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Gogledd Cymru
North Wales
Corporate Joint Committee



North Wales Regional Transport Plan

Case for Change

(Draft)





EXECUTIVE SUMMARY

The Regional Transport Plan (RTP) for North Wales is being developed by the North Wales Corporate Joint Committee (CJC). This Case for Change sets out the aims and objectives of the RTP and identifies the key issues, challenges and opportunities the plan should consider in order to guide the development of an integrated transport network for North Wales.

It considers the evidence and recommendations of the North Wales Transport Commission whilst also considering how North Wales can support the delivery of Llwybr Newydd - the Wales Transport Strategy, and local policies and strategies.

Urban and Rural

The varied nature of settlements and communities in North Wales means that the RTP needs to consider the needs of residents in urban centres and rural communities. It is vital that the RTP recognises that, whilst modal shift may, and should, be facilitated through enhanced public transport and active travel in and between our towns and cities, reducing car use in rural communities is more challenging.


It is vital that the RTP proposes improvements to active travel, public transport, and other sustainable mobility options in the rural areas of North Wales. This will provide more options for sustainable travel in communities that are often currently poorly served. The RTP should consider integrated, frequent and high-quality rural transport services, and include enhanced walking and cycling infrastructure connecting rural communities. However, it is vital that the RTP acknowledges private car use is considered crucial for many rural residents should consider how to facilitate the switch to Electric Vehicles for those in rural areas who are more dependent on private car use.

Supporting Economic Development

The RTP must include plans for supporting the growth of the economy across North Wales in urban and rural areas. The transport system should be planned in a way that provides people with access to good quality jobs, regardless of where they live.

The RTP should support the continued economic development of North Wales by considering enhancing access to employment sites in the region for both current and future employees and, where applicable, customers. The requirements of the transport network vary across North Wales. In rural areas, employment may be seasonal and remote. In areas where tourism is significant, there is increased demand on the transport network in summer season. Where manufacturing and storage are key sectors, the considerations are the volume of trips to large employment sites, shift patterns, and the requirement for higher levels of HGV movements.

The Anglesey Freeport and the Flintshire and Wrexham Investment Zone create significant opportunities for North Wales, and it is vital that our transport network is suitable for maximising these opportunities. The RTP should seek to support the success of Holyhead and Mostyn ports and facilitate their future growth but set out a plan for ensuring the impacts of good movements is minimised. It should consider the role of rail freight and also how to encourage hauliers to switch to cleaner fuels. The RTP should also identify measures for reducing the environmental impact of local deliveries.



The importance of cross-border commuting means that the RTP must consider supporting further partnership working with authorities in north-west England and set out proposals for improvements to public transport and active travel that facilitate sustainable cross-border commuting.

The Visitor Economy

The visitor economy is hugely important for many areas of North Wales so the RTP must include plans for supporting the growth of the visitor economy in North Wales, ensuring that we are planning a transport system that provides sustainable access to the many attractors across the region.

The RTP should consider facilitating reducing car use and minimising the impact of visitor car parking in Eryri. It should also acknowledge the proposed changes to the Clwydian Range through Welsh Government's manifesto commitment for a second National Park in North Wales.

Active Travel

The RTP should outline proposals for further expansion and improvement of the active travel network in North Wales to encourage an increase in the number of people choosing to walk or cycle. This should focus on connections to key attractors such as employment and education sites, healthcare, railway stations and tourist attractions.

Bus Services

The RTP should consider proposals for further review and improvement of bus services and measures to encourage an increase in bus use. Bus services should focus on improving access to services from communities. They should connect to key attractors such as employment and education sites, healthcare, railway stations and tourist attractions. Bus has an even more important role to play in the many towns and villages in North Wales that are not served by rail services.

Rail


Whilst rail is not directly influenced locally, it is important that the RTP acknowledges measures to enhance the rail offer in North Wales. To enhance services, the key priorities for improvements are the Borderlands Line, increasing capacity at Chester Station, and increased service levels on the North Wales Main Line. Other important rail enhancements include the Chester to Wrexham, Conwy Valley Line, and Cambrian Coastline.

The RTP should consider the importance of connections to key centres such as London, Cardiff, Manchester (including the airport), Liverpool, Crewe, and Warrington (for Northern Powerhouse Rail). The Plan should consider sustainable travel links to interchange facilities at rail stations.

Through the RTP we should seek opportunities to increase rail freight in North Wales.

Modal Shift

The RTP guidance requires that the plan has a focus on modal shift (reducing car use through the increase in the use of more sustainable modes). It is vital that we focus on this in urban areas through the provision of high-quality sustainable alternatives. In many rural areas we need to acknowledge



that this shift is more challenging and recognise that a shift to zero emission vehicles is a more effective way of decarbonising travel, whilst seeking opportunities to enhance active travel and public transport provision.

The Role of the Private Car

Whilst seeking opportunities to encourage more people to travel by active travel and public transport, the RTP should acknowledge the importance of the road network to free movement around North Wales for those with access to a car, and seek to improve the resilience of this network. This is particularly important for crossings of the Menai, where incidents on the road network can isolate communities.

The RTP needs to consider options for improving the reliability and resilience of the Menai crossing. This should include improving the resilience of the road bridges and enhanced sustainable transport options.

Infrastructure Management and Maintenance

A network of well-maintained transport infrastructure is key to supporting travel around North Wales, both for private car journeys but also for bus services and active travel journeys. All bus journeys and a large proportion of active travel trips take place on the highway. Highway defects such as potholes can be a more significant hazard for cyclists than other highway users.

Therefore, the RTP needs to acknowledge the importance of maintaining and improving existing infrastructure.

Vision Statement

The Vision for the North Wales RTP is:

North Wales will have a safe, sustainable, affordable, resilient, and effective integrated transport network that supports economic growth, prosperity and well-being.

Our vision statement is underpinned by a set of 15 Ambitions.

Through the RTP we will:

1. Develop a resilient, well-maintained, and efficient transport network that supports economic growth
2. Develop the infrastructure and services that provide people with a choice about how they travel for each journey
3. Improve sustainable access to employment and educational sites and tourist attractions
4. Improve access to key services
5. Encourage decarbonisation to be a cultural change that highlights the choice to travel by means other than the private car
6. Improve access to town and city centres for all sustainable modes
7. Reduce both exhaust and non-exhaust emissions from transport
8. Improve safety for all highway users
9. Reduce the need to travel

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10. Develop a transport network that provides social value for communities
 11. Make wellbeing a core consideration across all transport projects and programmes in North Wales
 12. Prioritise the Welsh language and culture
 13. Integrate equalities into all aspects of transport planning
 14. Integrate Investment Zone and the Freeport as regional considerations
 15. Identify synergies between the Regional Transport Plan and the Strategic Development Plan


The vision is supported by a set of four SMART Objectives, against which we can assess the impact of future transport policies and schemes and their role in delivering the vision for transport in North Wales. These SMART Objectives are:

1. **Improve digital connectivity and local services**
2. **Improved accessibility and transport choice**
3. **Enable decarbonisation through transition to a zero-emission fleet**
4. **Enable Sustainable Economic Growth**



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1. INTRODUCTION

1.1 PURPOSE AND CONTEXT

1.1.1 The Regional Transport Plan

Welsh Government has tasked Corporate Joint Committees (CJCs) in Wales with developing Regional Transport Plans for the region that they cover. The Regional Transport Plan for North Wales is, therefore, being developed by the North Wales CJC.

The CJCs across Wales are being empowered (and supported) to plan for services at a regional level, aligned with other regional and local planning priorities.

In the Guidance provided to the CJC, Welsh Government have set out ten key points for the development of the Regional Transport Plan, as set out in Appendix 1. The list can be summarised as:

Regional Transport Plans should:

- focus on achieving modal shift
- be brief
- Be developed in a co-productive and consultative way
- Closely aligned with Llwybr Newydd: the Wales transport strategy 2021
- be outcome-focused
- Where possible, supporting Welsh Government's aim to achieve net zero carbon status by 2050
- use innovative approaches and technology
- utilise existing analysis and plans
- be developed in partnership across the CJC region
- be developed following the five ways of working set out in the Well-being of Future Generations (Wales) Act 2015
- consider creative ways to engage people to achieve modal shift
- include disincentives for car use and incentives for more sustainable travel
- be developed alongside the Strategic Development Plan

The RTP will be developed in line with the Welsh Government Guidance, and in line with the other statutory duties of the CJC, including the Strategic Development Plan (SDP).


Before starting work on the RTP itself, we are setting out the Case for Change. This will:

- Set out the aim of the RTP
- Set out core SMART objectives that align with Llwybr Newydd
- Draw on the Wales Transport Strategy and other national, regional and local strategies including the Wellbeing of Future Generation Act (Wales) 2015
- Take into account the findings of the North Wales Transport Commission
- Draw on existing knowledge of issues and opportunities for transport in North Wales.

1.1.2 Wellbeing

Llwybr Newydd (see Annex 1) refers to the importance of wellbeing within a travel context. The way we travel supports improved wellbeing, with health considerations including:

- improving air quality;
- reducing noise; and
- a more active lifestyle



The Clean Air Plan for Wales: Health Air, Healthy Wales states that 'Transport is now the largest source of NOx in Wales, predominantly due to emissions from road transport, accounting for approximately one third of emissions'. The strategy also describes how fundamentally, the health of the people of Wales depends on the quality of the environment in which we all live.

The wellbeing context around our transport requirements are significant and must be fully factored into any project or programme in North Wales. WelTAG assessments will be used, where appropriate, to make sure that transport investment decisions take well-being goals into account. We know that transportation underpins and supports the premise of the 7 Wellbeing Goals, and for any future travel related project or programme, due regard must be paid to the principles and aim of the Wellbeing Goals:

- A prosperous Wales – a transport system that provides strong and reliable routes to places of work and study
- A resilient Wales – a North Wales transport system that can maintain a high standard under challenging circumstances
- A healthier Wales – through moving towards a transport system that promotes Active Travel, adopts a modal shift approach and provides facilities that reduces reliance on the combustion engine – focus will be to improve air quality, reduces noise
- A more equal Wales – a transport system that's open and accessible to all.
- A Wales of more cohesive communities – that Integrated travel plans in North Wales are tailored to the needs of different communities and focus on connectivity and accessibility
- A Wales of vibrant culture and thriving Welsh language – places of learning, culture and leisure are accessible via routes that don't promote reliance on the car
- A globally responsible Wales – with North Wales playing its part in achieving Net Zero through well thought through plans for decarbonisation


The importance of the 3rd sector needs to be recognised, particularly in the more rural areas where community-based minibuses provide a lifeline to those residents who do not have regular access to cars and in areas where public transport has reduced or is unavailable. For elderly people, community-based transport offers a lifeline to socialising, shopping, maintaining health and accessing healthcare.

Llwybr Newydd states that we must think differently about the way we travel. Referring to climate change it says that the 'climate emergency is one of the biggest defining issues of our time. If we are going to protect the lives of our children, we need to achieve net zero by 2050' This RTP needs to articulate how North Wales will move to a position where it has fewer cars on the road, with more people using public transport, walking or cycling – to do this will require a shift in thinking about how we approach our daily journeys – the journey from home to work, to visit friends and how do we travel to places of leisure and entertainment. The following Case for Change articulates how we start the journey.

1.2 Case for Change Structure

The remainder of this document sets out the Case for Change for the North Wales RTP. We start with the aim and objectives of the plan in Section Two. Sections Three, Four and Five demonstrate how we identified those objectives for the RTP by considering North Wales as a place (Section 3), how we travel (Section 4), and the Issues and Opportunities (Section 5).

Section Six sets out our Engagement Strategy, and Section Seven considers roles, responsibilities, and funding for the development and delivery of the RTP.



The national, regional, and local policies that are influencing the development of the RTP are considered in Annex 1: "Strategy and Policy Context".

This Case for Change considers the evidence available at the time of RTP development. It is acknowledged that new and updated statistics and evidence relating to transport will emerge after the publication of the Case for Change. These will be considered in future iterations of the RTP and supporting documents.

Supporting evidence is included in Annex 2: "North Wales RTP Background and data and evidence paper".

2. Identification of Objectives

2.1 Vision

It is intended that the vision for the RTP is an evolution of the strong vision statement that was included on the 2015 Joint Local Transport Plan¹.

The Vision is also intended to support the delivery of Llwybr Newydd² in North Wales and progress the recommendations of the North Wales Transport Commission³. More details on those documents can be found in Annex 1.

The Vision for the North Wales RTP is:

North Wales will have a safe, sustainable, affordable, resilient, and effective integrated transport network that supports economic growth, prosperity and well-being.

