Plan to different topics and issues affecting the Joint Local Development Plan Area. This paper will look specifically at ‘Transportation’. It will explain the background which will help to identify the issues, objectives and options for the Deposit Plan.

The Deposit Plan is the second statutory stage in the preparation of the Joint Local Development Plan (JLDP). The JLDP shapes the future growth of communities in the Joint Local Development Plan Area and will set out the policies and land allocations against which planning applications will be assessed.

The Deposit Plan will be submitted to the Welsh Government, which will appoint an independent inspector to assess the soundness of the Plan in the Examination in Public. If the inspector considers the Plan to be sound it will be recommended for adoption. When adopted the JLDP will supersede the Gwynedd Unitary Development Plan (2009) for the Gwynedd Local Planning Authority Area and the Gwynedd Structure Plan (1993) and Ynys Môn Local Plan (1996) for the Ynys Môn Local Planning Authority.

This topic paper can be read in isolation or in conjunction with the other Topic Papers and Background Papers that have been prepared to give a full picture the Joint Local Development Plan Area.

You may refer to the Topic Paper as a basis for making comments about the Deposit Plan. It must be noted that only comments on the Deposit Plan will be considered by the Inspector at the Examination in Public rather than specific comment made on the Topic Papers.

If you have any questions or would like to discuss any of the Topic Papers or Background Papers with a member of the Joint Planning Policy Unit you can contact us:

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1.0 INTRODUCTION

1.1 OVERVIEW

1.1.1 The purpose of this topic paper is to provide a broad overview of the existing strategies and plans that are relevant to transport issues in the preparation process of the Joint Local Development Plan (JLDP).

1.1.2 Every local planning authority in Wales must prepare a Local Development Plan (LDP) for its area. The LDP will be the development plan for each county or county borough council and each National Park, superseding the Unitary Development Plan (UDP) or any other existing development plan.

1.1.3 The Welsh Government state in 'Planning Policy Wales – Edition 7' (2014, p.111):

“8.1.1 The Welsh Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle the causes of climate change by: encouraging a more effective and efficient transport system, with greater use of the more sustainable and healthy forms of travel, and minimising the need to travel. This will be achieved through integration:

- *within and between different types of transport;*
- *between transport measures and land use planning;*
- *between transport measures and policies to protect and improve the environment; and*
- *between transport measures and policies for education, health, social inclusion and wealth creation.*

For example, ensuring that development is accessible by means other than the private car will help to meet the Welsh Government’s objectives for social inclusion. Encouraging cycling and walking will contribute to the aim of improving the levels of health in North Wales...”

“...8.1.3 The Welsh Government supports a transport hierarchy in relation to new development that establishes priorities in such a way that, wherever possible, they are accessible in the first instance by walking and cycling, then by public transport and then finally by private motor vehicles. Careful consideration needs to be given to the allocation of new sites which are likely to generate significant levels of movement in Local Development Plans to ensure that access provisions which promote walking and cycling, as well as by public transport are included from the outset. Similarly, the Welsh Government expects that Design and Access Statements give consideration to accessing development by modes other than private motor vehicles.”

2.0 CURRENT LEGISLATION AND BILLS

2.1 LIST OF LEGISLATION AND BILLS

List	
1	Highways Act (1980)
2	Transport Act (1985)
3	Government of Wales Act (1998)
4	Transport Act (2000)
5	Transport (Wales) Act (2006)
6	Local Transport Act (2008)
7	Learner Travel (Wales) Measure (2008)
8	Safety on Learner Transport (Wales) Measure (2011)
9	Highways and Transport (Wales) Bill (2012)
10	Active Travel (Wales) Act (2013)

2.2 HIGHWAYS ACT (1980)

2.2.1 The Highways Act 1980 is an Act dealing with the management and operation of the road network in Wales and England.

2.2.2 The Act is split into 14 parts covering 345 sections, it also includes 25 schedules.

2.3 TRANSPORT ACT (1985)

2.3.1 Local authorities have a duty under section 63 of the 1985 Transport Act to secure the provision of public passenger services as the authority considers appropriate to meet a demand which is not being met by other means.

2.4 GOVERNMENT OF WALES ACT (1998)

2.4.1 The National Assembly for Wales has a duty under Section 121 of the Government of Wales Act (1998) to promote sustainable development in the exercise of its functions, that is, in everything that it does, including the delivery of a sustainable transport system.

2.5 TRANSPORT ACT (2000)

2.5.1 The Transport Act 2000 gave a wide range of additional powers to local authorities, including the power to introduce joint ticketing schemes.

2.6 TRANSPORT (WALES) ACT (2006)

2.6.1 The Transport (Wales) Act 2006 gave the Welsh Government the ability to directly fund public passenger transport services.

2.7 LOCAL TRANSPORT ACT (2008)

2.7.1 The power to establish quality partnership schemes and quality contracts is contained in the Local Transport Act 2008.

2.8 LEARNER TRAVEL (WALES) MEASURE (2008)

2.8.1 The Learner Travel (Wales) Measure (2008) sets out school transport policy for Wales.

2.8.2 It includes the delivery of improvements for learners through increasing entitlement to transport for young children.

2.9 SAFETY ON LEARNER TRANSPORT (WALES) MEASURE (2011)

2.9.1 The Safety on Learner Transport (Wales) Measure (2011) gives the Welsh Ministers powers to introduce specific safety standards for dedicated school transport.

2.10 HIGHWAYS AND TRANSPORT (WALES) BILL (2012)

2.10.1 A Highways and Transport (Wales) Bill will legislate to put a duty on local authorities to provide and maintain walking and cycle paths in their areas.

2.10.2 The Bill is intended to make walking and cycling a more practical and enjoyable option for people in Wales. Benefits from this will include the promotion of sustainable travel, and the resultant reduction in carbon emissions and improvements in air quality; the health benefits of a more active nation and economic benefits from recreation, tourism, and to the wider rural economy.

2.11 ACTIVE TRAVEL (WALES) ACT (2013)

2.11.1 This Act became law in Wales on 4 November 2013.

2.11.2 The Act requires local authorities to continuously improve facilities and routes for pedestrians and cyclists and to prepare maps identifying current and potential future routes for their use.

2.11.3 The Act also requires new road schemes (including road improvement schemes) to consider the needs of pedestrians and cyclists at the design stage.

2.11.4 The Act is intended to enable more people to walk and cycle and generally travel by non-motorised transport.

2.11.5 Making walking and cycling safer and more practical encourages healthier lifestyles, reduces carbon emissions and improves our environment.

3.0 NATIONAL PLANNING POLICY CONTEXT

3.1 WALES SPATIAL PLAN

3.1.1 TRAVEL AND CLIMATE CHANGE

In regards to its aspirations for a sustainable transport network the Welsh Assembly Government states (2008, p.32):

“13.3 In the context of responding to and mitigating the effects of climate change, the Wales Spatial Plan supports the development of spatially targeted responses. These include reducing the need to travel by co-locating jobs, housing and services, for instance, and changing behaviour in favour of ‘greener’ modes of travel, such as car sharing, public transport, walking and cycling.”

3.1.2 CHALLENGES

The Welsh Assembly Government (2008, p.32) sets out series of challenges that must be addressed in order to achieve a fully sustainable transport network:

- Work within the national and regional transport planning frameworks to improve the quality and sustainability of connections between key settlements, within and between the Wales Spatial Plan Areas.
- Integrate sustainable solutions with community and development planning to improve access to services and facilities, recognising the role of the third sector in hard-to-reach places.
- While continuing to invest in the transport infrastructure and services, ensure that transport in Wales contributes to mitigating the effects of climate change by achieving a reduction in total greenhouse gas emissions.

3.1.3 REGIONS

Anglesey and the majority of Gwynedd are included in North West Wales (Eryri a Môn) Spatial Plan region, whilst the remaining southern part of Gwynedd is included in the Central Wales region.

3.1.4 NORTH WEST WALES

- a) The primary corridor for external connectivity into and out of the region is based along the North Wales coast and through the heart of Anglesey to the region’s international gateway at Holyhead.
- b) The area benefits from the good connectivity offered on road by the A55 expressway and the North Wales Coast mainline railway (both of which are part of the Trans European Transport Network).
- c) Further opportunities for growth in the air transport sector could be realised by expanding the commercial air flight in Maes Awyr Môn / Anglesey Airport from not only North to South Wales, but other regions in the UK and Ireland, increasing the economic links with Ireland.

3.1.5 CENTRAL WALES

- a) Key actions identified in the Spatial Plan include building on the important key centres in the area whilst improving linkages and spreading benefits and growth to the wider hinterlands and rural communities.

3.2 PLANNING POLICY WALES

3.2.1 Planning Policy Wales – Edition 7 (2014, 111-112) states:

“8.1.4 Land use planning can help to achieve the Welsh Government’s objectives for transport through:

- reducing the need to travel, especially by private car, by locating development where there is good access by public transport, walking and cycling;
- locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;
- improving accessibility by walking, cycling and public transport;
- ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;
- promoting walking and cycling;
- supporting the provision of high quality public transport;
- supporting traffic management measures;
- promoting sustainable transport options for freight and commerce;
- supporting sustainable travel options in rural areas;
- supporting necessary infrastructure improvements; and
- ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.”

3.3 TECHNICAL ADVICE NOTE (TAN) 18: TRANSPORT (2007)

3.3.1 The main areas where the new TAN differs from its predecessor are:

- a) There is a greater emphasis on the need for a sustainable transport system.
- b) There is a need for a clear link between development plans and the applicable Regional Transport Plan.
- c) Local planning authorities should seek to maximise relative accessibility rather than mobility.
- d) Major travel generating uses should be located within or adjacent to city, town and district centres.
- e) In rural areas local authorities should consider identifying key local service centres that would be the preferred locations for most new development.
- f) There should be a positive approach to farm diversification.
- g) Maximum car parking standards should be used at both regional and local levels.
- h) There is a need for a Transport Assessment for developments that are likely to result in significant trip generation.

