Replacement Local Development Plan 2018-2033

Background Paper

BP40: Transport and active travel

Deposit Plan

December 2025

CONWY

Mae'r ddogfen hon ar gael yn Gymraeg hefyd.

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Sir Conwy, yr amgylchedd iawn i fyw, gweithio a darganfod

Conwy County, the right environment to live, work and discover

Contents

1. Introduction

1.1.1 Conwy County Borough Council is in the process of preparing the Replacement Local Development Plan (RLDP) for its area (excluding that part contained within Eryri National Park). Once finalised (adopted), the RLDP will replace the current adopted LDP with decisions on planning permissions primarily based on its content.

1.1.2 This is one of a series of Background Papers accompanying the RLDP. When the Council publishes its Deposit Plan, it must also explain how the policy has been formulated based on the evidence base available to the Council at the time.

1.1.3 The purpose of this background paper is to outline how transport programmes, projects and aspirations are integrated in the RLDP area. 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.

1.1.4 Further information on transport and energy is covered in Background Paper 64 "Transport and Energy Technical Note".

1.2 Context

1.2.1 The RLDP 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

1.2.2 The county is served by the A55 trunk road and national rail service across the north coast and the A470 and Conwy Valley railway line running north to south. Away from these key routes there is a sharp contrast with the rural areas where

accessibility to services, facilities and employment is problematic, due to a lack of viable alternatives to the private car, in terms of social inclusion.

1.3 The Role of the RLDP

1.3.1 A key objective for the RLDP will be to assist in delivering and supporting 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 in line with the Transport Hierarchy will require a balance of proposals, including external support, 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 and active travel infrastructure

- Deliver improvements to public transport including digital technology and decarbonising the transport system

- Design new development so as to facilitate walking and cycling as alternatives to the use of the private car and link to existing infrastructure

- Safeguard land to deliver specific transport schemes or improvements

- Ensure appropriate levels of car parking and EV charging points in new developments.

- Safeguard land for freight and goods exchange hubs

1.4 National planning policy and guidance

1.4.1 **National Transport Delivery Plan 2022 to 2027**
[National Transport Delivery Plan 2022 to 2027 (gov.wales)](#)

1.4.2 [North Wales Transport Commission Final Report (gov.wales)](#)

There has been a significant pause in road transport schemes with recommendations for more inclusive active travel improvements across Wales.

1.4.3 **Llwybr Newydd The Wales Transport Strategy 2021**

[Llwybr Newydd: the Wales transport strategy 2021 | GOV.WALES](#)

This sets out the WG aspirations for Transport projects across Wales.

1.4.4 **Net Zero Wales Carbon Budget 2**
BP64 sets out further information however the vision for an "accessible, sustainable and efficient transport system" is built on three priorities:

- Plan for better physical and digital connectivity, more local services, more home and remote working, and more active travel to reduce the need for people to use their cars daily.
- An integrated transport system that works for everyone, where people and goods can move easily from door-to-door by accessible, sustainable, and efficient transport services and infrastructure. This means significant investment in sustainable modes, such as bus, rail, and active travel to create services that people want to use, can use, and do use.
- Encourage people to make the change to more sustainable transport by making it more attractive and more affordable and by adopting innovations that make it easier to use.

1.4.5 The transport sector includes transport emissions within Wales along with Wales's share of emissions from international aviation and shipping. At 6.6 MtCO$_2$e, transport accounted for 17% of Welsh emissions in 2019. Transport is the third largest greenhouse gas emitting sector following the electricity and heat production sector (second largest) and the industry and business sector (largest).

1.4.6 Although vehicles are becoming increasingly efficient, we are also travelling more, so overall sector emissions have changed little since the 1990 baseline, declining by just 6% to 2019. In fact, cars and light duty vehicles made up 71% of the Welsh transport sector emissions in 2019.

1.4.7 The ambition for the Transport sector is:

- To reduce emissions from passenger transport by 22% in 2025 (from 2019) and 98% in 2050 through:
  - demand reduction,
  - modal shift and
  - the uptake of low carbon technologies.
- To reduce the number of car miles travelled per person by 10% by 2030.
- To increase the proportion of trips by sustainable travel mode (public transport and active travel) to 35% by 2025 and 39% by 2030.

1.4.7 National Plan – Future Wales 2040

Future Wales–the National Plan 2040' ("FWNP") fulfils the Welsh Ministers obligations to adopt a National Development Framework within the Planning and Compulsory Purchase Act 2004, as amended by the Planning (Wales) Act 2015 and was published in February 2021.

1.4.8 FWNP sets out the Welsh Government's strategies for the direction and development of Wales and addressing key national priorities through the planning system. FWNP was published on 24th February 2021 and replaces the Wales Spatial Plan (WSP). The FWNP is a step forward from the WSP and forms part of the statutory development plan, meaning its contents carry weight in the planning process. FWNP will therefore play a significant role in planning decision making and will provide an important foundation for regional and local planning in the future.