This is a vision, and therefore by its nature is aspirational. It is intended that the vision statement is something that all authorities, partners and stakeholders in North Wales can work towards and contribute to.

The degree to which the Vision can become reality will depend on the level of investment available in transport from all sources in the coming years. Working closely together as the CJC alongside Welsh Government, with local authorities and Government across the border, other transport stakeholders, transport users, voluntary sector organisations, developers, and businesses, provides the best circumstances in which to achieve this vision.

2.2 Ambitions

Our vision statement is underpinned by a set of Objectives against which projects/ programmes will be assessed. These ambitions have been identified to align with the priorities of Llwybr Newydd, shown in Figure 2.1.

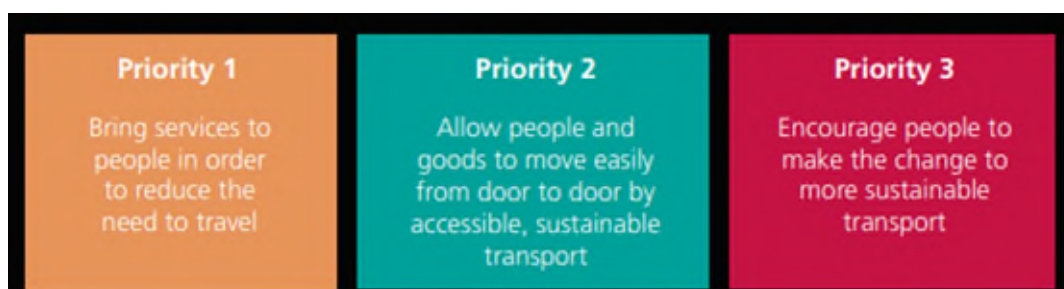


Figure 2.1 - Llwybr Newydd Priorities

The RTP ambitions are shown in Table 2.1.

¹ [North Wales Joint Local Transport Plan 2015 \(flintshire.gov.uk\)](http://flintshire.gov.uk)

² [Llwybr Newydd: the Wales transport strategy 2021 | GOV.WALES](http://gov.wales)

³ [North Wales Transport Commission | GOV.WALES](http://gov.wales)



Ambition Through the RTP, we will:		Why this is important for North Wales	Alignment with Llwybr Newydd: the Wales Transport Strategy 2021.
1	Develop a resilient, well-maintained, and efficient transport network that supports economic growth	A reliable and efficient transport system facilitates the movement of goods, access to tourist locations and people's access to jobs, education and services.	Aligns and supports Llwybr Newydd through the provision of a transport system that 'contributes to our wider economic ambitions, and help local communities'
2	Develop the infrastructure and services that provide people with a choice about how they travel for each journey	Too many journeys in North Wales require people to have access to a private car. This limits options for people who do not have a car and leads to an increase in congestion and emissions. By providing options for travel we create a more equitable network that serves all residents.	Objective aligns with Llwybr Newydd through preventing 'future problems by reducing congestion in order to drive modal shift to active travel and public transport.'
3	Improve sustainable access to employment and educational sites and tourist attractions	A successful regional economy requires residents to be able to access employment and training opportunities. This includes cross-border opportunities. Continued growth of the tourism sector is dependent on visitors being able to access attractions.	Objective aligns with the Strategy's drive to be 'Good for the economy and places in Wales'
4	Improve access to key services	It is vital that all North Wales residents can access services such as hospitals, dentists, GP practices, banks, shops etc. This is particularly prevalent for Anglesey residents who may need to cross the Menai to access such services.	Objective aligns with Priority 2 by improving the reliability, safety and frequency of public transport and working to extend the 'geographical reach' of public transport in a creative way.



Ambition Through the RTP, we will:		Why this is important for North Wales	Alignment with Llwybr Newydd: the Wales Transport Strategy 2021.
5	Encourage decarbonisation and a culture change that sees people who have a choice travelling by means other than the private car	<p>It is vital that we reduce emissions from transport, and an increase in EV use will support this, but it is only through reducing car use that we will reduce local environmental impacts of traffic, congestion, and parking, and improve health.</p> <p>In some locations, this culture change can be encouraged by stimulating the community to identify local solutions.</p>	<p>Objective aligns with Priority 3 through encouraging people in North Wales to make the change to more sustainable modes of transport through a modal shift approach. Through encouraging behaviour change, exploring car-share options and options exploring digital opportunities to look at effective journey planning and booking.</p> <p>Welsh Government's target of 45% of journeys to be made by public transport, walking and cycling by 2040 will be a key consideration in transport planning and within the North Wales SDP.</p>
6	Improve access to town and city centres for all sustainable modes	<p>Town and city centres are at the heart of North Wales communities, and their continued success and regeneration will be supported by ensuring that residents and visitors can travel to them via a choice of modes.</p>	<p>This objective aligns with Welsh Government priorities through alignment with a Town Centre First approach through, where possible, locating new public services close to where people live leading to reduced travel and where possible, linking in to existing routes. This must also take into consideration the needs of those living in more rural and remote areas and a key consideration within the SDP.</p>



Ambition Through the RTP, we will:		Why this is important for North Wales	Alignment with Llwybr Newydd: the Wales Transport Strategy 2021.
7	Reduce both exhaust and non-exhaust emissions from transport	<p>Reducing CO2 emissions will help us address the global climate emergency. Other pollutants, such as NO2 and particulate matter, impact on local air quality and are associated with a number of adverse health impacts.</p> <p>It is acknowledged that private cars will continue to play an important role for journeys, especially in rural areas, so a switch to zero emission vehicles should be facilitated.</p>	<p>Objective aligns with Well-being ambitions through the drive to improve air quality and reduce environmental noise associated with transport – these factors will be considered within the North Wales Strategic Development Plan.</p> <p>This objective aligns with the drive to reduce greenhouse gas emissions from transport – the RTP will be mindful of UK Climate Change Committee’s carbon reduction pathway for surface transport.</p>
8	Improve safety for all highway users	<p>Our highway network should be considered safe for all, particularly more vulnerable road users.</p>	<p>Alignment with Llwybr Newydd can be identified through ensuring identified/priority projects and programme across North Wales address congestion pinch points, invest in schemes that support road safety, journey reliability, resilience, modal shift and provide safety for all highway users.</p>
9	Reduce the need to travel	<p>Changes in culture since the COVID-19 pandemic, and improvements in technology have seen a reduction in the need for travel. Working from home for example or in a more hybrid way. This has a positive impact on reducing parking pressure, traffic congestion, peak travel time pressures and pollution.</p>	<p>Objective aligns with Llwybr Newydd through supporting and encouraging digital and other innovations that reduce reliance on the car contributing to decreasing congestion, reducing carbon emissions specifically at peak hours.</p>



Ambition Through the RTP, we will:		Why this is important for North Wales	Alignment with Llwybr Newydd: the Wales Transport Strategy 2021.
10	Develop a transport network that provides social value for communities	It is important that our transport network reflects the needs of residents and communities. A transport network that recognises social value supports the delivery of other strategic aims and aspirations set at a local, regional and national level.	Through supporting Connected Communities, WG's strategy for tackling loneliness and social isolation will be supported through implementing this objective. Transport is one of the 8 pillars of an age-friendly community, and this will be demonstrated through local/community-based projects and programmes including the fflecsi bus and working with 3 rd sector partners.
11	Make wellbeing a core consideration across all transport projects and programmes in North Wales	The wellbeing of all residents across North Wales must be a core consideration of all transport related projects and programmes	Objective aligns with the principles outlined in Llwybr Newydd by; Equality – with inclusivity and reducing barriers to economic activity and leisure opportunities being key to projects and programmes Health – Through focussing on a modal shift, reduce air pollution supporting cleaner air Confidence & Safety – Prioritising safety, strengthening communities through effective transport, supporting social connections – e.g. the fflecsi bus. Environmental – through reducing emissions and reducing the local environmental impact of traffic



Ambition Through the RTP, we will:		Why this is important for North Wales	Alignment with Llwybr Newydd: the Wales Transport Strategy 2021.
12	Prioritise the Welsh language and culture	Our transport system should provide sustainable access to cultural and Welsh language activities and events. It is important that the provision of information, including bookings and digital information/systems, is provided in both Welsh and English.	Alignment is through underpinning the Welsh Language (Wales) Measure 2011 and contributing towards the achievement of a million Welsh speakers by 2050.
13	Integrate equalities into all aspects of transport planning	Equalities is a key consideration for North Wales - with a wide and diverse demography living in rural, semi-rural and urban localities and communities - ensuring parity of access is key to a successfully delivered RTP. We will make transport services and infrastructure accessible and inclusive by aiming to remove the physical, attitudinal, environmental, systemic, linguistic and economic barriers that prevent people from using sustainable transport We will aim to remove the physical, attitudinal, environmental, systemic, linguistic and economic barriers that prevent people from using sustainable transport, including walking, cycling and public transport.	This objective will support the Equality pathway through ensuring transport accessibility and identifying areas requiring strengthening. It will also promote inclusivity and identify where things aren't working in the way they should be. A key area for consultation will be prioritising embedding equality and accessibility into transport planning across North Wales



Ambition Through the RTP, we will:		Why this is important for North Wales	Alignment with Llwybr Newydd: the Wales Transport Strategy 2021.
14	Integrate Investment Zone and the Freeport as regional considerations.	<p>The Freeport in Holyhead, Ynys Mon will operate as a hub for global trade, innovation and investment, supporting local talent and embracing new employment opportunities. Therefore, reliable and frequent transport links will be critical to its success and designed with a carbon neutral approach as well as active travel considerations where possible.</p> <p>With Wrexham and Flintshire identified as areas for investment through a financial allocation by UK Government, transport links and considerations will be key in terms of making the area attractive for investment and for high calibre workforce.</p>	<p>This objective is supported by working towards a more strategic approach to Welsh ports, potentially recognising their role as a catalyst for co-location of manufacturing, energy, distribution, and leisure. Transport will be a key consideration here specifically a low carbon approach.</p>
15	Identify synergies between the RTP and the SDP	<p>Though the timescales for SDP and the RTP don't align, priority will be given to cross referencing, identifying dependencies/synergies, mutual benefits must be continuous.</p>	<p>Both the planning process and the transport planning process should support and encourage the use of sustainable transport.</p>

Table 2.1 - RTP Ambitions



2.3 SMART Objectives

Alongside the Regional Transport Plan, we are developing a Regional Transport Delivery Plan (RTDP) that will set out the schemes and programmes that we intend to deliver over the next five years to achieve our vision. To prioritise the list of schemes and programmes in the RTDP we will be assessing them against a set of SMART objectives. These objectives have been identified to support the delivery of national policy and our regional ambitions, as shown in Figure 2.2.

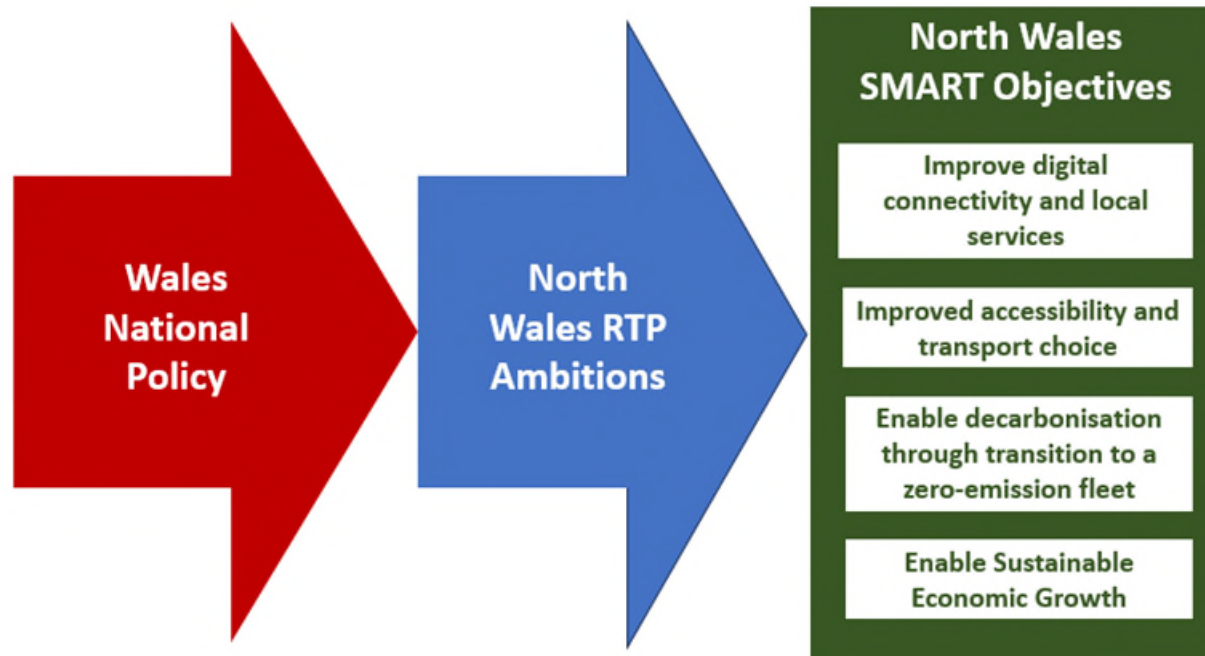


Figure 2.2 - Developing SMART Objectives



The SMART objectives that we have used to assess and prioritise schemes are:

Regional Transport Plan SMART Objectives

1. Improve digital connectivity and local services:

We will enable 30% or more of people in North Wales to work remotely by 2030 through better land use planning and improved digital connectivity, which should reduce the overall need to travel and enable shorter trips better suited to sustainable modes.