3.3.2 The Welsh Assembly Government (2007, p.2-3) highlights importance of the planning system and transport infrastructure in delivering sustainable development:

“2.3 Integration of land use planning and development of transport infrastructure has a key role to play in addressing the environmental aspects of sustainable development, in particular climate change and the outcomes identified in the Assembly Government’s Environmental Strategy. Integration can help the Assembly Government achieve these environmental outcomes, together with its wider sustainable development policy objectives by:

- *promoting resource and travel efficient settlement patterns;*
- *ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;*
- *managing parking provision;*
- *ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirement), cycling, public transport, and traffic management and parking/servicing;*
- *encouraging the location of development near other related uses to encourage multi-purpose trips;*
- *promoting cycling and walking;*
- *supporting the provision of high quality, inclusive public transport;*
- *supporting provision of a reliable and efficient freight network;*
- *promoting the location of warehousing and manufacturing developments to facilitate the use of rail and sea transport for freight;*
- *encouraging good quality design of streets that provide a safe public realm and a distinct sense of place; and*
- *ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions.”*

3.3.3 The TAN identifies a number of transport issues that are that are key considerations to land use planning. These are: location of development; accessibility; major travel generating uses; and rural areas.

3.3.4 Location of Development

“3.1 The land use planning system can impact on travel patterns, by guiding the location, scale, density and mix of new development and controlling changes of land use. In this way, transport and land use interact and can have an effect on the emission of greenhouse gases, the health of the local population, social inclusion and the costs of congestion. Changes in travel patterns brought about by land use change in the future are likely to be incremental, but over the medium to long term could significantly reduce the need to travel and ensure that effective use is made of public transport options, walking and cycling. Planning authorities should ensure that their development plan strategy is compatible with the aim of reducing the need to travel and provides greater choice of means of transport other than the private car.”

3.3.5 Accessibility

“3.2 In determining an appropriate development pattern, local planning authorities should seek to maximise relative accessibility rather than ensuring everyone can travel everywhere (mobility). Accessibility is the relative ability to take up services, markets or facilities. Focussing on accessibility is important in addressing social exclusion and for maximising choice in services, employment and recreation opportunities, remembering in most cases transport is a means to an end. Relative accessibility is likely to be part of the Sustainability Appraisal / Strategic Environmental Assessment process applied to Local Development Plans. It may be useful as one of the many considerations material to the development control process to assist in demonstrating sustainability. Where a development proposal is assessed as having relatively poor accessibility this may be sufficient grounds to refuse planning permission where this does not support the accessibility objectives set out in the development plan.”

3.3.6 Major Travel Generating Uses

“3.3 The location of new residential development has a significant influence on travel patterns as the majority of trips start or finish at home. Housing is also usually the most extensive land use in settlements. As a consequence, the relationship between homes and other land uses will influence travel demand in terms of mode of travel, length of journey and the potential for multi-purpose trips. It should be a key aim of development plans to identify residential sites that are accessible to jobs, shops and services by modes other than the car and where public transport services have the existing or planned capacity to absorb further development. Local authorities should seek to achieve a broad balance between housing and employment opportunities to minimise the potential need for long distance commuting.”

3.3.7 Accessible Housing Development

“3.4 Settlement policies and residential allocations in development plans should therefore:

- promote housing development at locations with good access by walking and cycling to primary and secondary schools and public transport stops, and by all modes to employment, further and higher education, services, shopping and leisure, or where such access will be provided as part of the scheme or is a form proposal in the RTP;*
- ensure that significant new housing schemes contain ancillary uses including local shops, and services and, where appropriate, local employment;*
- include policies and standards on density, and parking to achieve higher residential densities in places with good public transport accessibility and capacity;*
- encourage residential layouts that incorporate traffic management proposals such as home zones, calming measures and 20 mph zones and where appropriate, layouts that allow public transport to pass through easily; and*
- require layouts and densities, which maximise the opportunity for residents to walk and cycle to local facilities and public transport stops.”*

3.3.8 Other Major Travel Generating Uses

“3.7 The location of major travel generating uses including employment, education, shopping and leisure can significantly influence the number and length of journeys, journey mode and the potential for multi-purpose trips. Development plans should seek wherever possible to identify locations for such developments, which offer genuine and easy access by a range of transport modes and therefore:

- allocate major generators of travel demand in city, town and district centres and near public transport interchanges, as a means to reduce car dependency and increase social inclusion by ensuring that development is accessible by public transport for those without access to a car;
- contain policies which direct facilities for which there is a regular need to be located close to their users in local and rural centres, ensuring easy access for all, especially by walking and cycling; such facilities include primary schools, doctors surgeries and local convenience shops; and
- consider the potential for changing existing unsustainable travel patterns, for example through a co-ordinated approach to development plan allocations and transport improvements.”

3.3.9 Rural Areas

“3.10 The distinctive characteristics of rural areas including low population densities, the dispersion of job opportunities and the concentration of services in larger settlements restrict travel options. The car is important for accessibility in rural areas and is likely to remain so for the foreseeable future. However significant population groups including women, the young, the elderly and those with low incomes, who do not own a car or have limited access to a car can experience severe problems of social exclusion. Improving accessibility for these groups will help to promote social inclusion and reduce rural isolation.

3.11 Development in rural locations should embody sustainability principles, balancing the need to support the rural economy, whilst maintaining and enhancing the environmental, social and cultural quality of rural areas. Most development should be located in places accessible by a range of travel modes. As part of the settlement strategy of the development plan, planning authorities should consider identifying key local service centres. These centres may comprise a market town, large village or closely associated group of villages. Such service centres should be the preferred locations for most new development including housing and employment provision. The identification of key service centres will help to promote the use of public transport, walking and cycling and minimise the need for journeys to larger centres.”

4.0 NATIONAL TRANSPORT DOCUMENTS

4.1 THE WALES TRANSPORT STRATEGY – ONE WALES: CONNECTING THE NATION (2008)

4.1.1 The goal of 'One Wales: Connecting the Nation' is to promote sustainable transport networks that safeguard the environment whilst strengthening the country's economic and social life.

4.1.2 This strategy identifies a series of high-level outcomes and sets out the steps for their delivery.

4.1.3 Key outcomes include improving access to shopping, leisure facilities and employment opportunities, and also to reduce the contribution of transport to greenhouse gas emissions.

4.2 DRAFT NATIONAL TRANSPORT PLAN (2015)

4.2.1 This new National Transport Plan will demonstrate how the Welsh Government will continue to implement the Wales Transport Strategy and support the delivery of the Programme for Government outcomes.

4.2.2 Transport has a crucial role to play in improving Wales' economic competitiveness and provides enhanced access to jobs and services. When planning our investment in transport it is important to focus on how it can serve the needs of businesses, people and communities.

4.2.3 The National Transport Plan aims to provide a fresh approach to transport planning which will allow greater flexibility and ensure that Welsh Government funding is directed to secure maximum value for money and impact. The plan identifies national and regional improvements, at the same time local authorities are developing Local Transport Plans to identify priorities for transport investment at a local level to support the outcomes in the Welsh Transport Strategy and in line with guidance provided by Welsh Government.

4.3 SMARTER CHOICES: WALES (2007)

4.3.1 Sustainable transport is at the apex of the Welsh Government's agenda. Sustainable transport modes – such as travel by train, bus, tram, taxi, bike, on foot or by car-sharing – all have roles to play in reducing the negative effects of single occupancy car journeys.

4.3.2 Techniques to influence travel behaviour in favour of those other transport modes (known as modal shift) are collectively referred to as 'Smarter Choices'.

4.3.3 Residential Travel Plans are of particular relevance to land-use planning. These plans seek to ensure that sustainable transport accessibility is planned in the early stages of new housing or mixed-use developments.

4.4 A WALKING AND CYCLING ACTION PLAN FOR WALES (2009-2013)

4.4.1 The plan contains a range of actions aimed to deliver these objectives and are grouped under the following four themes:

- a) Changing Behaviour: Walking and cycling to make an increasing contribution towards climate change targets and raising levels of physical activity.
- b) Sustainable Travel encouraged via better Walking and Cycling Infrastructure: To create safe, attractive and convenient infrastructure for pedestrian and cycle travel.
- c) Policy Objectives: Ensure that walking and cycling are included in cross-cutting policies, guidance and funding.
- d) Evaluation: To enable the Welsh Government and delivery partners to track progress in delivering the actions of this plan and intended outcomes.

4.5 WALES RAIL PLANNING ASSESSMENT (2007)

4.5.1 The report is a joint Welsh Government and Department for Transport demand based study looking at the potential growth in rail usage between 2006 and 2026 and what might be done to meet this growth.

4.5.2 It is a complementary document to the Welsh Assembly Government's Wales Transport Strategy document.

4.6 MONITORING OF THE CARDIFF / YNYS MÔN AIR SERVICE – FINAL REPORT (2008)

4.6.1 The air service between Cardiff International Airport and a new £1.5 million civil terminal at RAF Valley (Maes Awyr Môn / Anglesey Airport) began operating on 8th May 2007.

4.6.2 The air service has enhanced the cohesiveness of Wales, enabling people to take part in national events and improving access to cultural and sporting events.

4.6.3 Adding a third return service in the middle of the day would increase the share of the market taken by the air service.

4.7 WELSH GOVERNMENT CONSULTATION DOCUMENT – DRAFT ROAD SAFETY DELIVERY PLAN (2012)

4.7.1 This consultation is about the Welsh Government's strategic approach to road safety to 2020, and the actions that they believe will best support road casualty reduction.

4.7.2 The desired outcome is that all people are safe on Welsh roads. The Welsh Government believes that all road safety activity undertaken should be concerned with achieving this outcome.

4.7.3 The Welsh Government's vision for road safety is:

“A continued reduction in the number of people killed and seriously injured on Welsh roads, with the ultimate goal of no fatalities in the future.”

4.7.4 It may be considered unrealistic to envisage zero fatalities, but it should be a government aspiration to envisage zero fatalities.

4.8 ONE WALES: CONNECTING THE NATION – THE WALES FREIGHT STRATEGY (2008)

4.8.1 The document sets out high-level aims and policies for freight transport, and identifies a series of 'steps' towards their delivery.

4.8.2 A high priority is placed on freight transport playing its part in ensuring a sustainable environment.

4.8.3 A key priority of the strategy is to improve access between key settlements and sites.

4.8.4 Actions include:

- Improving access between north and south Wales;
- Improving links between settlements;
- Improving links into key settlements;
- Make sure that all people have access to the transport system.