1.4.9 Planning Policy Wales, which provides planning policy on an all-Wales basis, has been updated to align with the FWNP. The key themes of the FWNP are health, sustainability, and prosperity for Wales–in which there is an emphasis on support for renewable energy, decarbonisation, delivery of affordable housing, a commitment to metros, and creating places with a thriving Welsh language. Examples of FWNP key features include:

- A housing policy focus on delivering new affordable homes, with local authorities setting overall housing requirements with an intention to achieve,114,000 new homes by 2038 potentially leading to an increase of 4% in the population of Wales, a 10% target increase in Welsh-speakers and 70% of power consumed to be generated by renewables by 2030.

- Expanding the national and regional growth areas and adopting a four region (North, Mid, South-West and South-East Wales) approach.

- A criteria-based policy for renewable and low carbon energy generation of all types, with reference to a small number of broadly identified pre-assessed areas where there will be a presumption in favour or large scale on-shore wind energy.

- A requirement to identify Green Belts in the South-East Wales and North Wales regions, with consideration to be given to a further Green Belt in the South-West.

1.4.10 The National Plan aligns with and maximises its contribution to the well-being goals, objectives, and ways of working, as required by the Well-being of Future Generations (Wales) Act 2015. It sets out land use framework to support the delivery of the Welsh Government's national strategy, Prosperity for All: the national strategy. In addition, several other Welsh Government strategies and policies have informed and helped shape the National Plan, Including the Welsh National Marine Plan, the Transport Strategy, Prosperity for All: Economic Action Plan, Natural Resources Policy and the Low Carbon Wales plan. The intention is that there will be a two-way relationship with any reviews of these Documents taking account of the National Plan.

1.4.11 The National Plan does not replace Planning Policy Wales (PPW) but complement it and the supplementary Technical Advice Notes. The National Plan will therefore affect the shape and direction of future planning policy in Wales including SDPs and LDPs.

The following deal specifically with North Wales:
- Policy 23 – North Wales Metro.
- Policy 24 – North-West Wales and Energy.

1.4.12 Targets (affecting Conwy) include:
- Sustainable growth and regeneration in regionally important towns along the northern coast. Holyhead, Caernarfon, Bangor, Llandudno, Colwyn. Rhyl and Prestatyn will be a focus for manged growth to complement the National growth area of Wrexham and Deeside.
- New Metro for the region.
- New energy related projects supporting economic benefits and low carbon energy generation.
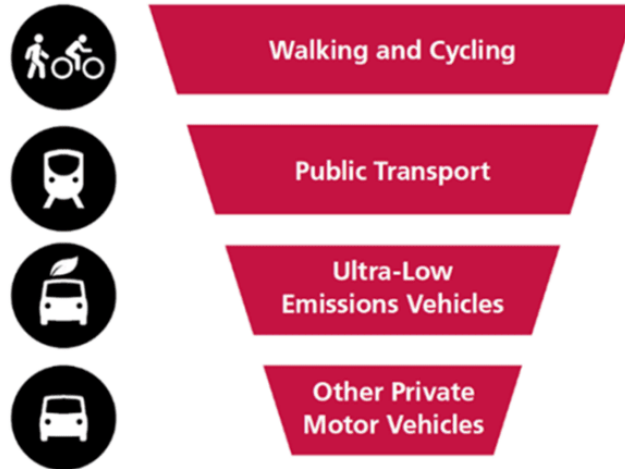
1.4.13 Planning Policy Wales (PPW) 2024

Planning Policy Wales (PPW) has been revised in order to bring it in line with the Well-being of Future Generations (Wales) Act 2015. PPW is split into four distinct themes, which bring the requirements of the Act into context for planning policy and show the inter-linkages between planning policies. Section 4 of PPW outlines that transport and active travel vision as well as the sustainable transport hierarchy below:

The Sustainable Transport Hierarchy

We will continue to make best use of existing transport infrastructure by maintaining and managing it well.

We will also adapt it to a changing climate and upgrade it to support modal shift.

Where we need new infrastructure, we will use the Sustainable Transport Hierarchy.

- Walking and Cycling
- Public Transport
- Ultra-Low Emissions Vehicles
- Other Private Motor Vehicles

1.5 Local Plans and Strategies

1.5.1 Active Travel Plan

The Active Travel (Wales) Act 2013 requires the Council to promote and improve Active Travel routes and facilities.

CCBC has to make sure that new road schemes (including road and pavement improvement schemes) consider the needs of walkers and cyclists. CCBC must also prepare maps showing current and possible future routes for Active Travel.

These maps are available here for [existing routes](#) and considered [future routes](#).

1.5.2 Local Area Energy Plan

The LAEP has been adopted by CCBC and includes two key interventions relating to Transport including:

1. **Development of public EV charging infrastructure**
This needs further leadership from SPEN and WG or private sector. LAs have commitments as to their own fleet but additional charging points have, so far, been private sector-led. LAs need advising on how to plan for future infrastructure need and locations.