2. Improved accessibility and transport choice:

We will develop infrastructure and services that provide people with a choice about how they travel for each journey, and support sustainable economic growth through improved access to key settlements, employment, educational sites and tourist attractions. The accessibility of each key trip attractor should be improved, supporting the national mode share target of 45% of journeys to be undertaken by walking, cycling and public transport by 2040.

3. Enable decarbonisation through transition to a zero-emission fleet:

We will develop supporting infrastructure and support incentives to enable at least 50% of motor vehicles and all public buses operating in North Wales to be zero emission by 2035.

4. Enable Sustainable Economic Growth:

We will develop a resilient, safe, well-maintained, and efficient transport network that delivers sustainable economic growth by improving accessibility to existing and planned employment areas. At least 50% of households in North Wales will have an increased range of travel within 1 hour by public transport, supporting access to key employment sites and regional centres.

3. North Wales

3.1 North Wales – A Great Place to Live, Work and Visit

The North Wales region comprises the local authorities of Isle of Anglesey, Wrexham, Conwy, Flintshire, Denbighshire and Gwynedd, as shown in Figure 3.1.

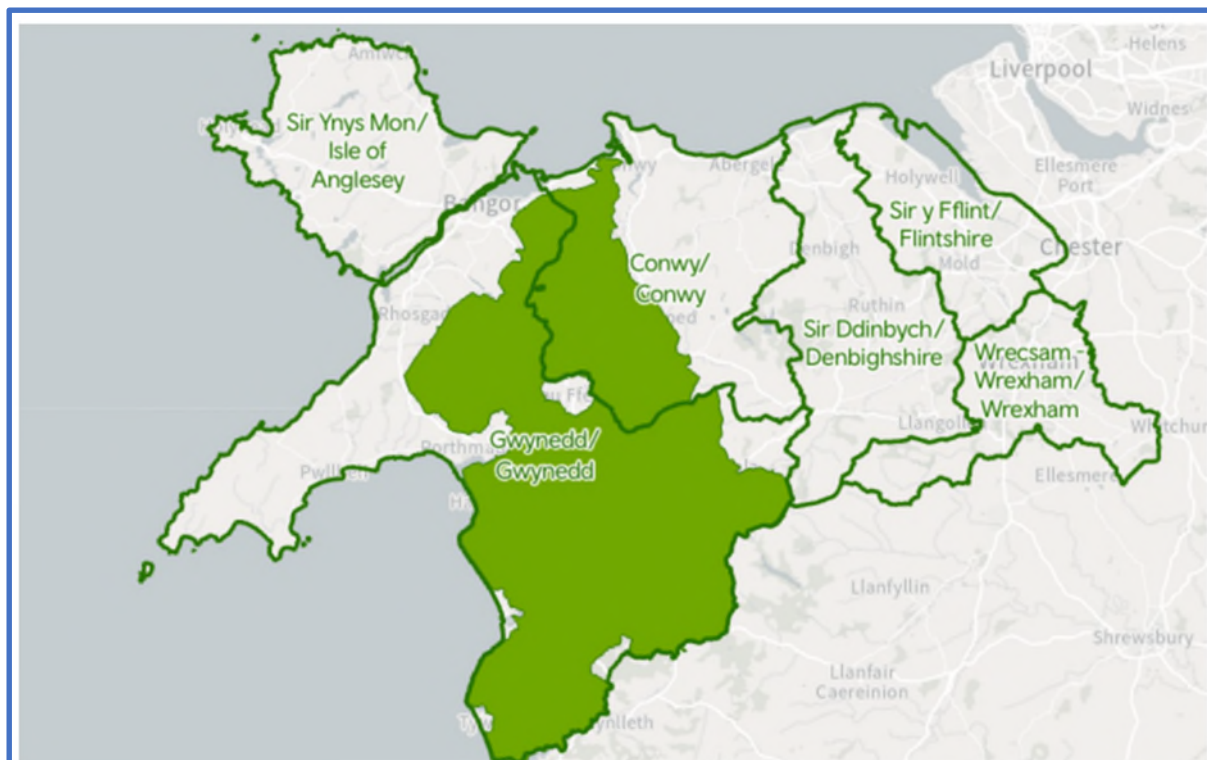


Figure 3.1 – Local Authorities in North Wales, with Eryri National Park in Green

Welsh Government and Ambition North Wales's Regional Economic Framework describes North Wales as a 'region with a wealth of attributes' and is clearly evidenced through the rich and unique nature of the area. From the more industrial and populous conurbations in the East to the more rural and less densely populated communities in the West, we can see the diverse nature of North Wales with its rich and diverse offer to both residents and its many visitors and tourists.

Educationally, North Wales offers two Higher Education Institutes (HEI's), Prifysgol Bangor University in West and Wrexham University in the East, both with a wide draw from all over the UK as well as overseas. Two Further Education Institutes (FEI's), Grwp Llandrillo Menai and Coleg Cambria provide strategically situated main sites serving both the urban and rural communities and are supported by conveniently located satellite colleges.

Culturally, North Wales offers brilliantly located theatres and cinemas offering many exciting productions which draw in audiences from far and wide catering for both younger and older audiences and all in between. Towards the West, Eryri and the surrounding area has so much to offer through an exciting range of outdoor activities including cycling, mountaineering, the creativity of Zip World and the adrenaline inducing experience of the National White-Water Centre in Bala.

Travelling by road from east to west via the A55, using the coastal train line or by bus, we travel through popular seaside communities, skirting an Area of Outstanding Natural Beauty (AONB) and castles which attract so many visitors to the area. With Welsh Government now exploring options

around a second National Park through a Northeast Wales National Park designation project, incorporating lessons learnt from other localities at an early stage will enhance planning around any future transport/accessibility strategy.

North Wales is famous for its quartet of UNESCO listed castles as well as a range of beautiful National Trust properties and other homes and monuments of interest. Wales' most recent addition to the World Heritage list, The Slate Landscape of Northwest Wales consists of six separate sites around the Gwynedd area including areas of interest of the Welsh slate industry. There are also many Cadw sites and other historic buildings and museums that attract a large number of visitors. Effective accessibility to these sites using methods other than the car will be explored.

The more urban Northeast region boasts a rich cultural heritage including an 11-mile-long UNESCO World Heritage Site and a site that hosts the annual international Eisteddfod in Llangollen. In 2022, we saw Wrexham successfully achieve city status in the Queen's Platinum Jubilee City Status competition. It was also a finalist for UK City of Culture in 2025.

From an economic perspective, North Wales contributes £14.2 billion to the UK economy each year. Recent economic performance has been resilient but there remains a persistent and growing productivity gap resulting in some variations in productivity within the area. The economy is diverse with key sectors being manufacturing, energy and tourism as well as public sector jobs. Some of the productivity gap is accounted for by the sectoral structure of North Wales but there are areas of significant and growing strengths and opportunity, particularly in advanced manufacturing, low carbon energy, agri-food & tourism and the digital sectors. Significant opportunities for Wrexham and Flintshire can be identified through UK Government's 10-year £160m Investment Zone (IZ) in Wrexham and Flintshire. Announced in the Autumn Statement in 2023, Investment Zones provide an opportunity to embed innovation throughout the economy. They support the growth of priority sectors, leveraging existing strengths to drive rapid expansion - it is anticipated that IZ will not only benefit Wrexham and Flintshire but across North Wales too. Moving towards the West, Cyngor Ynys Mon and Stena Line successfully bid for Holyhead to secure Freeport status, this investment has the potential to deliver real, transformational change in communities across Anglesey and the wider North Wales region.

3.2 Population

Based on population estimates for mid-year 2021, Wales is home to over 3,105,000 residents. North Wales has an estimated population of nearly 700,000. The most populous local authority in North Wales is Flintshire with over 150,000 people. The least populated is the Isle of Anglesey with just under 70,000 people, making it the third smallest local authority in Wales by population. The population of each local authority area is shown in Table 3.1.

Area	Mid-year 2020 Population
Wales	3,105,000
North Wales	687,098
Isle of Anglesey	68,944
Gwynedd	117,072
Conwy	114,828
Denbighshire	96,046
Flintshire	155,076
Wrexham	135,132

Table 3.1 - Population estimates by local authority and year⁴

The population of Wales is ageing; this means that there is a greater proportion of older people as a share of the total population. This is projected to continue as people live longer and the number of births remains low. Factoring this change in demography into the way we plan transport in North Wales needs to be reflected in the RTP.

The estimated percentage of the population aged 65 and older in Wales was 21% in 2020. For North Wales it was over 23% or almost 1 in 4 people. In Conwy 28% of the population was aged 65 and older, the highest percentage of all local authorities in Wales. The population of North Wales by age and gender is shown in Figure 3.2.

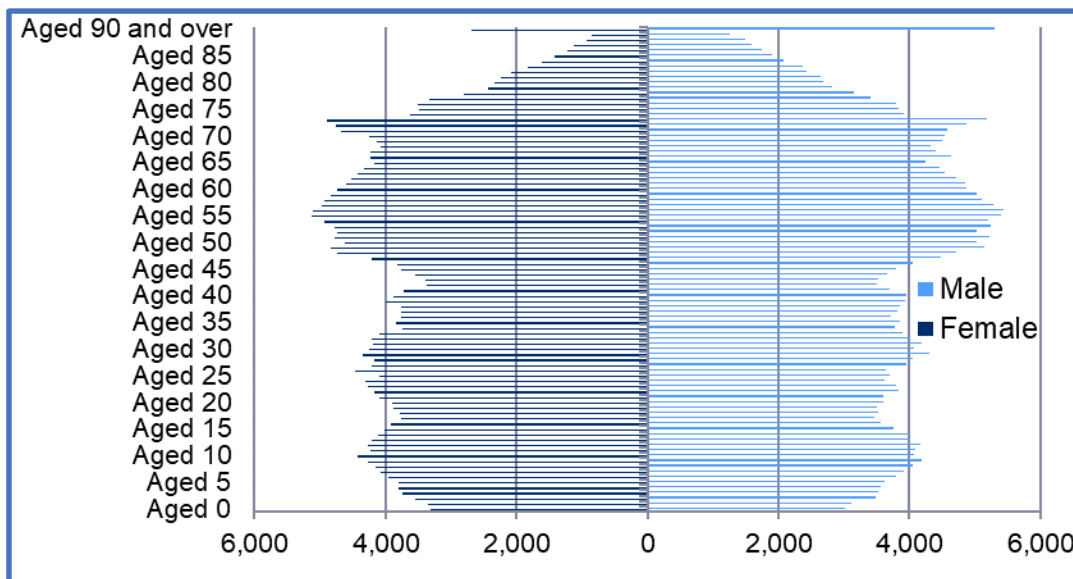


Figure 3.2 - Estimated population of North Wales by age and sex, mid-2020⁵

The projected increase in population aged over 65 is shown in Figure 3.3. By 2040 it is projected that around 29% of the population of North Wales will be aged 65 or over.