4.8.5 The ethos of this priority is very much related to aims for freight transport, but not actions are identified that specifically target freight; some have particular links:

- Improve north-south links by public transport and road (where journey times and reliability are the priority);
- Improve the reliability of the road system especially between key settlements.

4.9 MANUAL FOR STREETS (2007)

4.9.1 There is a need to transform the quality of residential streets, and this requires a new approach to their provision.

4.9.2 The manual is aimed at any organisation or discipline with an interest in residential streets, ranging from access officers to the emergency services.

4.9.3 Its scope is limited to residential and other lightly trafficked streets, although some of its principles may be applied to other road types where appropriate.

4.9.4 Streets should not be designed just to accommodate the movement of motor vehicles – a prime consideration is that they meet the needs of pedestrians and cyclists.

4.9.5 The key recommendation of the manual is that increased consideration should be given to the 'place' function of streets.

4.10 MANUAL FOR STREET 2 – WIDER APPLICATION OF THE PRINCIPLES (2010)

4.10.1 Streets and roads make up around three-quarters of all public space – their design, appearance, and the way they function have a huge impact on people's lives.

4.10.2 The aim of the document is to extend the advantages of good design to streets and roads outside residential areas and to provide an improved environment.

4.10.3 By rethinking the way high streets and non-trunk roads are designed, the fabric of public spaces and the way people behave can be changed.

4.10.4 It means embracing a new approach to design and breaking away from inflexible standards and traditional engineering solutions.

4.10.5 The new guide does not supersede Manual for Streets; rather it explains how the principles of the first document can be applied more widely.

5.0 REGIONAL TRANSPORT DOCUMENTS

5.1 NORTH WALES JOINT LOCAL TRANSPORT PLAN CONSULTATION (2014)

- 5.1.1 The Local Transport Plan (LTP) has been jointly produced by the six North Wales Local Authorities of Conwy County Borough Council, Denbighshire County Council, Flintshire County Council, Gwynedd Council, Isle of Anglesey County Council and Wrexham County Borough Council. The plan covers only the northern parts of Gwynedd with Meirionnydd being included in the LTP for Mid Wales. The total population of the North Wales Local Transport Plan area in 2011 was 654,631.
- 5.1.2 The Local Transport Plan identifies issues and opportunities for all aspects of transport but interventions and schemes are limited to those that are within a local transport authority's remit and do not include schemes relating to the rail or trunk road network.
- 5.1.3 The Plan was submitted to the Welsh Government on 31st January 2015 with a view to it covering a detailed programme from 2015-2020 and a framework for scheme until 2030.
- 5.1.4 The vision for the Local Transport Plan is as follows:

Vision for Transport in North Wales

The North Wales Local Authorities aim to remove barriers to economic growth, prosperity and well-being by delivering safe, sustainable, affordable and effective transport networks.

- 5.1.5 Five key transport issues have been identified in the plan:

Key Transport Issues for North Wales

- **The ability of the strategic trunk road and rail corridors to provide the necessary good connectivity, for people and freight, with North Wales, to the ports and to the rest of the UK to support the economy and jobs, including tourism;**
- **The lack of resilience of the road and rail networks to planned and unplanned events including extreme weather;**
- **The need for good access to and between the three Enterprise Zones in North Wales;**
- **The lack of viable and affordable alternatives to the car to access key employment sites and other services; and**
- **The need for good road links to / from the trunk road network into the rural areas to help retain the viability of local businesses and support the Welsh language and culture.**

5.1.6 A series of outcomes have been set out in the plan which itemises what the group want to achieve over the next five years:

Local Transport Plan Outcomes

1. **Connections to Key Destinations and Markets: Support for Economic Growth** through an improvement in the efficiency, reliability, resilience, and connectivity of movement, including freight, within and between North Wales and other regions and countries (with a particular focus on accessibility to the Enterprise Zones and an improvement in the vitality and viability of towns and other key centres);
2. **Access to Employment: Providing inclusive and affordable access to employment and training** (with a focus on the most deprived communities);
3. **Access to Services: Promotion of social inclusion and well-being** through inclusive and affordable access to education, health services and other key services and facilities (with a focus on the most deprived communities);
4. **Increasing Levels of Walking and Cycling:** for both necessary travel and recreation, by residents and visitors;
5. **Improved Safety and Security:** of both actual and perceived safety of travel by all modes;
6. **Benefits and Minimised Impacts on the Environment:** the potential for transport improvements to positively affect the local and global natural and built environment will have been maximised and negative impacts minimised, including adaptation to the effects of climate change.

5.1.7 A set of higher level interventions have been developed which together aim to deliver the vision and outcomes sought for the Local Transport Plan:

LTP Higher Level Intervention	Description
Transport network resilience improvements	Improvements to key county corridors to remove/ improve resilience problems.
Capacity and safety enhancements / pinch-point improvements	Including schemes to increase network capacity or remove pinch points / constraints on the county network and / or address particular road safety issues/
Integration with strategic public transport services	Schemes to improve access to rail stations including road access and bus services and interchange facilities, support for park and ride, walking and cycling routes and facilities.
Improved links to employment	Schemes to provide improved access to EZs, ports, employment sites and town centres. May include car share sites, bus services, active travel measures as well as road improvements.

LTP Higher Level Intervention	Description
Access to services	Range of integrated transport measures to improve access to education, health, community, shopping and other services by public transport, walking and cycling as well as community transport, taxi, car share sites.
Encouraging sustainable travel	Infrastructure improvements and promotional initiatives to increase levels of walking and cycling both for travel and for leisure as well as public transport. May include road and rail bridges / crossings, cycle routes, footway / footpath provision, safe routes to school, travel planning as well as road safety measures to assist vulnerable users.

5.1.8 The schemes to deliver the interventions over the plan period of 2015-2020 are set out below. The schemes have been submitted by each local authority. The schemes are for transport projects within the remit of the local authorities but are intended to complement Welsh Government priorities for the trunk roads and modernisation of the rail network.

Higher Level Intervention 1 – Transport Network Resilience Improvements		
Scheme Name	Local Authority	Description
A499 Penrhos Road Alleviation Improvements	Gwynedd	Improvements to the A499 between Pwllheli and Llanbedrog to alleviate traffic congestion during flooding events where the road section is regularly closed off to traffic resulting in a 10 mile detour. Options have been explored as part of the 2012 Pwllheli Flood Alleviation study which include increasing the road level.
Bridge Strengthening (Pinch Points)	Gwynedd	The proposed scheme is to re-deck, refurbish or strengthen the bridges that have substandard load capacity and are subject to monitoring regimes in order to minimise disruption to the local communities. This will be implemented at 14 sites in a phased programme according to priority.
Alleviation of Flood Risk Areas on Strategic Routes	Gwynedd	Parts of Gwynedd are deeply rural, having dispersed settlements with few centres that offer a wide choice of employment opportunities. Despite low average income there are necessarily high levels of car ownership. Where flood events impact on connections to these areas this impacts on access to employment and services in Gwynedd.

Higher Level Intervention 2 – Capacity and Safety Enhancements / Pinch-Point Improvements		
Scheme Name	Local Authority	Description
A5025 Pentraeth Automotive Junction	Anglesey	A scheme to improve safety and capacity at a junction on the A5025 County road.
Improvements to link from Cemaes to B5111	Anglesey	Improvements to Class 3 road between Cemaes (Llanfechell/Rhosgoch) to B5111 Llanerchymedd to Rhosybol Road
A499 Four Crosses Bypass	Gwynedd	New road bypass for the village of Y Ffor on the A499 between Caernarfon and Pwllheli.
B4366 Pengelli to Bethel Road Improvements	Gwynedd	Road widening scheme, between Caernarfon and Tyddyn Hen roundabout. The scheme would provide improvement to a short section of the B4366 in line with the design standards of the remaining road section. This may include multi-user path provision as part of the scheme.
Interactive Signing	Gwynedd	Installation of interactive signs to reduce speeding.
Junction Enhancements	Gwynedd	Improvements to junctions with significant problems with road traffic collisions.

Higher Level Intervention 3 – Integration with Strategic Public Transport Services		
Scheme Name	Local Authority	Description
Public Transport Infrastructure Improvements	Anglesey	This scheme is a contribution of the programme to upgrade every bus stop in the county. Improvements will range from the provision of shelters, easy-access boarding kerbs, and accessible access paths to bus stops.

Higher Level Intervention 3 – Integration with Strategic Public Transport Services		
Scheme Name	Local Authority	Description
Holyhead A55 New Port Access Link	Anglesey	The project aims to provide a new access link on the A55 to significantly increase the efficiency of access to and egress from the port and provide better links between the port and town. The Holyhead Port New Access Link (HPNAL) is an extension to the A55. Holyhead port is the busiest passenger ferry port on the west side of Britain, and is increasingly a significant route for road freight movements. It is a major local employer, and the extensive harbour is a significant economic asset for the town and wider region. Increasing the efficiency of the port and the A55 represents a significant opportunity to enhance both business and tourism investment into the area, with positive consequences for local employment.

Higher Level Intervention 4 – Improved links to Employment		
Scheme Name	Local Authority	Description
Gaerwen Link Road	Anglesey	New link road to give improved access to the Gaerwen Enterprise Zone site from the A55 and reducing the amount of traffic on residential streets in Gaerwen. Allows for the expansion of Gaerwen Industrial Estate and improved highway network within the area to accommodate the resulting increase in traffic.
A5025 Valley to Amlwch	Anglesey	Work to improve the A5025 for all vehicles including active travel in preparation for the construction of Wylfa Newydd.
A55 Transport Hub / Park & Ride for Wylfa	Anglesey	Work to manage traffic on the network during construction of Wylfa Newydd.
Llangefni Link Road	Anglesey	A new link road to provide improved access to the Enterprise Zone sites and supporting the growth and expansion of the Coleg Menai (Grŵp Llandrillo Menai) campus. Additionally, the scheme would also improve links with the A55 dual carriageway and overcome traffic constraints in the wider area of Llangefni.

