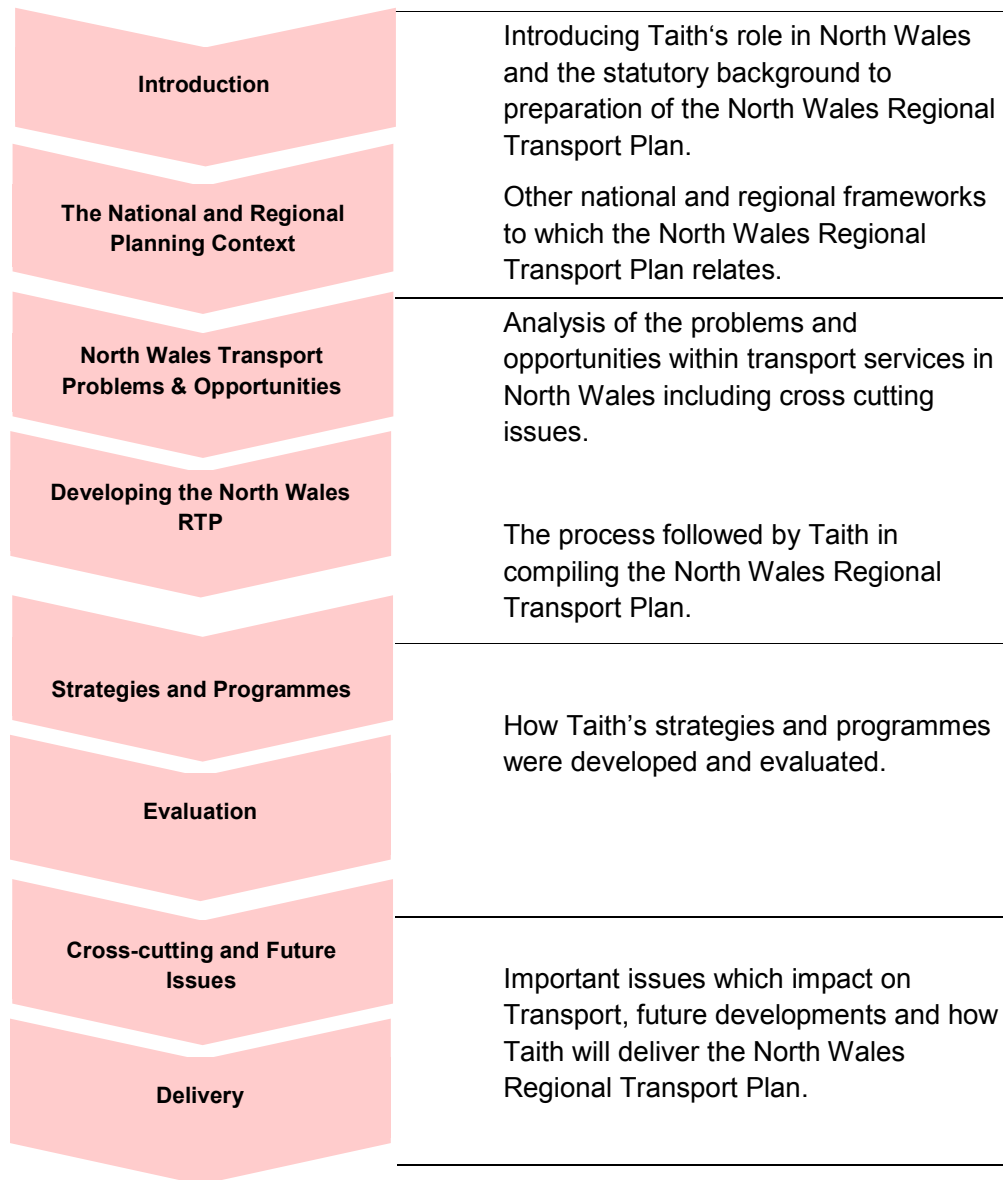


# APPENDIX 1 - Executive Summary

## E1 – About this document

The schematic below shows how this document is arranged



## E2 – Taith

Taith is the North Wales Regional Transport Consortium, a grouping of the six North Wales Local Authorities that the Welsh Assembly Government has charged with preparing the North Wales Regional Transport Plan. There are four consortia altogether. The others deal with Mid-Wales (TraCC), South East Wales (SEWTA) and South West Wales (Swwitch).

### **E 3 - Why we are producing the North Wales Regional Transport Plan**

Almost every activity depends on transport whether for the movement of people or goods. The North Wales Regional Transport Plan (RTP) is a strategy for identifying and delivering improvements to our transport system in North Wales over the next 25 years. It is set in the context not only of national policies but also the economic and social aspirations and development plans of the six North Wales local authorities.