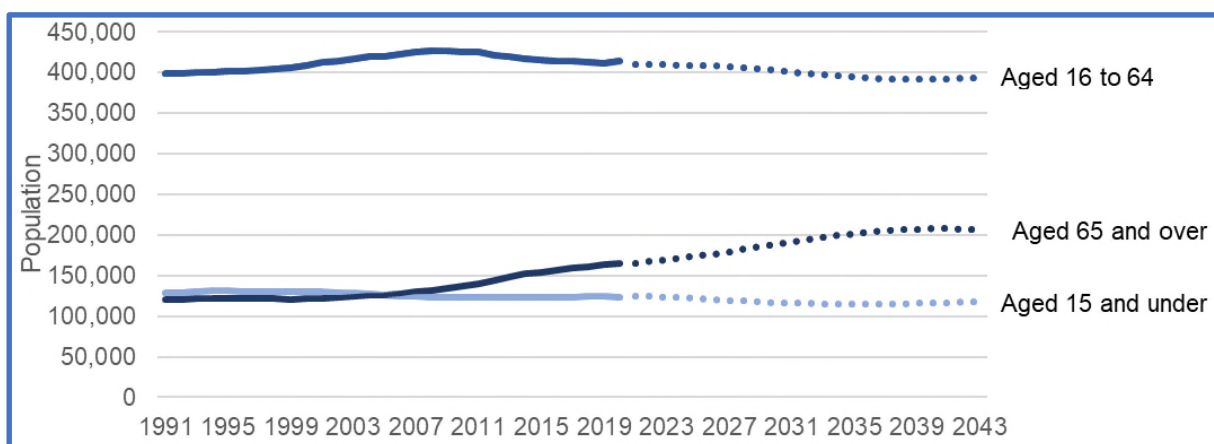


Figure 3.3 - Population estimates and projections for North Wales by broad age group and year, 1991 to 2043⁶

⁴ [Population estimates by local authority and year \(StatsWales\)](#)

⁵ [Population estimates by local authority and year \(StatsWales\)](#)

It should be noted that the projection figures are based on trends from 2018 and do not take into account the impacts of the COVID-19 pandemic or Brexit.

2.5% of the population of North Wales described themselves as Black, Asian or minority ethnic in 2018-20 compared to 5.0% of the Welsh population as a whole (Annual Population Survey), as shown in Table 3.2

Area	White	Mixed/Multiple ethnic groups	Asian	Black / African / Caribbean / Black British	Other ethnic groups
Wales	95.0%	0.9%	2.3%	0.9%	0.8%
North Wales	97.5%	0.7%	0.9%	0.3%	0.6%

Table 3.2 - Percentage of population by ethnic group, Annual Population Survey, 2018-20

Across Wales, North Wales had the lowest proportion of people identifying as disabled (20.1%) in 2018-20, while Southeast Wales and Mid and Southwest Wales had similar proportions (22.6% and 23.0% respectively) (Annual Population Survey).

What this means for the RTP

As part of the RTP development, an Equalities Impact Assessment will be undertaken to ensure appropriate consideration is given to people in North Wales with protected characteristics.

3.3 Welsh Index of Multiple Deprivation

The Welsh Index of Multiple Deprivation (WIMD) is the Welsh Government's official measure of relative deprivation for small areas in Wales. It is designed to identify those small areas where there are the highest concentrations of several different types of deprivation.

Deprivation is the lack of access to opportunities and resources which we might expect in our society. This can be in terms of material goods or the ability of an individual to participate in the normal social life of the community. There are 1,909 Lower-layer Super Output Areas (LSOAs) in Wales, with 22% of these in North Wales. Considering the 191 most deprived LSOAs across all of Wales in 2019 (i.e. the 10 per cent most deprived), 12% are in North Wales.

In WIMD 2019, there were pockets of high relative deprivation in some North Wales coastal and border towns. This is shown in Figure 3.4.

⁶ Population estimates by local authority and year (StatsWales)

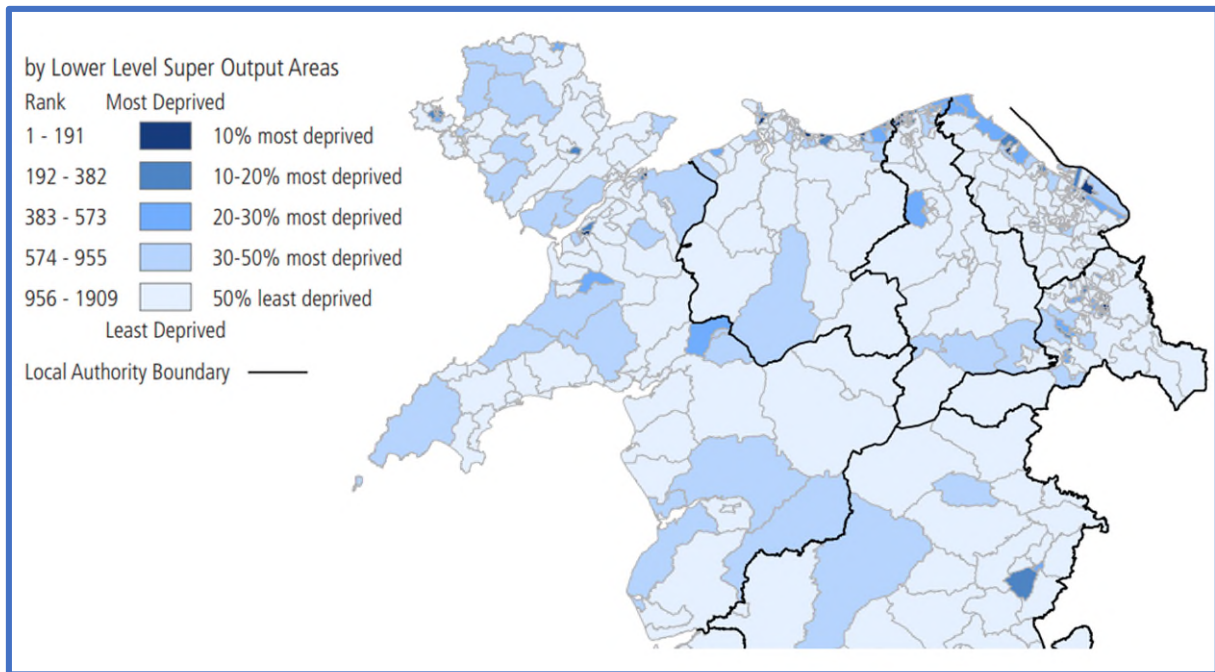


Figure 3.4 - Welsh Index of Multiple Deprivation⁷

What this means for the RTP

Attractive, efficient transport links can play a vital role in reducing deprivation by providing access to jobs, training, health/wellbeing opportunities and education.

3.4 Population Density

In 2021, Wales had an average population density of 149.8 persons per square kilometre. This is an increase of approximately 8% in the two decades since 1991, but a decline of approximately 2% year on year compared to 2021. Wales has a relatively low population density, compared to the UK as a whole, where the equivalent figures is 276 people per square kilometre.

North Wales is less densely populated than Wales as a whole. The population density of each of the six local authority areas in the region is shown in Table 3.3. Population density varies considerably across North Wales, with Flintshire and Wrexham more densely populated than other local authorities in North Wales. Gwynedd is estimated to have less than 50 people per square kilometre making it the third least densely populated local authority in Wales.

Area	Mid-year 2020
Wales	149.8
Isle of Anglesey	96.8
Gwynedd	46.2
Conwy	102.0
Denbighshire	114.8
Flintshire	352.6
Wrexham	268.2

⁷ [WIMD - Home Page \(gov.wales\)](https://gov.wales/wimd)

Table 3.3 - Population density (persons per square kilometre) by local authority⁸

2011 Census data has been used to inform the data on the 'Understanding Welsh Places' website⁹. From this website, Figure 3.5 shows the categorisation of urban and rural areas in North Wales.

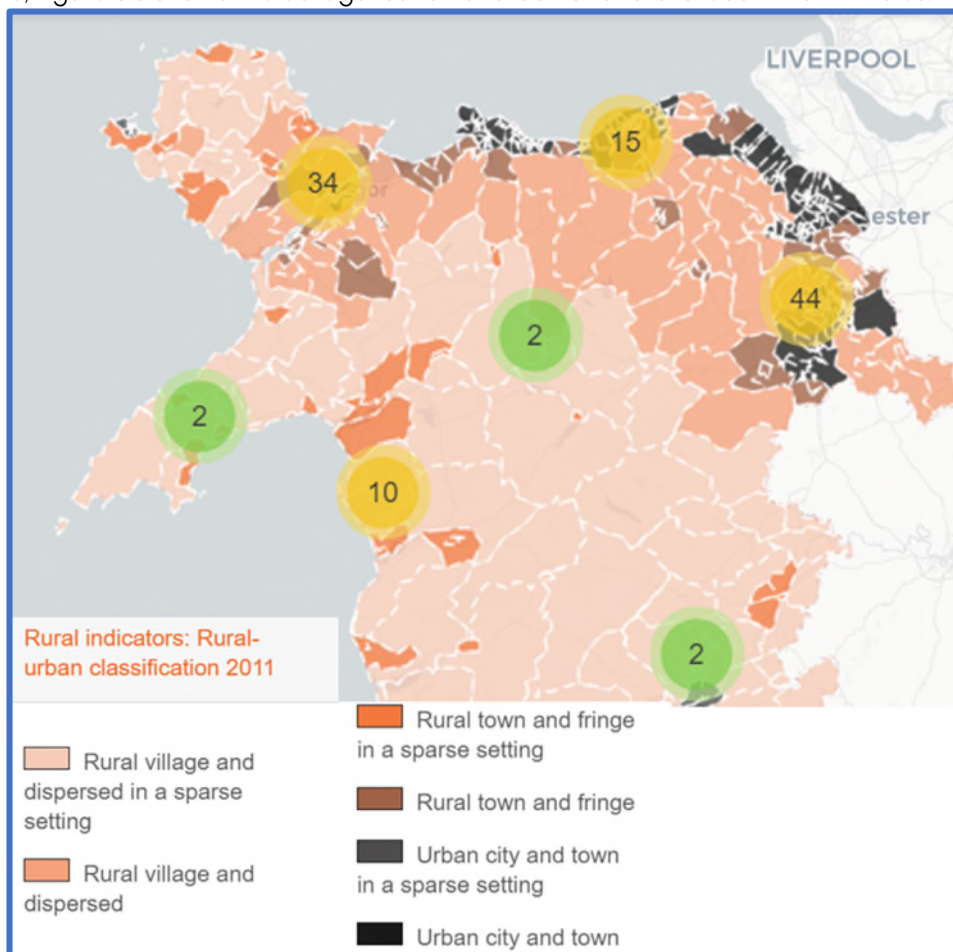


Figure 3.5 - Rural-Urban Classification in North Wales
(Note: Numbers on the map refer to more detailed information available from the source)

Figure 3.5 demonstrates a stark contrast between the urban areas of the east of the region and along the north coast, and the more rural areas comprising much of the rest of the region.

It can often be more difficult for people living in rural communities to access services that may be more accessible in urban areas. Poor access to services is a factor which can compound other types of deprivation that exist in an area. The WIMD Access to Services data demonstrates deprivation as a result of a household's inability to access a range of services that are considered necessary for day-to-day living, both physically and online. It considers average travel times to a range of services by private and public transport. The services considered are:

- Pharmacy,
- Food shop,
- General Practitioner (GP),
- Post office,
- Primary school,

⁸ [Population density \(persons per square kilometre\) by local authority and year \(StatsWales\)](#)

⁹ [Home | Understanding Welsh Places 0.1](#)

- Public library,
- Sports Facility,
- Secondary school and
- Petrol station (private transport only)

In this context, high deprivation is widespread across rural areas of Wales, as shown in Figure 3.6. This is a scenario that is becoming more challenging at time when local authorities are in position where they need to make cuts to subsidised bus budgets.

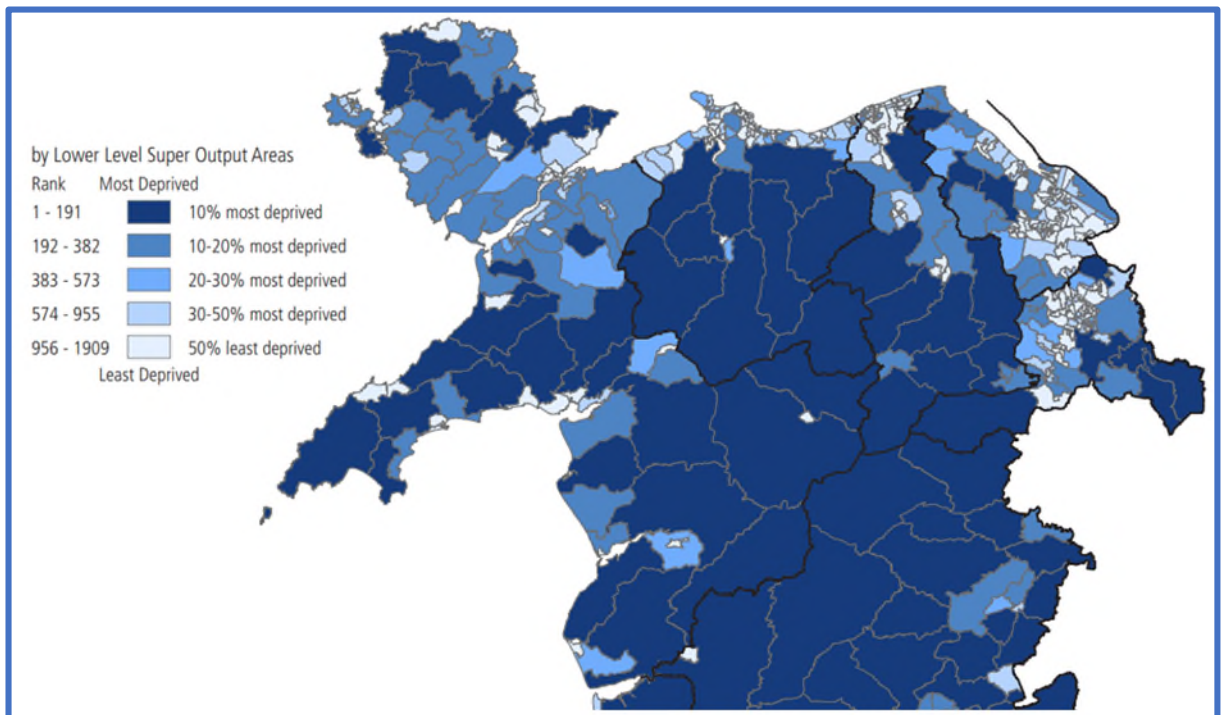


Figure 3.6 - WIMD Access To Services

The concentration of services and populations is in North-East Wales, cross-border, and along the North Wales coast. This reflects the less sparsely populated areas shown in Figure 3.5. Further evidence of the impact of rurality in North Wales can be seen in Transport for Wales analysis of journey time to access a key town or city centre using public transport, which can be seen in Figure 3.7.