Higher Level Intervention 4 – Improved links to Employment		
Scheme Name	Local Authority	Description
A497 Criccieth to Porthmadog Road Improvements	Gwynedd	Road improvement scheme on the A497 between Criccieth and Porthmadog. The aim of the scheme is to follow on from 2006 improvement scheme of the A497 between Pwllheli and Criccieth and provide a safer and efficient route, connecting the Llŷn Peninsular with the trunk road network.
A499 Nefyn to Pwllheli Road Improvements	Gwynedd	Major road improvement to the A499 between the towns of Nefyn and Pwllheli on the Llŷn peninsular. The scheme will consist of road re-alignments, junction improvements and widening of some junctions.
Congestion and Parking Review	Gwynedd	The scheme will focus on the four main centres in Gwynedd: Bangor, Caernarfon, Porthmadog and Pwllheli. The scheme aims to improve access to employment sites by looking to reduce congestion and improve existing parking facilities.

Higher Level Intervention 5 – Access to Services		
Scheme Name	Local Authority	Description
Safer Routes Schemes	Anglesey	Schemes for safer routes in communities including Amlwch, Gaerwen, Talwrn and Llanbedrgoch.
A499 to Nefyn Link (B4417)	Gwynedd	Road improvements to the B4417 between the town of Nefyn and the A499 at Llanaelhaearn. Scheme to include road widening and realignment which would provide better links for Nefyn and also the community of Llithfaen to the A499.
A4086 Cibyn to Pontrug Road Improvements	Gwynedd	Improvements to the A4086 between Llanrug and Caernarfon. The scheme would comprise of road widening, alignment and junction improvement. This would provide improved connectivity to the proposed Caernarfon by-pass scheme for the outlying villages.
Dinas Dinlle Link to A499	Gwynedd	Upgrade of the existing Class III road which forms a link between Caernarfon airport and the A499 which in conjunction with the Allt Goch proposal would create an improved transport link from the A487(T) nr Penygroes. The scheme would consist of road widening and realignment with junction improvement on the A499

Higher Level Intervention 6 – Encouraging Sustainable Travel		
Scheme Name	Local Authority	Description
Active Travel (Wales) Act 2013	Anglesey	Work to conform to the Active Travel (Wales) Act 2013 including mapping of existing routes, improvements to routes and promotion of routes.
Improvements to deliver the cycling strategy	Anglesey	Delivery of the Anglesey Cycling Strategy, including several schemes to improve cycling provision and take up on the Island. The scheme looks to construct additional off-highway cycle paths, expanding the current facilities to form the network of routes set out in the Council's Cycling Strategy produced and adopted by the Council in November 2013.
A5 Corridor Cycle Route	Anglesey	Provision of a route along the A5 corridor between Holyhead and Menai Bridge. The route is proposed as a way of linking communities across the Island in a way that does not happen with national cycle routes 5 and 8 as they use minor roads that do not always go through the larger communities.
A5025/B5420 Four Crosses Roundabout	Anglesey	A scheme to improve provision for active travel at a roundabout that links to national cycle routes, will improve capacity, entry width lanes, public transport use.
Gaerwen-Amlwch Line Corridor	Anglesey	Protect the Gaerwen-Amlwch alignment as a transport corridor. Gaerwen-Llangefni scheme currently with WG and Network Rail.
Caernarfon to Lon Ogwen Multi User Path	Gwynedd	Multi User Path alongside the B4366 and A4244 between Caernarfon and the Lon Ogwen Cycle route at Felin Hen. The path would be constructed within the existing highway boundary with short sections requiring land where existing road widths are not sufficient. The scheme could be incorporated into the B4366 road widening scheme at Pengelli.
A4244 Brynrefail to Groeslon Ty Mawr Multi User Path	Gwynedd	Construction of a multi user path from Lon Las Peris Brynrefail to Lon Las Ogwen at Felin Hen which would run alongside the A4244 within the highway boundary. The scheme would tie in to the Caernarfon to Lon Ogwen link, joining at Groeslon Ty Mawr.

Higher Level Intervention 6 – Encouraging Sustainable Travel		
Scheme Name	Local Authority	Description
Holyhead Road Bangor Cycle Scheme	Gwynedd	Continuation of the multi user path on Holyhead Road in Bangor connecting the upper Bangor area with the Menai Suspension Bridge and onto Anglesey.
Llanaelhaearn to Pwllheli Multi User Path	Gwynedd	Construction of a multi user path along the A499 from Llanaelhaearn to Pwllheli which would run alongside the A499 within the highway boundary. The scheme would be a continuation of the multi user path from Llanwnda to Llanaelhaearn which would provide a multi user path connecting Caernarfon to Pwllheli.
A499 Pwllheli to Abersoch Multi User Path	Gwynedd	Create a multi user path from Pwllheli to Abersoch. This would be a continuation of the other A499 multi user path proposals which would provide a multi user path linking Caernarfon to the Llyn Peninsular. The scheme would be in 3 phases. With phase 1 having the potential to be incorporated as part of the A499 Penrhos Flood resilience scheme.

5.2 TAITH CONSORTIUM – REGIONAL TRANSPORT PLAN (2009)

- 5.2.1 Whilst the North Wales local authorities resolved to prepare a Joint Local Transport Plan for their area, the plan preparation has been overseen by the Taith Board. Taith was the Regional Transport Consortia for North Wales.
- 5.2.2 Taith are no longer the body responsible for receiving and managing regional transport funding from the Welsh Government. However, they remain as a fully constituted joint committee of the local authorities with responsibility for transport.
- 5.2.3 The consortium consisted of all six North Wales local authorities:
- a) Isle of Anglesey County Council
 - b) Conwy County Borough Council
 - c) Denbighshire County Council
 - d) Flintshire County Council
 - e) Gwynedd Council (including Arfon and Dwyfor districts)
 - f) Wrexham County Borough Council
- 5.2.4 The Taith Regional Transport Plan (2009) set out in detail the issues facing the region at the time the plan was produced and was a key policy document in forming the preparation of the Joint Local Transport Plan for North Wales.

5.2.5 The Taith Regional Transport Plan consists of the following documents:

1) LONG-TERM STRATEGY

- a) Efficiently meeting North Wales' diverse transport needs – providing a transport network for North Wales that recognises the geographic and social diversity of the region, making best use of the available resources to give efficient movement of both people and freight.
- b) Passenger transport and performance – raising the profile and performance of public transport services in North Wales within an integrated system including trains, high quality fast interurban bus and coach services, improved local bus networks and an appropriate mix of services involving smaller vehicles for rural areas.
- c) Reducing congestion and journey times – resolving congestion and highway access issues.
- d) Supporting development – supporting the development of towns and other key centres to increase their economy viability and to promote sustainable development and environmental improvement.
- e) Safe, efficient, sustainable networks – maintaining safe, efficient, more sustainable transport networks.
- f) Improving rail services for North Wales – seeking improvements to all North Wales rail passenger services and facilities.
- g) Environmentally friendly and efficient freight movement – implementing road, rail and terminal improvements in conjunction with national and regional agencies and companies.
- h) Smart traffic planning and management – establishing an integrated North Wales traffic monitoring, information and control network and seeking to promote more sustainable travel behaviour through travel planning and better education in efficient travel choices and driving techniques.
- i) Sustainable transport – increasing current levels of cycling and walking by residents and visitors.

2) ACCESS STRATEGY

- a) Addressing accessibility issues is about improving access to services for all society, but in particular, socially excluded communities.
- b) Accessibility planning not only encompasses land-use or transport provision, it also should influence service provision both in terms of location and method of provision.
- c) The aim is to achieve improved accessibility to facilities and services, especially for the socially excluded sections of society.

3) FREIGHT STRATEGY

- a) This report is broadly based on the Wales Freight Strategy (WFS) and the Welsh Government's approach:
 - Spatial Policies: Reducing overall demand for freight movements.
 - Mode Switch Policies: Encourage freight to switch from road to rail and sea.

4) INTERNATIONAL CONNECTIVITY STRATEGY

- a) North Wales has an important role to play in linking the UK and Ireland in the west and to the north-west and West Midlands regions of England to Wales.
- b) Both the A55 road and North Wales mainline rail corridor are Trans-European Network Transport (TEN-T) routes, along with the A494.
- c) The International Connectivity actions will be delivered through partnership working drawing on the work of the networks and freight workstreams.

5) MAINTENANCE STRATEGY

- a) The maintenance of the region's highways and transport assets is fundamental to the efficient and reliable movement of people and goods.
- b) Historical under-investment in highways and transport infrastructure has resulted in a 'fire-fighting' culture towards maintenance.
- c) The purpose of the strategy is to attempt to reverse the trend of deterioration and to provide a network that is safe, efficient, fit for purpose and sustainable in the long-term.

6) MONITORING STRATEGY

- a) As part of the Regional Transport Plan, Taith is required to produce a Monitoring Framework which will monitor not only the Objectives and Priorities of the Regional Transport Plan, but also assist in monitoring the Wales Transport Strategy Outcomes and Priorities, and hence those of the Wales Spatial Plan.

7) NETWORK MANAGEMENT STRATEGY

- a) The Traffic Management Act 2004 applicable from 1/04/2008, imposes a network management duty on all local traffic authorities.
- b) This strategy is intended to serve as a framework for the six highways authorities in Taith in developing a co-ordinated and consistent approach to network management that best delivers local and regional transport priorities.

8) REGIONAL PARKING FRAMEWORK

- a) The Car Parking Strategy is being developed and includes adoption by constituent local authorities of:
 - Parking standards that are consistent with Technical Advice Note 18.
 - A Regional Strategy for Civil Parking Enforcement.
 - Co-ordinated approaches to other car parking management issues.
- b) Civil Parking Enforcement is carried out by individual authorities.
- c) A joint project in North Wales sees Anglesey, Gwynedd, Denbighshire and Wrexham carrying out their notice processing through the Wales Penalty Processing Partnership, hosted by Denbighshire.

9) SAFER JOURNEYS STRAEGY

- a) The principal means of addressing road safety lie in the elements of education, training and publicity, engineering and enforcement.
- b) An action plan has been developed which includes the actions required under the Road Safety Strategy for Wales.
- c) The aim is to achieve casualty reduction targets through strong partnership working on a range of activities including: road safety education, training and publicity projects.

