



Transport

Topic Paper No 16 – Summary

Introduction

Land use planning and development is closely linked with transport. The location of development can have a significant influence on transport choice in terms of the way in people go about their everyday lives.

Context

The LDP can identify sustainable locations for development and it can also control the siting, layout and design of development in order to work towards achieving an integrated transport system. Improvements to the existing transport system can not only facilitate new development but also bring about benefits to existing residents, tourists and businesses. Some of the key aspects of a modern, efficient and integrated transport system will include:

- Accessibility to jobs, services and facilities for all aspects of society
- Improved efficiency for businesses including the movement of staff, goods and services
- Engaging in healthier and lower cost alternatives to the private car
- Reduction in carbon emissions to assist in addressing climate change

Given the sub-regional location of Flintshire at the gateway between North East Wales and the West Cheshire / Wirral / Merseyside sub-region, the transport system is both complex and under pressure given high levels of commuting into and out of Flintshire, as well as through journeys. Nevertheless, significant investment is being made in transport infrastructure to facilitate development of the Enterprise Zone

and Deeside and specifically the large mixed development at the Northern Gateway site. This contrasts sharply with the rural west and north of the County where accessibility to services, facilities and employment is problematic, not due to congestion, but due to a lack of viable alternatives to the private car, in terms of social inclusion.

The Role of the Plan

A key objective for the Plan will be to assist in delivering a sustainable integrated transport system whereby different modes of travel i.e. walking, cycling, bus, rail and car work together in an efficient and accessible manner. Delivering this will require a balance of proposals and policies that aim to:

- Locate those developments which generate significant travel demands i.e. housing, employment, retail and tourism in the most sustainable locations
- Ensure that new development brings about necessary improvements to existing transport infrastructure
- Deliver improvements to public transport
- Design new development so as to facilitate walking and cycling as alternatives to the use of the private car
- Safeguard land to deliver specific transport schemes or improvements
- Ensure appropriate levels of car parking new developments

The LDP cannot address every single transport issue as it can only include policies and proposals in so far as they relate to the development and use of land. The responsibility for overseeing the transport system lies with Welsh Government at the national level, with Taith at the regional level and the Council at the local level. Nevertheless, the broad strategy, policies and proposals in the Plan must be in line with the plans, programmes and strategies of these bodies as well as those of transport operators such as bus and rail companies. The Plan must therefore sit comfortably within a wider policy and operational context and have regard to key documents such as the Wales Transport Strategy and the Regional Transport Plan. The Council must also have regard to the priorities and actions contained within the Community Strategy.

Key Plans and Strategies

- Wales Transport Strategy (Welsh Government 2008)
- Wales National Transport Plan (Welsh Government)
- Planning Policy Wales
- TAN18 Transport
- North East Wales Regional Transport Plan (Taith 2009)
- North East Wales Area Based Transport Study (NEWBATS)
- Network Rail Welsh Route Study consultation draft Mar 2015

Issues to be addressed by the Plan

Walking and Cycling

- Ensuring opportunities exist for walking and cycling to and from new developments
- Extending cycle routes and providing links between communities and long distance routes
- Creating safe, attractive and convenient walking and cycling infrastructure to encourage cycling as part of journeys to work and not just for recreational purposes.
- Recognising the health and well-being benefits of walking and cycling

Bus and Rail

- Improved links to key employment centres e.g. improvements to Hawarden Bridge Station to act as an interchange for Deeside Industrial Park
- Encourage park and ride facilities where appropriate
- Improved links between bus and rail
- Improvements to the rail network (Wrexham – Bidston and North Wales Coast line) for local journeys and the potential for new stations in strategic locations
- Improved rail freight facilities particularly serving Deeside Industrial Park and reviewing the Shotton Rail Chord which is allocated in the UDP

Road and other Infrastructure

- Improvements to existing road infrastructure to address capacity hot spots
- Designing and managing roads to minimise speeds, increase safety and reduce congestion
- Consider the role of Mostyn Docks and the R. Dee as a transport corridor
- Adequacy of lorry parking along the A55 and A494 corridors
- Safeguarding the continued operation of Hawarden Airport.
- Review existing road improvement schemes and identify any new schemes

Potential Land Use Policies / Proposals

The UDP contained 24 policies and proposals within the 'Access and Communications' chapter. Many of these are detailed policies and are used infrequently, if at all. In many instances guidance is available elsewhere in published documentation. Following an assessment of the UDP policies it is proposed that the key policies and proposals are broadly along the lines of:

- Allocating significant traffic generating uses in areas that are accessible by a variety of means of travel
- Designing development so as to facilitate the use of walking, cycling and public transport

- Applying maximum parking standards with reduced levels of parking in accessible locations
- Using planning obligations or Community Infrastructure Levy to deliver improvements to transport infrastructure
- Safeguarding land to facilitate new transport infrastructure or improvements to existing
- Safeguarding former railway lines in order to provide future transport corridors