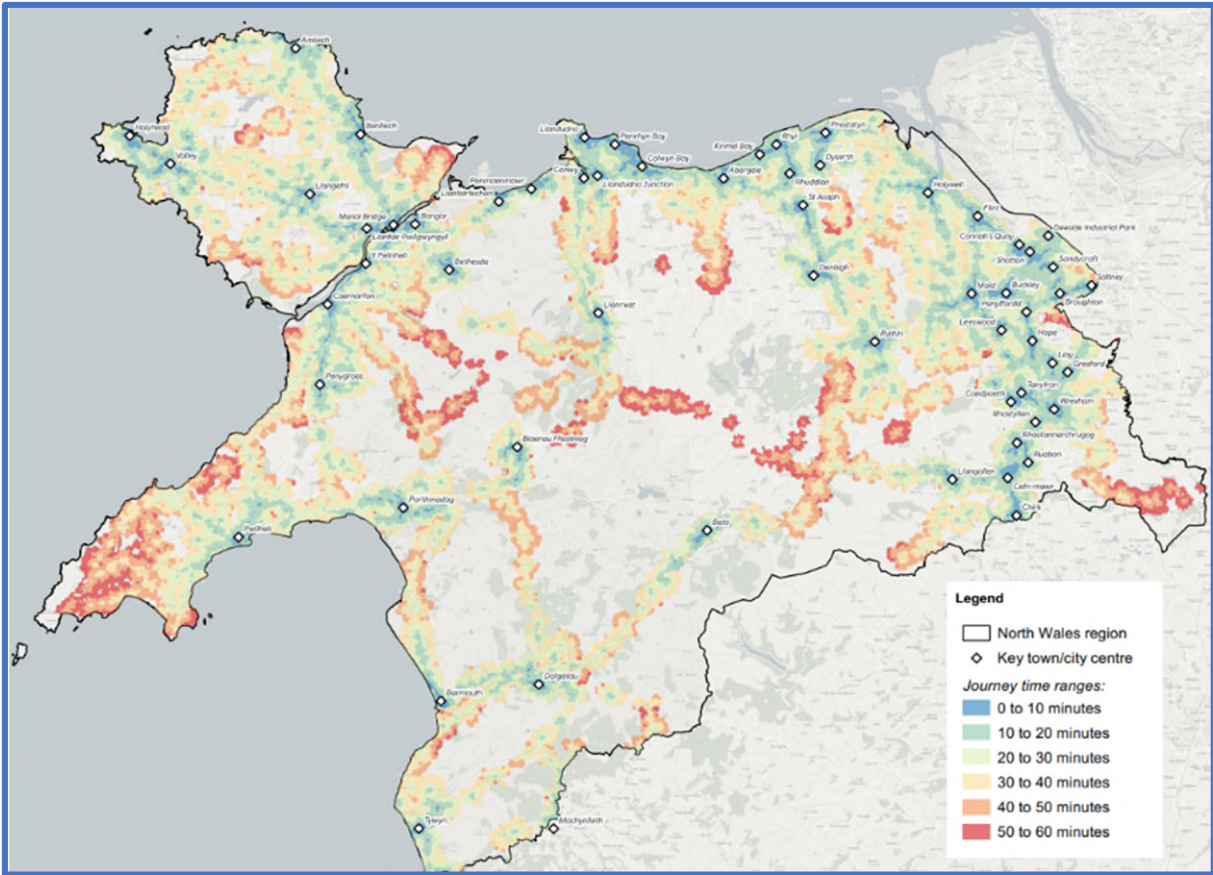


Figure 3.7 - Public Transport Journey Time to Key Town or City (Tuesday 07:00 - 19:00)

There are a large number of communities in rural areas who, if travelling by public transport, are required to travel for more than 50 minutes to access a key town or city.

The North Wales Transport Commission noted that *“Replacing car journeys with public transport and active travel in rural areas is challenging. We recognise that the private car will continue to be the main way many journeys are made by many people. North Wales includes large areas that are rural or semi-rural.”*

What this means for the RTP

For the RTP to identify a wholly integrated and transformative network of sustainable transport in North Wales, a consideration of both the needs of residents of urban centres and rural communities is required. The RTP should recognise that whilst modal shift may be facilitated through enhanced public transport and active travel in and between our towns and cities, reducing car use in rural communities is more challenging. Facilitating a shift to low emission vehicles for residents of rural communities is therefore vital.

3.5 Employment in North Wales

The largest employment sector across Wales and in North Wales is ‘Human health and social work’. As can be seen in Figure 3.8, North Wales has a higher employment percentage than Wales in the following industries:

- Manufacturing,
- Accommodation and food service activities,
- Administrative and support service activities,

- Construction and
- Agriculture, forestry, and fishing.

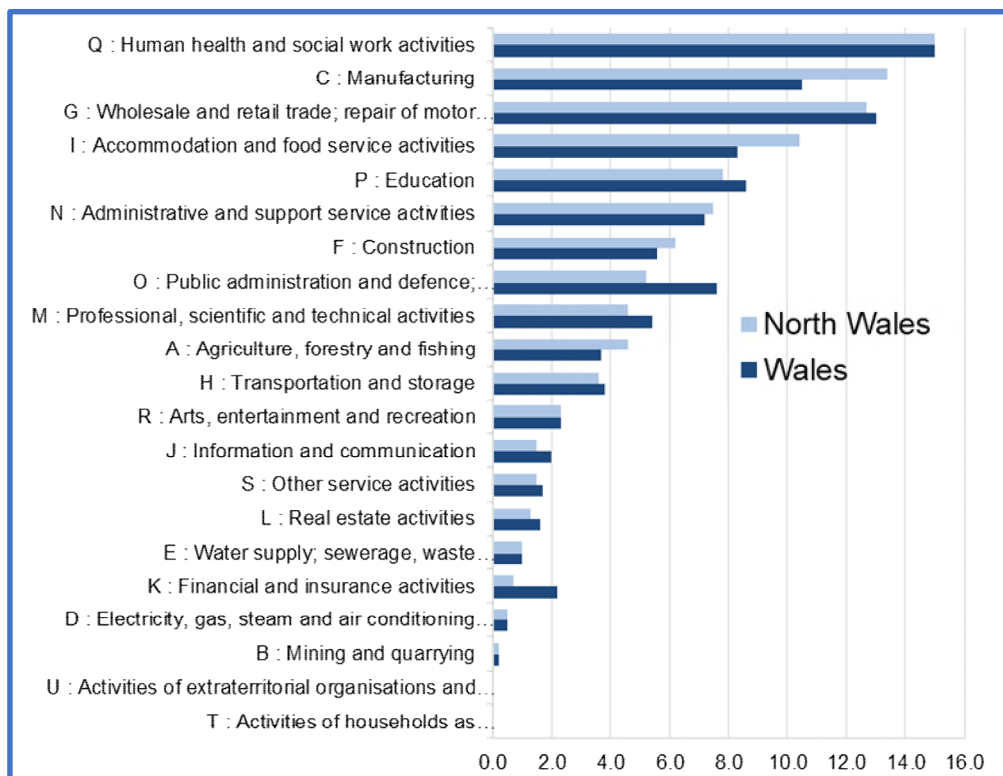


Figure 3.8 - Percentage of total employment by Industry, North Wales and Wales

Source: Welsh Government analysis of Business Register and Employment Survey, ONS

The importance of different employment sectors varies across North Wales. Figure 3.9 considers the percentage of resident population aged 16-74 who are employed in selected industry sectors. This shows that:

- The agriculture, forestry and fishing sector is unsurprisingly far more prominent in rural areas of North Wales, where up to 27.4% of people in this age bracket work in these sectors. This compares to less than 1% in the more urban areas.
- The accommodation and food services sector is far more prominent in Eryri, Llyn Peninsula and coastal areas of Denbighshire, Conwy and Anglesey, with up to 35.4% of people in this age bracket employed in this sector.
- The manufacturing sector is important in the east of North Wales, where areas of Wrexham and Flintshire have up to 33.5% of residents aged 16-74 employed in this sector.
- The transport and storage sector is far more prominent in parts of Flintshire and Wrexham, reflecting the areas where manufacturing is important. Transport and storage is also significant in parts of Anglesey, close to the port of Holyhead.

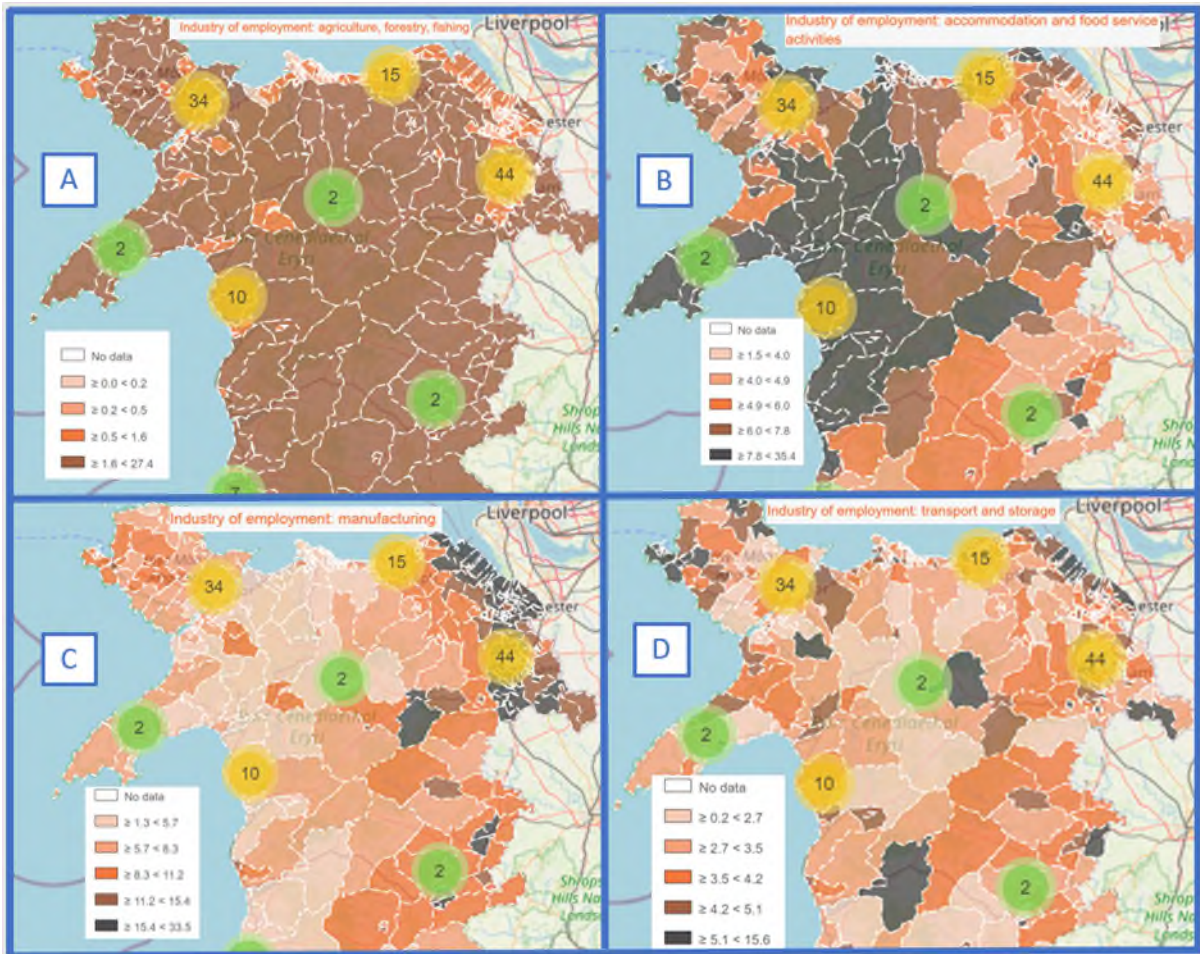


Figure 3.9 - Prominence of different employment sectors in North Wales
 ('Understanding Welsh Places' website¹⁰ - Note: Numbers on the map refer to more detailed information available from the source)

What this means for the RTP

The RTP should support the continued economic development of North Wales by considering enhancing access to employment sites in the region for both current and future employees and, where applicable, customers. The requirements of the transport network vary across North Wales. In rural areas, employment may be seasonal and remote. In areas where tourism is significant, there is increased demand on the transport network in summer season. Where manufacturing and storage are key sectors, the considerations are the volume of trips to large employment sites, shift patterns, and the requirement for higher levels of HGV movements.