10) SMARTER CHOICES – ITS STRATEGY

- a) Intelligent Transport Systems play an increasingly important part at all stages of transport from planning through information systems to management and control.
- b) Proposals are under development for:
 - A Taith driver education project.
 - Smartcard ticketing.
 - Integrated control centre.

11) SMARTER CHOICES – WALKING AND CYCLING STRATEGY

- a) The aim of this strategy is to encourage more people to walk or cycle for journeys, such as the commute to work and school, trips to local shops, leisure facilities and activities.
- b) An action plan has been developed which aims to encourage more people to walk and cycle on a regular basis.

12) STRATEGY TO REDUCE NORTH WALES' ECOLOGICAL FOOTPRINT

- a) For transport a target reduction of 5% per year is being considered.
- b) This topic has achieved rather higher prominence than originally implied by the Wales Spatial Plan and Wales Transport Strategy and has therefore been identified by Taith as an additional topic for consideration in North Wales.

13) THIRD SECTOR TRANSPORT STRATEGY

- a) Third sector transport is an essential form of transport for those who do not have access to public or private transport.
- b) Community transport has an important role to play in rural communities, especially those not served by conventional public transport.

5.2.6 The problems and opportunities identified in the plan are set out below:

Problems

- Sustainability of connections between key settlements.
- Climate change and greenhouse gas emissions.
- Increased flood risk due to climate change – fragile road and rail transport links on North Wales coast.
- Rural areas deprived of good access due to outdated infrastructure.
- Deprived urban areas such as the northern coastal corridor and areas of Flintshire and around Wrexham.
- Reduced economic activity in rural areas.
- Congestion caused by commuting to work and car journeys to school.
- Insufficient integrated ticketing on public transport.
- Low levels of walking and cycling.
- Lack of footways on roads between key settlements.
- On the trunk road network there are issues with East – West and North – South connectivity which also impact on local road networks.

Opportunities

The Taith area has many opportunities to help to solve the problems outlined above:

- Collaborative working across boundaries provides an ideal opportunity to develop a holistic approach to the transport needs of this diverse region.
- Improvement of transport is being linked to the Strategic Regeneration Areas which have been set up in different parts of the region.
- Improving connectivity within the region can help links between businesses and suppliers and improve journey times to work.
- An efficient modern transport system can contribute towards creating better jobs and skills by increasing access to jobs and education.
- Effective travel planning promoted through the RTP can help to reduce emissions as well as cut congestion.
- Sustainable travel town projects can help to reduce emissions and assist towards a low carbon agenda.
- Better travel information and fulfilment of the Smarter Choices agenda.

5.3 TAITH – NORTH WALES TRANSPORT INFRASTRUCTURE AND SERVICES NORTH WALES EVIDENCE PACK & SUMMARY OF NORTH EAST WALES INTEGRATED TRANSPORT TASKFORCE (NEWITT) (2014)

- To define the spatial accessibility needs / within North West and Mid Wales to key employment, health and retail locations – to include key cross-border locations.
- To map existing transport infrastructure, active travel and public transport services and identify barriers / gaps / shortfall in provision, including ticketing arrangements.
- To understand the demand for travel that exists in the study area, or is likely to exist as a result of known proposed and development projects or proposals, and the implications on the transport network.
- To consider the resilience of the existing transport network to cope when put under strain from an unexpected or unpredicted event.
- To identify short, medium and longer-term proposals to address and deliver an integrated transport network and overcome identified barriers / gaps / shortfalls, informing the forthcoming replacement of the Taith and Tracc Regional Transport Plan by October 2014.

5.4 MID WALES JOINT LOCAL TRANSPORT PLAN CONSULTATION (2014)

5.4.1 The Local Transport Plan (LTP) has been jointly produced by the three Mid Wales Local Authorities of Ceredigion County Council, Gwynedd Council, and Powys County Council. The plan covers only the Meirionnydd part of Gwynedd with the remainder of the county being included in the Joint LTP for North Wales. Part of the Brecon Beacons and Snowdonia National Parks are within the Mid Wales area and the National Park Authorities have also been involved in the development of the plan. The population of Mid Wales taken from the 2011 Census was 242,452, representing 8% of the Welsh population.

5.4.2 The Local Transport Plan identifies issues and opportunities for all aspects of transport but interventions and schemes are limited to those that are within a local transport authority's remit and do not include schemes relating to the rail or trunk road network.

5.4.3 The Plan was submitted to the Welsh Government on 31st January 2015 with a view to it covering a detailed programme from 2015-2020 and a framework for scheme until 2030.

5.4.4 The vision for the Local Transport Plan is as follows:

Vision for Transport in Mid Wales

The Mid Wales Local Authorities will plan for and deliver in partnership an integrated and affordable transport system in the region that facilitates economic development, ensures access for all to services and opportunities, sustains and improves the quality of community life, and makes an active contribution to the management of carbon and the quality of the environment.

5.4.5 Nine key transport issues/opportunities have been identified in the plan:

Key Transport Issues/Opportunities for Mid Wales

- **Employment and Tourism Access**
- **Inclusive Access to Services**
- **Integration of Public Transport**
- **Active Travel Potential**
- **Journey Time Reliability and Strategic Connections**
- **Freight Connections**
- **Highway Condition and Road Safety**
- **Resilience to Climate Change**
- **Availability and Sustainability of Funding**

5.4.6 A series of outcomes have been set out in the plan which itemises what the group want to achieve over the next five years:

Local Transport Plan Outcomes

1. **Access to Key Destinations and Markets:** Economic growth in the region will have been supported, through an improvement in the efficiency, reliability, resilience, and connectivity of movement, including freight, within Mid Wales and to and from other key destinations and markets.
2. **Access to Employment and Services:** Social equality and employability will have been promoted through inclusive, integrated and affordable access to employment and key health, education and social services and facilities, with a focus on tackling access to the Enterprise Zone and Local Growth Zones and those areas particularly deprived in terms of access to services.
3. **Improving Health and Well-being by Increasing Walking and Cycling:** Levels of cycling and walking for both necessary active travel and recreation, by residents and visitors, will have been increased.
4. **Improved Safety and Security:** The actual and perceived safety and security of travel by all modes will have been improved.
5. **Benefits and Minimised Impacts on the Environment:** The potential for transport improvements to reduce carbon emissions and improve the local and global natural and built environment will have been maximised and negative impacts minimised, including adaptation to the effects of climate change.

5.4.7 A set of higher level interventions have been developed which together aim to deliver the vision and outcomes sought for the Local Transport Plan:

LTP Higher Level Intervention	Description
Improving Strategic Connections	Transport network reliability and resilience improvements to key county highway corridors to remove/improve resilience problems and improve journey times. The improvement of strategic highway connections will address issues for buses as well as cars and goods vehicle traffic.
Improving Accessibility to Employment and Services	Schemes to provide improved access to the EZ, growth zones, employment sites and town centres and sustain access to health services as well as education, community, shopping and other services. May include car share sites, bus services, active travel measures as well as road improvements.
Encouraging Walking and Cycling	Infrastructure improvements and behavioural change initiatives to increase levels of walking and cycling both for necessary, active travel and for leisure. May include road and rail bridges/crossings, cycle routes, footway/foothpath provision, safe routes to school, travel planning as well as road safety measures to assist vulnerable users.
Integrated Public Transport Networks	Schemes to sustain/provide infrastructure for public transport and community transport networks, improve access to bus and rail stations and interchange facilities, support for park and ride, walking and cycling routes and facilities.
Improving Safety and Security	Road safety schemes and initiatives to reduce casualties.

5.4.8 The schemes to deliver the interventions over the plan period of 2015-2020 are set out below. The schemes have been submitted by each local authority. The schemes are for transport projects within the remit of the local authorities but are intended to complement Welsh Government priorities for the trunk roads and modernisation of the rail network.

Higher Level Intervention – Improving Strategic Connections		
Scheme Name	Local Authority	Description
Bridge Strengthening (Pinch Points)	Gwynedd	A significant number of bridges have been assessed as having substandard vehicle load capacity and are subject to monitoring regimes in order to minimise disruption to the local communities. 14 sites have been identified where current weight limits or substandard capacities are inhibiting economic growth. The proposed scheme is to re-deck, refurbish or strengthen these bridges in a phased programme according to priority. A significant issue in determining priority will be whether a structure carries an emergency route for use in the event of a Trunk or Principal Road closure.
A496 Llandecwyn Roundabout	Gwynedd	The scheme will improve access to the Snowdonia EZ (Llanbedr area) via the A496 in Llandecwyn and from the A487(T) over Pont Briwet form Penrhyndeudraeth by implementing improvements to the roundabout junction at Llandecwyn. The scheme will address accident issues and improve traffic flow and capacity. The A496 is the strategic link between the Snowdonia Enterprise Zone and the trunk road network.
A496 Maentwrog to Blaenau Ffestiniog	Gwynedd	The scheme is to improve the standard and safety of transportation along a 7.7km (4.8 miles) section of the A496 County Road between the junction with the A487 near Maentwrog, north to the junction with the A470 in Commercial Square, Blaenau Ffestiniog. The A496 is the strategic link between the Snowdonia Enterprise Zone and the trunk road network.

Higher Level Intervention – Improving Strategic Connections		
Scheme Name	Local Authority	Description
Pont Briwet Bridge Replacement Scheme	Gwynedd	The Pont Briwet project is almost complete following substantial funding from European Regional Development Fund, through the Welsh Government, as well as Network Rail, TraCC and Gwynedd Council. The scheme involves the construction of a replacement rail and road bridge across the Dwyryd Rover near Penrhyndeudraeth, a new cycle/footpath, widened access roads and improvements to Llandecwyn station. The new improved bridge provides the important economic link to the rural communities of Ardudwy as well as safeguarding the future of the Cambrian Coast railway. There is a need for funding in order to enable the scheme to be completed, following issues that led to delays and the timing of the ERDF programme closure.

Higher Level Intervention – Improving Accessibility to Employment and Services		
Scheme Name	Local Authority	Description
Llanbedr Airfield Access (SEZ)	Gwynedd	To provide a new multi-user access road to connect the Llanbedr Airfield site to the A496. This will improve access to the Snowdonia Enterprise Zone and the connections to the others in the triangle of EZs (Anglesey and Deeside).