The Wales Transport Act 2006 requires the Taith Transport Consortium to produce an RTP for North Wales consistent with the Welsh Assembly Government's Wales Transport Strategy. There are other important considerations such as protecting and enhancing North Wales world class landscapes and heritage and taking measures to reduce the adverse impacts of transport on the environment and climate. As well as the North Wales RTP itself Taith is required to produce a Strategic Environmental Appraisal (SEA)

### **E4 – Transport to and from North Wales**

North Wales is a large and diverse region but it is not self-contained. The Welsh Assembly Government has prepared the Wales Spatial Plan (WSP), providing a national planning framework that gives the context for the Wales Transport Strategy (WTS) and the four consortia RTPs. They are now preparing a National Transport Plan (NTP) that will have major implications for North Wales as the national trunk road and rail networks also carry regional and local services. North Wales looks increasingly to the capital, Cardiff, as the seat of government and much national business. The One Wales manifesto emphasises the importance of North South transport links to Wales as a nation. The North Wales RTP must consider how national road, rail, air and ports issues affect our regional needs and feed this information to the Welsh Assembly Government. The Welsh Assembly Government should then take our regional needs into account when they consider national transport links and services to help ensure that the North Wales RTP aims and objectives can be successfully delivered.

North Wales is also a strategic gateway to Ireland and to North West England as well as its links to the rest of Wales. Taith has therefore established close links with English and Irish authorities as well as with TraCC to ensure that "cross-border" transport requirements are jointly identified and appropriate action is included in the plans of each relevant authority.

### **E5 - RTP Vision and Priorities**

Taith's vision for transport in North Wales reflects the rich diversity of the region and is:

***"Taith will deliver safe, sustainable and efficient transport networks to support the economic and social activities of North Wales' diverse communities and businesses having regard to its strategic European role."***

From this and the requirements of the Wales Transport Strategy are derived objectives and the nine regional priorities which have shaped our proposals for developing economically efficient and environmentally sustainable transport systems to serve the communities and businesses of North Wales. The priorities are:

- 1. 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.
- 2. Passenger transport profile and performance**  
Raising the profile and performance of public transport services in North Wales within an integrated system including trains, high quality fast inter-urban bus and coach services, improved local bus networks and an appropriate mix of services involving smaller vehicles for rural areas.
- 3. Reducing congestion and journey times**  
Resolving congestion and highway access issues.
- 4. Supporting development**  
Supporting the development of towns and other key centres to increase their economic viability and to promote sustainable development and environmental improvement.
- 5. Safe, efficient, sustainable transport networks**  
Maintaining safe, efficient, more sustainable transport networks.
- 6. Improving rail services for North Wales**  
Seeking improvements to all North Wales rail passenger services and facilities.
- 7. Environmentally-friendly and efficient freight movement**  
Implementing road, rail and terminal improvements in conjunction with national and regional agencies and companies.
- 8. 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.
- 9. Sustainable transport**  
Increasing current levels of cycling and walking by residents and visitors

## **E6 - Interventions and 5 year programme**

Having developed our regional transport priorities, regional strategies were proposed and interventions (policies and transport projects) have been developed to implement them. As required under the WTS guidance three strategic options have been tested using the WelTAG appraisal tool and 5 year expenditure programmes have been put forward in the RTP as a bid for consideration by the Welsh Assembly Government for funding of £xxx million capital expenditure over the period April 2010 to March 2015. The programmes will deliver economic, social and environmental benefits through a combination of interventions including public transport, walking and cycling, freight strategy, environmental awareness and training, road safety, integrated transport management and highway network improvements.

We have considered all types of transport, freight and passenger, public and private, taxis and community transport, road and rail, sea and air in a comprehensive approach to the transport needs of North Wales.

### **E7 – Consultation**

In drawing up the North Wales RTP we have consulted stakeholder partners in business and the community both in specific consultation events covering both the RTP and the SEA and through “one-to-one” sessions with particular groups such as public and community transport operators, business representatives and others. An extensive public consultation in the summer of 2008 attracted high and very positive interest through responses to a questionnaire via the internet and postal questionnaire returns.

### **E8 – Delivery and Monitoring**

Taith is now preparing to deliver its proposals, moving from the planning phase to prioritising the different schemes for implementation when funding levels are known. Whilst the main source of funds will be grants from the Welsh Assembly Government, there are many others that Taith will be seeking to use including European Community funds, contributions from developers who will receive benefits in the future from access to their sites and charges for the use of public transport services and facilities such as parking.

A key feature of the North Wales RTP is a robust data collection and monitoring strategy. This will provide a sound basis for the development of robust transport strategies and programmes for North Wales.