¹⁰ [Home | Understanding Welsh Places O.1](#)

4. How We Travel

The dominant mode of transport in Wales, for both the number of journeys undertaken and distances travelled, continues to be the private car. The Wales Transport Strategy (WTS) target for 2040 is 45% sustainable modes and 55% car, so car will still dominate in 2040 even if that target is reached.

4.1 Active Travel

Local authorities in North Wales have a duty, under the Active Travel (Wales) Act 2013, to map existing and future active travel routes and related facilities, with an aim to lead to an integrated network for active travel use, and thus achieve modal shift for walking and cycling modes.

The Active Travel Network Map is available from [View map | DataMapWales \(gov.wales\)](#). Figures 4.1 and 4.2 show the comparison between the current on-ground active travel network shown on the Active Travel Network Map for the northeast of our region (Figure 4.1), and the future scheme aspirations (Figure 4.2) for the same area.

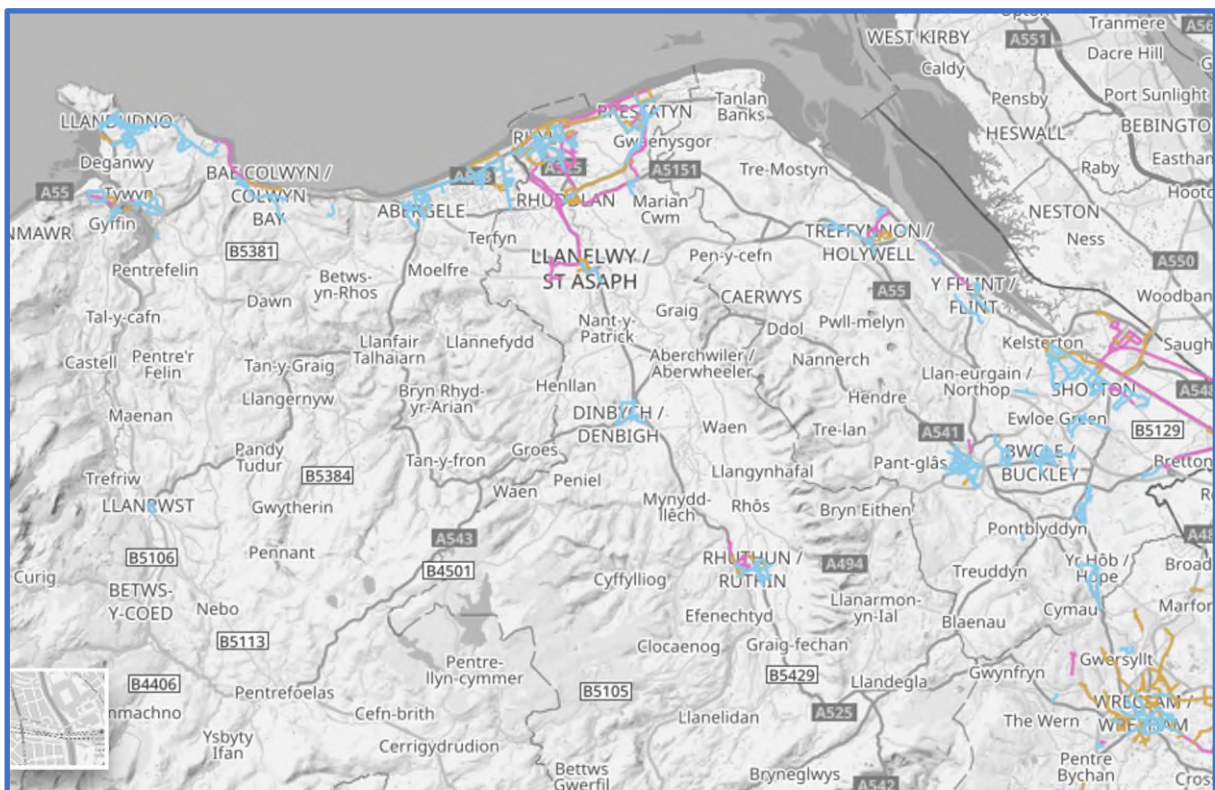


Figure 4.1 - Existing Walking and Cycling Routes on the Active Travel Network Map

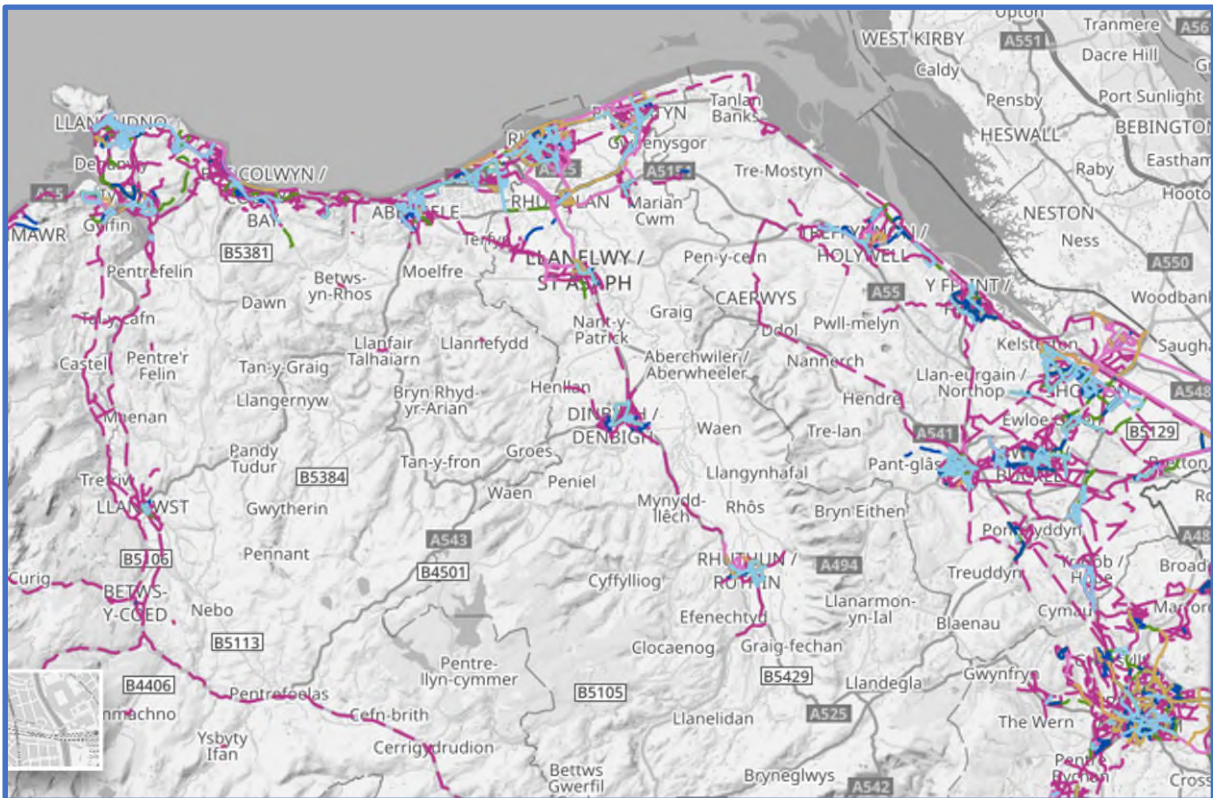


Figure 4.2 - Future Walking and Cycling Routes on the Active Travel Network Map

What this means for the RTP

The RTP should outline proposals for further expansion and improvement of the active travel network in North Wales to encourage an increase in the number of people choosing to walk or cycle. This should focus on connections to key attractors such as employment and education sites, railway stations, bus stops, and tourist attractions.

4.2 Bus

Bus has the biggest public transport modal share in Wales. In 2018/19 a total of 101.87 million journeys were made by bus in Wales. Analysis undertaken by Transport for Wales' (TfW) Analytical Unit shows that 68% of the North Wales population live within a quarter of a mile (or 400 metre) walking route of a bus stop where services run at least once per hour.

Welsh Government and Transport for Wales have set out a Roadmap to Bus Reform that provides an outline to the approach to franchising in Wales. Bus franchising means that decisions about bus services in Wales (including routes, timetables, fares, hours of operation and service quality standards) will be made by Welsh Government and Transport for Wales. Decisions will be made in partnership with Corporate Joint Committees. Bus operators can bid for contracts to run services to these specifications. It is currently expected that franchising will be rolled out in North Wales in 2028.

A number of recent improvements have been made in collaboration between TfW, local authorities, and bus operators that have made bus travel more attractive in North Wales:

- The rollout of the 1bus ticket (one ticket across the vast majority of bus services in North Wales),
- T19/Conwy Valley Line return ticket agreements
- Continuous review of the Sherpa Network in Eryri

- Launch of the Traws Cymru T8 service between Corwen and Chester
- Launch of fflecsi demand responsive services, including the zero-emission electric service in Ruthin.

Further work is in development to address long-standing barriers to the uptake of bus travel, such as a Bus Network review and development of a pilot scheme underway between TrawsCymru and Rail to enable use of one ticket for journeys that involve a leg by rail and bus.

fflecsi is a demand responsive bus service that can be booked by passengers in advance of travel. fflecsi buses can pick passengers up and drop off in a service area and not just at a bus stop. Locations in North Wales where fflecsi services operate in 2024 are:

- Buckley
- Conwy Valley
- Denbigh
- Holywell
- Llyn Peninsula
- Prestatyn
- Rhuthin

The Snowdon Sherpa is a network of bus services that travel around Yr Wyddfa. It has been developed in by a partnership comprising Transport for Wales, Cyngor Gwynedd, the National Park Authority, and Gwynfor Coaches. The creation of the Sherpa network saw the merger of local bus services into one simplified brand and a coordinated network and fare structure. In August 2024 72,296 people used the Sherpa service, a 79 per cent increase on August 2023 and it was the first-time passenger numbers exceeded 70,000 in a month.

TrawsCymru longer distance bus services are an important part of the integrated public transport network in Wales. Funded by the Welsh Government, the buses provide vital public transport links for many communities across Wales, integrating with rail journeys and also giving visitors an accessible, affordable and environmentally friendly option for exploring Wales.

What this means for the RTP

The RTP should consider proposals for further review and improvement of bus services and measures to encourage an increase in bus use. Bus services should focus on improving access to services from communities. They should connect to key attractors such as education and employment sites, railway stations and tourist attractions.

4.3 Rail

The national rail network in the region is managed and maintained by Network Rail, with passenger services operated by Transport for Wales and Avanti West Coast via the Wales and Borders and West Coast Partnership franchises. The rail network is reflective of the main population centres. There are 66 rail stations in North Wales. These are located on the following five lines:

- the North Wales Coastline,
- the Shrewsbury–Chester Line,
- the Conwy Valley Line,
- the Borderlands Line, and
- the Cambrian Line.

Data from the Office of Road and Rail is collected for estimates of station usage at each station on the network. Figures for the most and least used stations in North Wales are shown in Table 4.1.

Figures used in the table are for 2019-20 as this is the last full year not affected by the Covid 19 pandemic. Whilst not in Wales, Chester station is considered the most important station on the North Wales rail network due to its roles as both an attractor, and key interchange location.