Higher Level Intervention – Encouraging Walking and Cycling		
Scheme Name	Local Authority	Description
Active Travel for 'designated' localities	Gwynedd	The proposed schemes aim to meet the requirements of the new Active Travel Act by funding improvements to walking and cycling links in the four designated areas in Southern Gwynedd of Blaenau Ffestiniog, Tywyn, Dolgellau and Barmouth.
Lon Trywern Multi User Path	Gwynedd	The scheme would create a multi-user path between Bala via Fron Goch to the National White Water Rafting Centre, Trywern. The proposed route largely follows part of the former Great Western Railway branch line from Bala to Blaenau Ffestiniog and is 6.8km long.

Higher Level Intervention – Encouraging Walking and Cycling		
Scheme Name	Local Authority	Description
Tywyn to Aberdyfi Multi User Path	Gwynedd	Construction of a cycle path alongside the A5493, which continues the route between the coastal communities of Tywyn and Aberdyfi. The route has both a tourism and community function, and could form part of the Wales Coastal Path.

Higher Level Intervention – Improving Safety and Security		
Scheme Name	Local Authority	Description
Motorcycle Safety	Gwynedd	Gwynedd Council's Road Safety Officers work in Partnership with the Emergency Services and North Wales Police Bikesafe to improve motorcyclist safety which is a significant issue in this large rural County. The scheme is to analyse collision reports and implement improvements to enhance safety such as signage, road markings and minor physical works.

Note: Some of these proposals are located within the Park Authority area.

5.5 TRACC CONSORTIUM – REGIONAL TRANSPORT PLAN (2009)

- 5.5.1 Whilst the Mid Wales local authorities resolved to prepare a Joint Local Transport Plan for their area, the plan preparation has been overseen by the TraCC Board. TraCC was the Regional Transport Consortia for Mid Wales.
- 5.5.2 TraCC are no longer the body responsible for receiving and managing regional transport funding from the Welsh Government. However, they remain as a fully constituted joint committee of the local authorities with responsibility for transport.
- 5.5.3 The consortium consisted of three Mid Wales local authorities:
- a) Ceredigion County Council
 - b) Gwynedd Council (including the Meirionnydd district)
 - c) Powys County Council
- 5.5.4 The TraCC Regional Transport Plan (2009) set out in detail the issues facing the region at the time the plan was produced and was a key policy document in forming the preparation of the Joint Local Transport Plan for Mid Wales.

5.5.5 The TraCC Regional Transport Plan consists of the following documents:

1). LONG-TERM STRATEGY

- a) Minimise the impact of movement of the global and local environment and ensure the highest levels of protection to European Sites.
- b) Improve safety and security for all transport users.
- c) Improve travel accessibility to services, jobs and facilities for all sectors of society.
- d) Improve the quality and integration of the public transport system including the role of community transport.
- e) Provide, promote and improve sustainable forms of travel.
- f) Maintain and improve the existing transport infrastructure (road and rail).
- g) Ensure travel and accessibility issues are properly integrated into land use decisions.
- h) Improve the efficiency, reliability and connectivity of movement by all modes of transport within and between Mid Wales and the other regions of Wales and of England.
- i) Deliver a co-ordinated and integrated travel and transport network through effective partnership working.

2). MID-WALES REGIONAL HIGHWAYS STRATEGY

- a) The strategy is for all highways in the region, whether they are managed by the local authorities or the Trunk Road Agencies, in order to ensure that priorities are based on need and potential benefits rather than on responsibilities.

3). PASSENGER TRANSPORT STRATEGY

- a) The purpose of the Passenger Transport Strategy is to provide a framework for developing passenger transport projects that are in line with the RTP objectives and priorities.
- b) The Passenger Transport Strategy will also assist with the development of business cases for individual projects and, where appropriate, the WelTAG process.

4). ROUTE MANAGEMENT STRATEGY

- a) The intention of a Route Management Strategy is to form the basis for the management of the maintenance and improvement of a route in line with current policy and to address issues of safety congestion and route performance.

5). REGIONAL TRANSPORT PLAN – MONITORING

- a) The Regional Transport Plan submitted to the Welsh Government included a section on monitoring.

6). WALKING AND CYCLING STRATGEY

- a) In delivering the aims and objectives of the strategy, the strategy involves delivering a combination of the following elements:
- Improving walking and cycling infrastructure;
 - Providing associated facilities for walking and cycling;
 - Supporting training;
 - Promoting sustainable choice.
- b) It is recognised that the delivery of the strategy elements will require a combination of capital investment and revenue support, with provision of infrastructure and associated facilities requiring capital funding and training and the majority of smarter choices initiatives requiring revenue funding.

6.0 TRANSPORT ISSUES

6.1 AIR TRAVEL

a) GWYNEDD

- i) The airfield at Caernarfon could also potentially provide facilities for civilian air services.
- ii) The base will also house two state of the art Search and Rescue helicopters and is due to become fully operational in 2015.

b) ISLE OF ANGLESEY

- i) Anglesey Airport is located to the south west of the island at RAF Valley, less than two miles from A55 expressway.
- ii) Flights to Cardiff operate twice daily on Mondays to Friday (excluding public holidays and RAF Christmas / New Year shutdown dates).
- iii) Flights are scheduled to take around 1 hour which gives business and leisure passengers an alternative to the long journeys by road and rail between the region and the capital.
- iv) The service is operated by Linksair, under contract to the Welsh Government.

Air Travel – Key Issues

- **Increasing the range of destinations for air services from Anglesey Airport would improve the accessibility of the western half of the region in terms of business users and tourists, thus having a positive knock-on effect on the local economy.**
- **A service to Dublin and Belfast could potentially make travel between Wales and both the Republic of Ireland and Northern Ireland easier and improve business connectivity.**
- **Increased levels of connectivity to South Wales, Northern Ireland and the Republic of Ireland would open up new markets and increase economic activity in the region.**

6.2 CYCLING

a) GWYNEDD

i) TAITH REGION

National Cycle Routes: Taith Region	
Number	Route
5	Reading to Holyhead
8	Cardiff to Holyhead

- ii) TRACC REGION
- a) Tracc has decided to develop a Walking and Cycling Strategy and has prioritised an investment programme in order to shape the direction of investment and develop a programme of schemes that best meets the Regional Transport Plan objectives.
- b) The strategy elements of the document are:
 - i) Improving walking and cycling infrastructure.
 - ii) Providing associated facilities for walking and cycling.
 - iii) Supporting training.
 - iv) Promoting sustainable choices.

National Cycle Routes: Tracc	
Number	Route
8	Cardiff to Holyhead
42	Glasbury to Gloucester
43	Builth Wells to Swansea
81	Aberystwyth to Shrewsbury
82	Porthmadog to Cardigan

- b) ISLE OF ANGLESEY
 - i) National Route 566, also known as the Copper Trail, runs across the north of the island.
 - ii) Lôn Las Cefni - mainly off-road route between Newborough and Llyn Cefni, Bodffordd passing through Llangefni.
 - iii) Pentre Berw link - from Lôn Las Cefni to Pentre Berw (avoiding A5).
 - iv) Link between Menai Bridge and Llanfairpwll - off-road and quiet roads.
 - v) Valley - Holyhead: off-road alongside A5.

National Cycle Routes: Taith Region	
Number	Route
5	Reading to Holyhead
8	Cardiff to Holyhead

Cycling – Key Issues

- The increased use of cycling as a mode of transport has the potential to have positive knock-on effects on lowering carbon emissions, reducing levels of congestion, lowering the demand for vehicle parking and increasing levels of health within the population.
- In terms of rural areas, there is a need to strengthen the connectivity of National Cycle Routes that cross both Gwynedd and Anglesey.
- In terms of urban areas, there is a need for further development of cycling routes leading to town centres, ensuring the safety of both cyclists and pedestrians.
- Parking bays for cyclists should also be provided in town centres.
- Safe Routes in Communities should be considered in both Gwynedd and Anglesey.
- Free bike schemes, which makes bikes available for use from bus and train stations to town centre locations should be considered.
- Consideration should be given by both applicants and Local Planning Authorities to the inclusion of cycle routes in all new developments to encourage more sustainable modes of travel, as opposed to relying exclusively upon the car.
- The further integration of cycles with the passenger transport services should be considered, with the selective use of buses and trains equipped to carry cycles.

6.3 **FERRY SERVICES**

a). **ISLE OF ANGLESEY**

- Currently all the ferry traffic through Holyhead is road based, but there are aspirations by the North Wales local authorities through the Taith consortium, to encourage the development of rail freight as an alternative to road based freight movements.
- The concept of using rail freight as a land bridge between the Republic of Ireland and mainland Europe is one option that could significantly reduce the number of HGV movements along the North Wales Coast.

Ferry Services – Key Messages

- The ferry terminal at Holyhead should have better connections to the town centre in order to encourage visitors to use local shops. The new bridge crossing from the railway station and ferry terminal should be used as a catalyst to increase levels of connectivity to the town. In addition to creating be more accessible walking routes, town centre improvements are intrinsically linked to Holyhead’s future economic prosperity.

6.4 FREIGHT IN THE NORTH WALES REGION

a). GENERAL

- The most important road freight movement in North Wales is the Trans-European Network (TEN) route from Holyhead to Chester along the A55.
- A primary function of this route is to carry freight to/from Ireland through Wales to the rest of the UK and Europe.
- A key issue for the region is the lack of facilities for drivers along this route with anecdotal evidence of all lay-bys being full with lorries parked overnight.

Freight – Key Messages

- **The potential of increasing the role of rail freight from Holyhead to Ireland requires further examination, as its development could result in the significant reduction in vehicle freight traffic in the Holyhead area and reduce pressure on the A55.**
- **The ferry terminal at Holyhead should have better connections to the town centre in order to encourage visitors to use local shops.**

6.5 PARKING

a). REGIONAL ISSUES

Civil Parking Enforcement is carried out by individual authorities. A joint project in North Wales sees Anglesey, Gwynedd, Denbighshire and Wrexham carrying out their notice processing through the Wales Penalty Processing Partnership, hosted by Denbighshire.