2. **Transport Energy demand reduction**

This seems largely out of LA hands. Further work needed to identify regional strategies and what is needed at a LA level. Possibly working with private sector, ANW, SPEN and TfW. It needs behaviour change investment and public transport incentive. Plant based fuel solutions and decarbonising how we get our goods all would have a positive impact.

- Accelerating modal shift to public and active transport;
- Decarbonising road transport;
- Decarbonising how we get our goods; and
- Place-based solutions to emissions reductions.

1.6 Issues to be addressed by the RLDP

1.6.1 Active Travel

- Ensuring suitable opportunities exist for walking and cycling to and from new developments
- Extending cycle routes and providing links between communities and long distance routes to areas of employment or public transport hubs.
- 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

1.6.2 Bus and Rail

- Improved links to key employment centres
- Encourage park and ride facilities where appropriate
- Improved links between bus and rail
- Improvements to the rail network (North Wales Coast line and Conwy Valley Line) for local journeys and the potential for new stations in strategic locations
- Improved and safeguarded rail freight and goods consolidation hub facilities

1.6.3 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

- Adequacy of parking and charges
- Review existing road improvement schemes and identify any new schemes

1.6.4 Energy and Carbon Reduction

The main strategic priorities for the RLDP are to:

- Accelerating modal shift to public and active transport;
- Decarbonising road transport;
- Decarbonising how we get our goods; and
- Place-based solutions to emissions reductions.

1.7 RLDP land use policies and proposals

1.7.1 The main policy priorities for the RLDP are to:

- Allocating 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 corridor

1.7.2 RLDP policies

Policy	Purpose

STA/1 Sustainable transport, accessibility and decarbonisation	To ensure development proposals minimise the need to travel by private car, and maximise opportunities for walking, cycling and public transport in line with policies STA/6 and STA/7. Proposals should create places and streets where traffic and other activities are integrated and where buildings, spaces and inclusivity shapes design and implement the transport hierarchy.
STA/2 ultra-low and zero emission vehicles and infrastructure	To ensure new major non-residential and major housing developments undertake an appraisal of the anticipated future EV infrastructure needs to inform a planning application informed through the Energy Strategy.
STA/3 mitigating travel impact	To ensure development addresses and mitigates for the negative effects of travel such as carbon emissions (in line with EN/6), noise, impact on amenity, including Active Travel route connection, wellbeing and environmental impacts in line with policies NE/7, NE/8 and STA/6. This will either be on site or by off-site works or contributions.
STA/4 transport routes and schemes	To ensure that the Transport Hierarchy is adhered to and that development is supported by appropriate infrastructure, public transport links and related facilities, digital service and other requirements considered necessary as part of the proposal.
STA/5 freight and waste consolidation hubs	To ensure development which reduces delivery trips to reduce fuel/energy consumption and emissions by encouraging use of the consolidation/delivery hubs and using alternative modes for last-leg of

	deliveries such as e-cargo-bikes and smaller ULEVs.
STA/6 active travel and green infrastructure	To ensure development must take opportunities to enhance active travel and GI by incorporating within the site, and/or making financial contributions towards the delivery off-site.
STA/7 improvements to public transport interchanges and facilities	To ensure development promotes and facilitates the provision, decarbonisation, and accessibility; in particular for meeting the needs of disabled people, to enhance and link public transport infrastructure and digital service. The RLDP identifies and safeguards appropriate public transport routes, measures and facilities.
STA/8 parking standards	To ensure that development is served by appropriate provision, in accordance with the revised Parking Standards SPG and national guidance, and consider the requirements for cycles, cars, ZEV and ULEVs, e-scooters, motorcycles and service vehicles. In those instances where sufficient parking cannot be provided on site, or is judged not to be appropriate, the developer will be required to provide a financial contribution and/or improvement towards alternative transport measures and facilities where appropriate.

1.8 Monitoring

1.8.1 The LDP implementation and monitoring framework includes indicators and trigger points on recreational space provision. The LDP will monitor the provision of recreational space through the Annual Monitoring Report (AMR), including targets and trigger points for reviewing the policies on providing and safeguarding recreation space. As part of this work and in line with TAN16 requirements we will update the recreational spaces assessment as and when required.

1.9　Conclusions and Next Steps

1.9.1　This Transport Background Paper provides supporting information for the RLDP, outlining the issues and challenges that will need to be addressed as well as possible policy approaches to be incorporated in the plan. It has been compiled using evidence sources available from current and historic studies and reflects national guidance and comments on the candidate sites considered for inclusion in the RLDP.

1.9.2　This Transport Background Paper will be updated as the development process for the RLDP progresses with further information to be provided on the following elements:

- Policy Considerations,

- Supplementary Planning Guidance (parking standards, cumulative impacts and mitigation),

- Pre-Application Consultation,

- Evidence Based Submissions,

- Travel Planning / Demand Management,

- Planning Conditions and Statutory Agreements; and

- Commuted Sums.