Station name	2019-20 highest number of entries and exits	Station name	2019-20 lowest number of entries and exits
Chester	5,093,756		
Bangor (Gwynedd)	624,926	Dolgarrog	362
Rhyl	504,244	Pont-y-Pant	498
Wrexham General	501,800	Roman Bridge	720
Prestatyn	324,634	Tal-y-Cafn	812
Llandudno Junction	301,418	Tywyn	1,062

Table 4.1 - The stations with the highest and lowest number of entries and exits

Analysis undertaken by TfW's Analytical Unit shows that only 9% of the North Wales population lives within a half a mile walk (or 800 metres) of a rail station where services run at least once per hour.

Freight paths are in place across the network. There are limited freight services along the mainline, but the route between Shrewsbury and Chester, and the Borderlands Line see several services a week to the sawmill, steel, and cement plants.

What this means for the RTP

Whilst rail is not directly influenced locally, it is important that the RTP acknowledges measures to enhance the rail offer in North Wales. To enhance services, the key priorities for improvements are the Borderlands Line, increasing capacity at Chester Station, and increased service levels on the North Wales Main Line.

The RTP should consider the importance of connections to key centres such as London, Cardiff, Manchester (including the airport), Liverpool, Crewe, and Warrington (for Northern Powerhouse Rail).

The Plan should consider sustainable travel links to interchange facilities at rail stations.

Through the RTP we should seek opportunities to increase rail freight in North Wales.

4.4 Road Network

Trunk roads in North Wales are the responsibility of Welsh Government and are maintained by the North and Mid Wales Trunk Road Agent (NMWTRA). The Trunk Road Network is shown in Figure 4.3 Maintenance and management of all other adopted roads area the responsibility of local authorities.

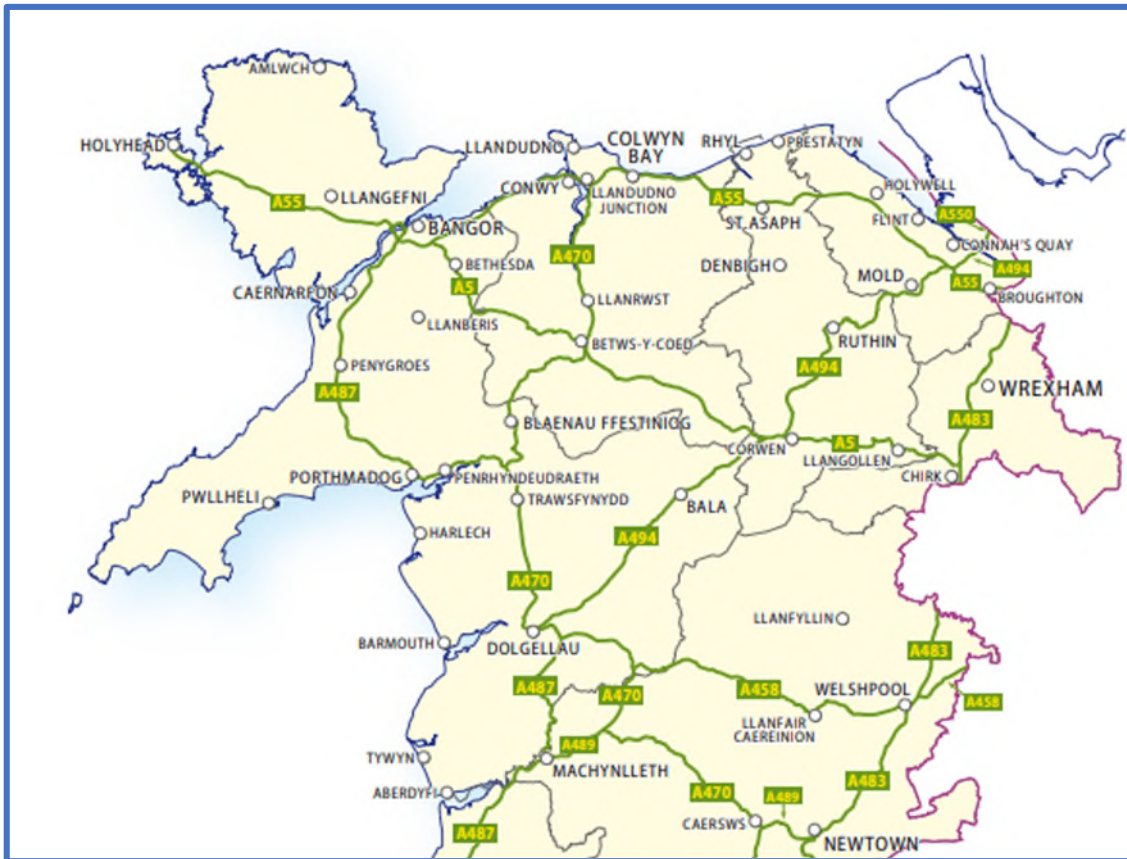


Figure 4.3 - The Trunk Road Network ([Our roads](#) | [Traffic Wales](#))

The main roads in North Wales mostly span east to west, especially along the North Wales coast. The busiest road in North Wales is the A55, the "North Wales Expressway", a dual carriageway primarily connecting Chester to Holyhead, along the coast of North Wales and passing Llandudno Junction, Conwy, and Bangor. It is one of Wales' most important roads that runs through to the port of Holyhead.

The crossing of the Menai to Anglesey, and the resilience of this route, is important both locally and strategically. Locally, although separated by the Menai Strait and in different local authority areas, towns on both sides of the Strait form a single economic area. Many people travel between locations across the Strait for employment and to access vital services such as education and healthcare as well as for leisure, shopping and entertainment opportunities.

Strategically, incidents on the Menai Crossings are particularly detrimental for freight operators who are accessing the port at Holyhead. Reliability and predictability of journey time is crucial for freight operators for whom deliveries may be time-critical, or time wasted on congested roads has a financial cost.

The A55 converges for a short distance with the A494 at Ewloe, from which the A494 runs to the North of Chester and the A55 to the South.

The A5 was previously the primary link between North Wales and London. The road crosses the Menai Suspension Bridge, but its importance has been superseded by the A55. Other roads transiting North Wales, from east to west include the A458 from Halesowen to Mallwyd, and the A494 from Dolgellau to Saughall.

The busiest north-south road travelling through the region is the A483 from Chester through Wrexham and onto Swansea via Oswestry, Newtown and Welshpool. Other major north-south roads include the single-carriageways of the A470 from Llandudno to Cardiff via the Conwy valley, and the A487 from Bangor to Haverfordwest via Caernarfon and Eryri.

The majority of the remaining highway network within the region are the responsibility of the relevant Local Highway Authority, in this case, the Local Authority. Significant changes planned for the Local Highway Network in the near future include the rollout of a 20mph speed limit along restricted roads.

What this means for the RTP

Whilst seeking opportunities to encourage more people to travel by active travel and public transport, the RTP should acknowledge the importance of the road network to free movement around North Wales and seek to improve the resilience of this network. This is particularly important for crossings of the Menai, where incidents on the road network can isolate communities.

4.5 Electric Vehicles

The number of plug-in vehicles is increasing across the UK, including in North Wales. This is likely due to an increase in environmental awareness, improved zero emission vehicle technology and improved understanding of electric vehicles. Table 4.2 summarises Government statistics¹¹ showing the number of plug-in vehicles, both privately and company owned, in each local authority area, with 7,106 such vehicles in North Wales.

Fuel	Anglesey	Conwy	Denbigh-shire	Flintshire	Gwynedd	Wrexham
Battery Electric	475	865	842	1,140	657	790
Plug-in Hybrid electric (diesel)	2	7	5	7	6	13
Plug-in Hybrid electric (petrol)	261	441	294	519	323	433
Range Extended electric	7	12	19	16	13	13
Total	745	1,325	1,160	1,628	999	1,249

Table 4.2 - Plug-in Vehicles in North Wales

There are a number of barriers to supporting the uptake of electric vehicles in North Wales. A network of charging infrastructure is required, and the roll-out of this is influenced by factors such as electrical supply capacity at sites, and the attractiveness of sites, particularly in rural areas, to private companies that supply and operate chargers. The current locations of EV chargers in our region are shown in Figure 4.4, taken from Zap Map.

¹¹ [Local area data: Electric vehicles and charging points \(parliament.uk\)](https://www.parliament.uk/data-and-statistics/electric-vehicles)

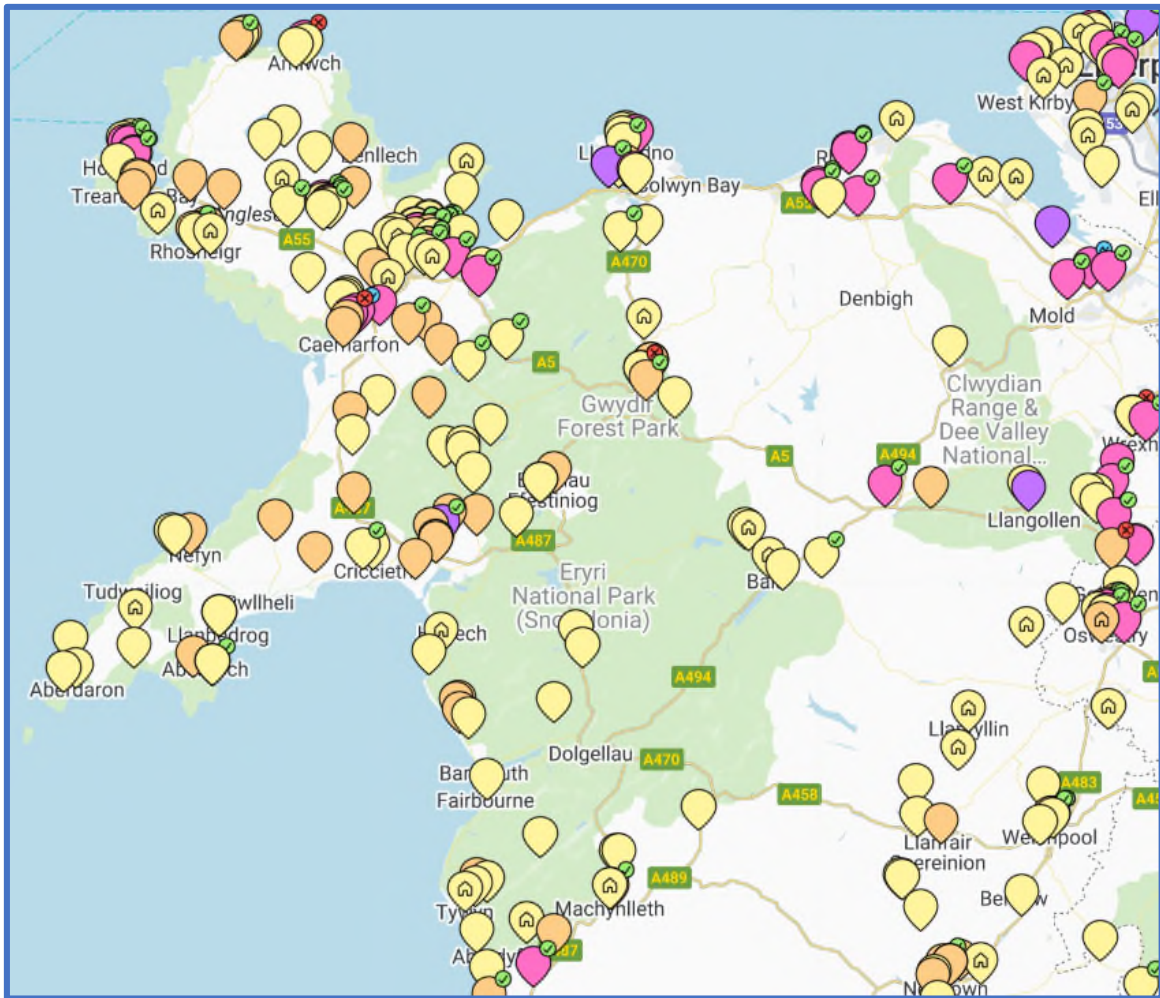


Figure 4.4 - EV Charger Locations
 ([Map of electric charging points for electric cars UK: Zapmap](#))

The uptake in EVs also requires the people of North Wales to be able, and choose to, use one. For many, the cost of EVs is currently prohibitively expensive.

What this means for the RTP

The RTP needs to recognise the increasing use of plug-in vehicles in North Wales and seek opportunities to support further uptake. This could include car clubs and community transport.

4.6 Origin and Destination

Analysis of the origin, destination and purpose of trips made in North Wales is helpful to understand the reasons that people travel, and the movements that are made most frequently. Origin and destination (O-D) analysis is the study of where journeys start (their origin) and end (their destination).

Analysis of the origin and destination of journeys has been undertaken by Transport for Wales. This has been done using the North Wales Transport model, which separates the North Wales Region (and wider area) into different sectors.