Pay and Display Car Parks – Anglesey					
Car Park	Number of Spaces			Stay	
	Total	Disabled	Buses	Short	Long
Anglesey	1278	71	12	3	24
Gwynedd	5083	148	40	16	30
(Arfon)	(1140)	(55)	(0)	(10)	(5)
(Dwyfor)	(1395)	(43)	(9)	(3)	(7)
(Meirionnydd)	(2548)	(50)	(31)	(3)	(18)
Total	6361	219	52	19	54

b). GWYNEDD

i). TAITH REGION

Related Schemes

Title	Details
Experimental Traffic Order	A new experimental traffic order came into force in Castle Square, Caernarfon in 2011. There is no parking permitted on Castle Square except in designated areas.

ii). TRACC REGION

- A number of locations exist within rural communities where facilities could be improved to cater for park and share opportunities.
- These are mainly at village halls or small car parks, often unsurfaced that at present are very much underused.
- It is hoped that a network of these locations can be developed, with the agreement of the various trustees/owners/management boards to develop secure sites for car sharing purposes.

c). ISLE OF ANGLESEY

Parking – Key Messages

- **There is a requirement for a Parking Framework for future provision and enforcement.**
- **Secure parking facilities should be provided for both Park and Ride and Park and Share schemes in both Gwynedd and Anglesey.**
- **The possibility of developing Park and Ride schemes linked to the construction of Wylfa Newydd should be considered.**
- **Parking management, including the use of workplace or retail parking levies, might also be considered, particularly to generate revenue to support other measures such as public transport services in development of large new commercial sites.**

6.7 PUBLIC TRANSPORT: BUS AND COACH

a). GENERAL

- The region is served by a network of conventional bus services provided through a mix of commercial and tendered services, linking major settlements with the outlying villages, and dedicated town services operating within most of the towns of the region.
- The majority of these services are not able to compete with the private car in terms of journey times.
- The deregulated system of bus operations that has existed since 1986 has reduced the ability of a local authority to co-ordinate all the bus services in their area as they have no control over commercial services.
- In the peaks, many of the bus services are used to transport school pupils as local authorities have a duty under the 1985 Transport Act to make best use of existing bus services to serve educational establishments.

Bus and Coach – Key Messages

- It is not possible to provide public transport to all areas in Anglesey and Gwynedd that have poor or no accessibility due to geographic and financial constraints.
- Whilst alternative fuels have merit in terms of long-term sustainability, in reality the most effective way in which to dramatically reduce Wales' carbon footprint is to change transport mode use patterns.
- Ultimately, the most important factor is to improve the quality, range and availability of sustainable modes of transport.

6.8 PUBLIC TRANSPORT RAIL

a). GWYNEDD

i). TAITH REGION

- The Conwy Valley line linking Blaenau Ffestiniog with Llandudno is served by six trains per day, which provides very limited journey opportunities for the communities served by this line.
- The Cambrian Coast line which links Pwllheli via Barmouth and Dovey Junction to Machynlleth has an infrequent service (approximately two hourly).
- Whilst most large centres of population in the region are rail connected, there are significant communities such as Caernarfon that lost their rail services in the 1960s that justify better standards of public transport access than currently available.

ii). TRACC REGION

- The rail lines within the Tracc region comprise of the Cambrian Main and Coast Lines and the Heart of Wales Line (which does not cover the Meirionnydd district).
- The Conwy Valley Line provides access to Blaenau Ffestiniog within the Tracc area.

b). ISLE OF ANGLESEY

- Rail services operate along the North Wales Coast Line with services operating from Holyhead and Llandudno.
- Services operate to London, Cardiff, Manchester and Birmingham, with the majority of the Cardiff and Birmingham services operating via Wrexham.
- Services from Holyhead operate hourly, as do services from Llandudno, which gives a 30 minute frequency east of Llandudno Junction.

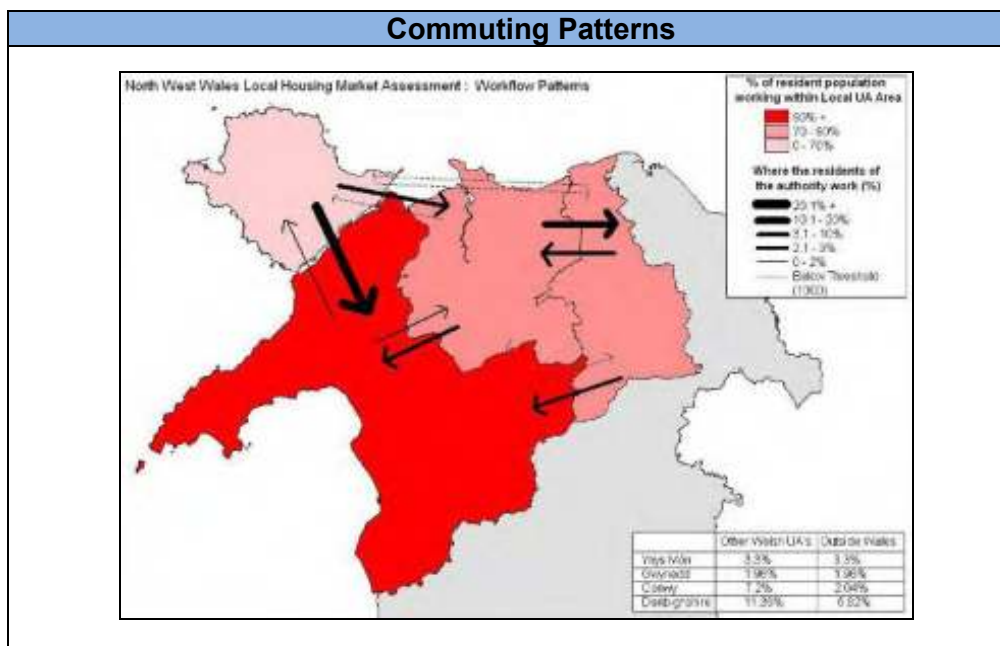
Rail – Key Messages

- The North Wales Rail Strategy Study has identified opportunities for rail service enhancements, new stations, improvements to non-car station access and car parking at stations.
- There are many generic proposals for improving non-car station access at all stations, including secure cycle parking provisions at all stations within the Taith region and specific improvements for cycling, walking and public access to Bangor, Portmadog, Llanfairpwll and Holyhead stations. These would be promoted using standardised signage and branding and could be implemented as part of a wider public transport branding strategy, including all modes and associated infrastructure.
- Car parking improvements are proposed in the short-term at Rhosneiger.

6.9 **HIGHWAYS AND VEHICLES**

a) **GENERAL**

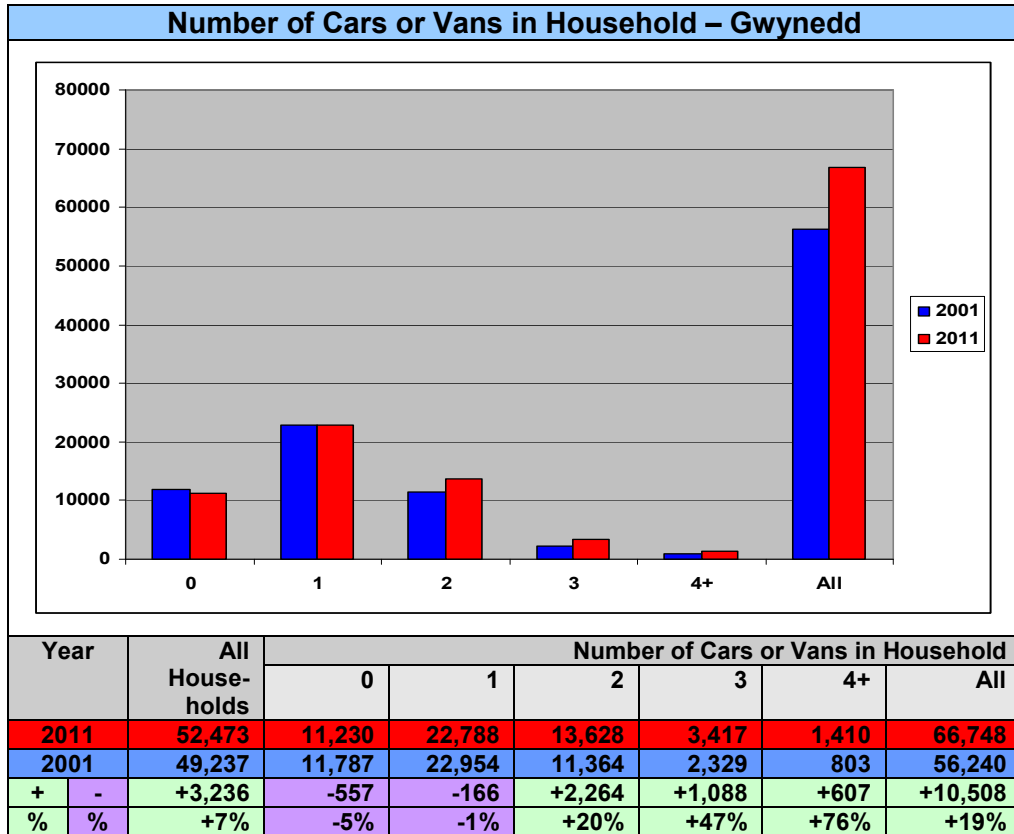
- According to the North West Wales Local Housing Market Assessment Baseline Report (2008), a high proportion of the people who live on the Isle of Anglesey travel to Gwynedd to work.
- Around 7,000 (over 20.1% of the working age population) live in Anglesey and work in Gwynedd.
- 70% of the residents live and work in Anglesey; this is the lowest level of self-containment in North West Wales.
- There is a high level of self-containment in Gwynedd as 91% (47,000) of the resident working population work within Gwynedd.
- Around a 1,000 of the remaining Gwynedd workforce work in Anglesey and 1,000 in Conwy.



b). GWYNEDD

i). GENERAL POINTS

- There has been a marked increase in the number of households in Gwynedd that have more than one vehicle.
- This increase is generally in line with Wales as a whole.



ii). TAITH REGION

- The transport characteristics of the Gwynedd section of the Taith area is largely rural, with the larger population centres located along the coastal strip in Caernarfon and Bangor.
- The A55 which crosses through the northern section of Gwynedd forms the major strategic highway route linking the Port of Holyhead in the west and the motorway network in North West England and is part of the Euro Rote E22.
- Constraints exist at the Britannia Bridge crossing of the Menai Strait between the mainland and Anglesey where the A55 is reduced to a single lane in each direction.

iii). TRACC REGION

- There are a total of 10,609 kilometres of roads in Mid Wales (including all of Gwynedd) representing nearly on third of all roads in Wales
- Overtaking opportunities are limited, causing frustrating driving conditions and unreliable journey times.

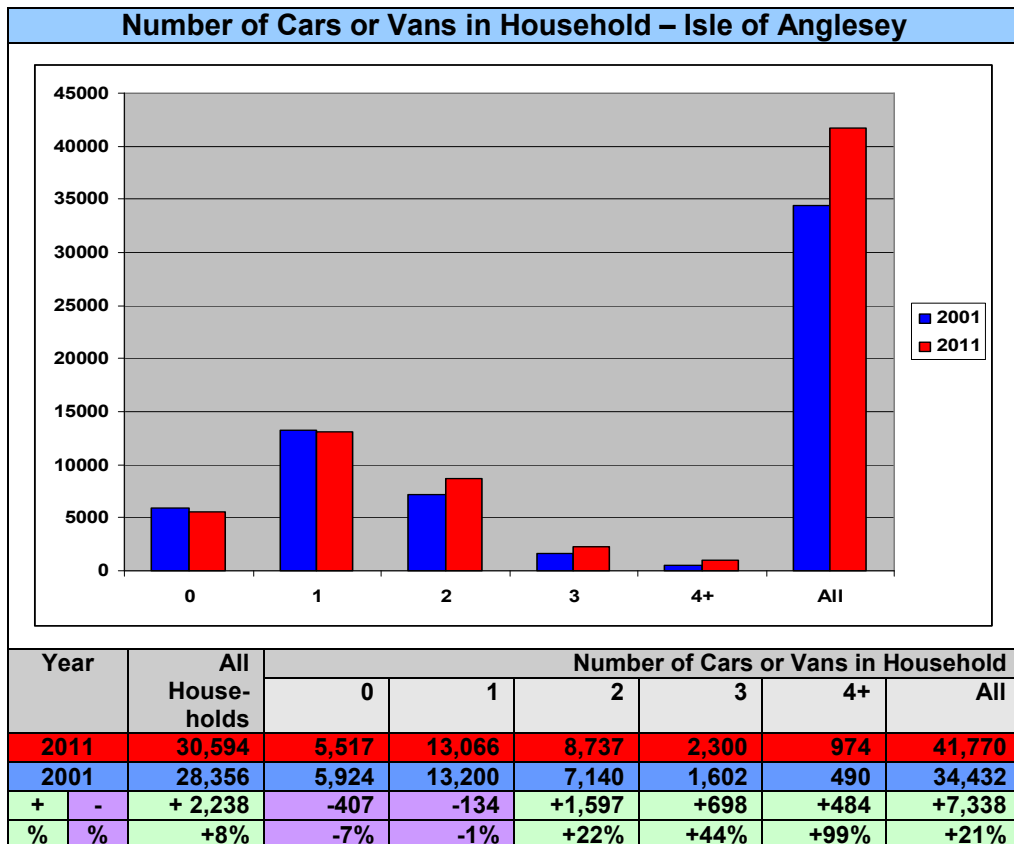
iv). A487 CAERNARFON TO BONTNEWYDD

- The A487 from Caernarfon to Bontnewydd forms part of the north-south transport network. A scheme to improve this section of trunk road is included in the current priorities of the National Transport Plan.
- The project has been awarded to Ruthin firm Jones Bros and Balfour Beatty and work could start at the end of next year.
- The 9.8km scheme will realign the A487 to improve journey time reliability and help economic development in the Arfon area.

c). ISLE OF ANGLESEY

i). GENERAL POINTS

- There has been a marked increase in the number of households in Anglesey that have more than one vehicle.
- This increase is generally in line with Wales as a whole.



d). A55 – BRITANNIA BRIDGE

- The existing Britannia Bridge is the only single carriageway on the European Road Network route E22 and acts as a significant bottleneck to commuter and holiday traffic.
- A publication consultation displaying various options for the new crossing was held between November 2007 and February 2008.
- The favoured option was a new multi-span bridge (39%) with a single span cable stay being the second favourite (31%).

e). GAERWEN LINK ROAD

- The possibility of a new link road in Gaerwen is currently under consideration, although no proposal has as yet been put forward and as such is not included in the Deposit JLDP.
- It would lead to a number of significant benefits to the area, including improved access to the Gaerwen Enterprise Zone site from the A55 and reducing the amount of traffic on residential streets in Gaerwen.
- The new road would help accommodate increased levels in traffic resulting from the expansion of the Gaerwen Industrial Estate.

f). LLANGEFNI LINK ROAD

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

g). A5025 VALLEY TO AMLWCH

- 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, environmental and safety issues. Additionally, the A5/Valley junction requires consideration.
- The four main locations on the route which require significant improvements are:
 - A5/A5205 (Valley);
 - A5025 (Llanfachraeth);
 - A5025 (Llanfaethlu);
 - A5025 (Cefn Coch).
- Improvements along the route from Amlwch to Wylfa Newydd may also need to be considered.

- 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.

Highways and Vehicles – Key Messages

- Techniques for managing demand and traffic flow at a local level can be developed through local access control schemes based on charging.
- Intelligent Transport Systems (ITS) techniques and variable message signing are well established for monitoring and managing traffic flows on motorways and in North Wales through the A55 tunnels at the North Wales Traffic Control Centre. Such methods could be utilised on the two Menai crossings.
- There is a need for regular maintenance of main transport arteries in Gwynedd and Anglesey.
- Park and share schemes alongside the A55 should be considered.
- Speed limit reductions should be considered where there are large walking and cycling flows.
- Cycling and Highway Code training for all groups should be provided.
- Where technology can be used to improve road safety the opportunity should be taken.
- The North Wales Safer Journeys Strategy has been developed together with the North Wales Regional Transport Plan and reflects UK and Wales national policies. The Strategy proposes actions for public and private passenger transport.
- Traffic calming measures should be considered in all new developments.
- Specific committed road schemes should be included within the Deposit Plan including the Bontnewydd – Caernarfon bypass, the Llangefnï link road and the A5025 improvements.

6.10 WALKING

a). GWYNEDD

- The current strategy regarding rights of way in Arfon and Dwyfor is the '*Gwynedd Rights of Way Improvement Plan*'.
- Many parts of the Taith region are extremely remote with highly dispersed settlement patterns.
- In many small communities there is a lack of a connected footway network, which discourages walking trips, resulting in a greater reliance on the private car.

b). ISLE OF ANGLESEY

- There is provision of walking improvements on the A545 from Menai Bridge to Beaumaris, a length of 5.2km.

Walking – Key Messages

- The Taith region offers several local and long-distance walking routes, so a range of innovative walking schemes has been developed to encourage more active communities and healthier life-styles.
- People need to be encouraged to walk more and recognise and chose walking as a viable mode of transport, both in terms of sustainability and health.
- Existing long-range coastal paths could be linked in to the continuing development of the All Wales Coastal Path.
- Urban rights of way could be improved to enhance the walking transport network in towns and cities.

7.0 CONCLUSIONS

7.1 SUSTAINABLE DEVELOPMENT OBJECTIVES

- The issue of sustainable transportation cannot be viewed in terms of the land-use planning system alone. Other documents such as Regional Transport Plans and bodies such as Taith and Tracc have a major role to play in making the system far more accessible, safe and sustainable. Therefore, the JLDP, in terms of transport, should be viewed as a component of a larger framework. The specific role of the plan is to lay the foundation of longer-term improvement that will result in a reduced need to travel.
- The main role of the JLDP will be in ensuring that all new development is directed into sustainable locations that are easily connected to existing centres and transport routes.
- It is important to note that transportation problems cannot be fully resolved in the short-term due to the constraints of historic patterns of development and movement. The largest constraints exist in remote rural areas, where access to local services and facilities has traditionally been limited, which has led to a significant reliance on private cars. This is particularly the case in rural Anglesey, due to the scattered nature of small settlements.
- Changing historic travel patterns is a substantial challenge that can only be achieved fully in the long-term in conjunction with key stakeholders such as Taith and Tracc.
- However, the situation must not be viewed in entirely negative terms, due to the fact that bodies such as Taith and Tracc, in conjunction with the Welsh Government and local authorities, are making significant strides, based upon Regional Transport Plans, to improve the transport system in North-West Wales.
- Whilst many issues relating to transportation fall outside the remit of the land-use planning system, the JLDP can be used as a vehicle to direct new development into sustainable locations and ensure a high quality of design in terms of layout and facilities. If these two aims can be achieved consistently throughout the JLDP period, the aspirations of the Regional Transport Plans are more likely to be achieved.

7.2 JLDP POLICIES AND SITE ALLOCATIONS

- Consideration should be given to ensuring that new development promotes the use of sustainable modes of transport, both in terms of location and design.
- Consideration should also be given to encouraging future developments that increase the connectivity between different modes of transport and existing travel routes.
- Proximity to public transport service facilities, such as bus stops, should also be taken into consideration in the policy formulation process.
- Identify and protect committed highway improvement schemes.

8.0 REFERENCES

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WELSH ASSEMBLY GOVERNMENT (2010) *National Transport Plan*. Welsh Assembly Government

WELSH ASSEMBLY GOVERNMENT (2007) *Technical Advice Note 7: Transport*. Welsh Assembly Government

8.2 WEBSITES

MID WALES JOINT LOCAL TRANSPORT PLAN CONSULTATION
<http://www.tracc.gov.uk/index.php?id=117&L=0>

NORTH WALES JOINT LOCAL TRANSPORT PLAN CONSULTATION
<http://www.taith.gov.uk/taith-joint-board/consultation/>

TAITH
<http://www.taith.gov.uk/>

TRACC
<http://www.tracc.gov.uk/>