The analysis considers the movements between and within sectors during a neutral weekday twelve-hour period (07:00 to 19:00). A trip to work from Prestatyn to Wrexham would have an origin

as Denbighshire Coast and a destination as Wrexham. The return journey would then count as a second trip with the origin as Wrexham and the destination being Denbighshire Coast.

A full breakdown of the O-D analysis and a map showing the sectors used for the model are shown in Appendix 2. The key findings from these figures are:

- By far the largest number of trips start and end within the same sector, suggesting there are a large number of shorter distance trips:
 - E.g. 151,921 within the Conwy Coast sector
 - E.g. 156,939 within the Wrexham sector
 - E.g. 98,466 within the Caernarfon/Bangor sector
- There are over 60,000 trips to Chester from North Wales per day, highlighting the importance of cross-border movements, particularly for the east of the region.
- There are 31,907 trips to the Liverpool City Region and Greater Manchester, further emphasising the importance of cross border movement.
- The three sectors in North Wales that attract the most trips are:
 - Wrexham (233,637)
 - Conwy Coast (211,095)
 - Deeside (185,729)
- Rural sector journeys are mainly within sector and/or to nearest coastal sector.

The Origin and Destination analysis has also considered the quantum of trips made by car and the distance of those trips. Table 4.3 considers all trips within North Wales in the morning peak hour (08:00 – 09:00).

Distance	Car Trips (vehicles/hr)	Percentage of trips
0 - 5 km	41,987	26%
5 - 15 km	66,101	41%
15 - 25 km	27,185	17%
25 - 50 km	19,166	12%
50 - 100 km	5,912	4%
100 - 250 km	1,981	1%
250 - 500 km	131	0%
> 500 km	5	0%
Total	162,467	100%

Table 4.3 - Distance of Car Trips in the Morning Peak Hour (all North Wales)

As can be seen in the table, nearly 42,000 trips, or over a quarter of the trips made between 8am and 9am, are less than 5km in length. That is a distance of trip that could be made using active travel for many people.

Car use in morning peak hour to the three sectors that attract the most trips (Wrexham, Conwy Coast, and Deeside) is shown in Table 4.4. This shows that over 10,000 car trips per morning to just these three sectors are less than 5km each.



Distance	Wrexham		Conwy Coast		Deeside	
	Car Trips	Percentage	Car Trips	Percentage	Car Trips	Percentage
0 - 5 km	4,564	30%	3,374	28%	2,879	24%
5 - 15 km	6,137	41%	5,246	43%	5,712	48%
15 - 25 km	2,438	16%	1,642	14%	2,125	18%
25 - 50 km	1,327	9%	1,180	10%	954	8%
50 - 100 km	490	3%	514	4%	248	2%
100 - 250 km	109	1%	192	2%	65	1%
250 - 500 km	9	0%	6	0%	11	0%
> 500 km	0	0%	0	0%	0	0%
Total	15,074	100%	12,154	100%	11,994	100%

Table 4.4 - Distance of Car Trips in the Morning Peak Hour to three largest destination sectors

The modelling work also considers the reason that people make trips, and this is shown in Table 4.5. This shows the importance of facilitating trips for shopping, commuting and leisure on our transport network. The table also shows the percentage of trips for each purpose that are made by car, demonstrating the dominance of car travel.

Journey Purpose	Purpose Split	% of trips for
Work (commute)	19%	82%
Business (time/costs paid by employer)	6%	91%
Education	7%	67%
Shopping	30%	79%
Recreation	17%	76%
Holiday (day trip) if starting from home	5%	74%
Holiday (day trip) if not starting from home		87%
Other (not starting from home)	16%	84%

Table 4.5 - Purpose of Journeys in North Wales



What this means for the RTP

There are strong links between the communities and economies of Northwest England and Northeast Wales. This is reflected in the number of trips across the border each day seen in the modelling work.

It is vital that the proposals for improving our transport network are reflective of the journeys that people make. However, the RTP should also consider less common movements that may currently be too difficult or inconvenient to make regularly.

Through the RTP we should seek to reduce the number of shorter distance trips that are made by car. This could also include consideration of delivery of services in a way that reduces the need to travel to a specific location.

5. Review of Problems, Issues and Opportunities

Through the Regional Transport Plan we will be setting out how to work towards a more effective, more sustainable transport network in North Wales. This must be done in the context of transport improvements making changes that improve people's daily lives.

Where our transport network does not currently adequately serve the people of North Wales and that this is contributing to poor outcomes, including:

- limiting access to employment,
- Limiting access to learning
- ill health,
- negative environmental impacts (noise, pollution, air quality, road traffic accidents) and
- social exclusion.

5.1 Asset Management and Maintenance

Asset Management is the work done by the local authorities to maintain the physical transport assets which make up the transport networks for which they have direct responsibility. The local highway network includes roads, footways, cycleways, bridges, street lighting, traffic signals, bus stops, street furniture and signs. This does not include the Trunk Road network, which was shown in Figure 4.4, as those are the responsibility of Welsh Government and the North and Mid Wales Trunk Road Agent.

A network of well-maintained transport infrastructure is key to supporting travel around North Wales, both for private car journeys but also for bus services and active travel journeys. All bus journeys and a large proportion of active travel trips take place on the highway. Highway defects such as potholes can be a more significant hazard for cyclists than other highway users.

The severe funding pressures that local authorities are faced with is impacting on the ability of authorities to adequately maintain the existing asset, and this poses a risk to successful delivery of the objectives of the RTP.

What this means for the RTP

The RTP must acknowledge the importance of maintaining and improving the highway infrastructure.

5.2 The Economy

The economic profile and industrial mix of North Wales is diverse. It is home to a busy port at Holyhead, which brings freight and passenger traffic flows across the region. The predominant flow of road-based freight within the region is east-west, along the A55 from Holyhead in the west to the A494 and the English border. There are also freight movements south from the A55, through Wrexham and towards the Midlands.

The Freeport in Anglesey will support the continued growth of the freight, logistics and other associated industries in North Wales.

There are several industrial estates that act as major employment centres, including Deeside and Wrexham, where manufacturing dominates. Public transport and active travel options to these employment centres are sometimes inadequate and do not facilitate sustainable commuting. This is,



in part, due to how these places have been designed with private vehicles as the main mode of access.

The plans for an Investment Zone in Wrexham and Flintshire will support the continued growth of the advanced manufacturing and the creative & digital sectors in this area.

Agriculture remains an important part of the economy in rural areas, which are often less well served by public transport, and levels of car ownership are high. Many farmers have diversified their business to supplement their income, branching out to provide tourism and visitor services such as accommodation, cafes, farm shops and outdoor activities.

North Wales is home to several energy-related developments. Wind and solar farms and hydroelectric or tidal power stations are emerging as major contributors to the region's economy.

The public sector is a major employer, particularly in the north-west of the region. The Betsi Cadwaladr University Health Board alone employs 17,000 people. Higher and Further Education establishments include two universities - Bangor and Wrexham - as well as two large further education colleges, Grŵp Llandrillo Menai, and Coleg Cambria.

Tourism is a significant contributor to the economy of North Wales, but it also contributes to congestion at weekends and during seasonal peaks. The location of tourism sites and lack of public transport options to travel to and from these locations results in significant reliance on private car travel. Some major attractions also suffer from illegal and inconsiderate parking due to excess demand for limited facilities, impacting local communities.

The region has the lowest economic inactivity rates of all the regions of Wales and the highest rates of economic activity, at 19.8%¹² and 77.3%¹³ respectively. Despite this, there are economic challenges, such as the impact of seasonal fluctuations in tourism and pockets of deprivation and poverty.

What this means for the RTP

The RTP must include plans for supporting the growth of the economy in North Wales, ensuring that we are planning our transport system that provides local people with access to good quality jobs and learning opportunities. We also need to ensure that we are improving transport links that support the growth of the rural economy.


5.3 Cross Border Travel

North Wales is the region in Wales with the largest number of daily cross-border movements to and from England. Improving cross-border public transport services should be a priority for the RTP.

The north-east of the region has strong connections to north-west England, with a larger daily Wales-to-England flow than along the M4 corridor. Being adjacent to the border means this sub-region has different travel patterns in terms of destinations, with a lot more cross-border travel. 18% of journeys from the eastern sub-region are cross-border, with the north-west of England - Merseyside, Manchester and Warrington - as a destination accounting for 15% of all journeys.

¹² [Economic inactivity rates \(excluding students\) by Welsh local area and year \(gov.wales\)](#)

¹³ [Economic activity rate by Welsh local area and year \(gov.wales\)](#)



Chester's proximity is important as a gateway for North Wales and has strong links to the north-east Wales economy. Therefore, suitable transport infrastructure and services to Chester are an important consideration.

There is also significant movement of people and goods between North Wales and the Midlands of England. Wrexham's proximity to places such as Shrewsbury and Oswestry leads to cross-border movement for employment and leisure.

Economic factors, notably job opportunities close to the border, influence the commuting patterns between North Wales and England. Better bus and rail options will bring more job opportunities within people's reach, both for those in North Wales and in the north-west of England, by providing access to major employment centres on both sides of the border.

What this means for the RTP

The RTP must consider supporting further partnership working with authorities in north-west England and set out proposals for improvements to public transport and active travel that facilitate sustainable cross-border commuting.

5.4 National Park

Eryri is Wales' largest National Park, covering a total of 823 square miles. The National Park is home to over 26,000 people, and the Welsh language is part of the day-to-day fabric of the area. Nearly 4 million people visit Eryri every year to explore the landscape and discover its extensive recreation opportunities.

The National Park Authority and its partners including Cyngor Gwynedd, Conwy County Borough Council and Transport for Wales are undertaking a significant amount of work to reduce the environmental and social problems associated with car use and parking in the Eryri area. To date, this includes measures to manage parking and an improved public transport offer for visitors to the National Park. This includes the Sherpa'r Wyddfa bus service, a park and ride linked with parking management at Pen-y-pass, and the enforcement of parking restrictions on roads. Further work is required to encourage a higher proportion of trips to the park to use sustainable travel options, including further improvement to services and infrastructure, public education, and more attractive integration with rail services.

A review undertaken by Partneriaeth Yr Wyddfa in 2020 identified Llanberis, Betws-y-Coed, Beddgelert, and Bethesda as 'gateway villages' to the National Park.

The Sherpa'r Wyddfa bus services provide a way of travelling sustainably once visitors have arrived in the National Park. These services have been developed to meet visitor demand, operating within and surrounding the Eryri National Park. The Sherpa'r Wyddfa services have their own brand and website, with operation supported by promotional leaflets, bus stop flags and social media content. This approach has been successful in driving increased patronage on these services.

In its Programme for Government (2021-2026), Welsh Government set out its intention to designate a new National Park in Northeast Wales based on the existing Clwydian Range and Dee Valley Area of Outstanding Natural Beauty (AONB). This would be a fourth National Park for Wales, and the first new such park to be established in Wales since 1957.

What this means for the RTP

The RTP should consider facilitating reducing car use and minimising the impact of visitor car parking in Eryri. It should also acknowledge the proposed changes to the Clwydian Range.

5.5 Visitor Economy

Section 5.4 covered the importance to the economy of visitors to Eryri and the success of the Sherpa'r Wyddfa services, but the visitor economy is important in many other areas of North Wales.

The region's attractions include beaches, large areas of caravan parks, outdoor pursuits and historically significant sites. The close proximity of these attractions to large urban centres of Northwest England means a large volume of visitors to North Wales from these areas.

Coastal locations such as Prestatyn, Rhyl, Towyn, and Llandudno contribute a huge part of the North Wales economy and visitors to these destinations are part of the continued success or regeneration of those places. This creates a significant demand for public transport journeys by tourists across North Wales. Even if people arrive at a destination by car, they should be able to access attractions by active travel or public transport.

Many visitor attractions would benefit from the opportunity to improve public transport and active travel access, allowing more people to access these locations, including people without access to a car. This might involve seasonal shuttle buses from town centres or rail stations, cycle and e-cycle hire or improving signposting for public transport and active travel information.

What this means for the RTP


The RTP must include plans for supporting the growth of the visitor economy in North Wales, ensuring that we are planning a transport system that provides sustainable access to the many attractors across the region.

5.6 Rural Communities

North Wales is home to many sparsely populated, rural and semi-rural areas. Travel patterns and transport services that will work effectively and efficiently are different in rural areas from urban areas. Even in rural areas, there are people who do not have access to a vehicle.

Many rural areas have an older demographic profile, for example, Conwy and Anglesey have the second and third highest percentages of people aged 65 years in Wales (27.4% and 26.4% respectively), and the area with the highest percentage of people aged 90 years and over is Conwy (1.5%). While many older people may view their car as an aid to independence and mobility, there are also those who may no longer wish to (or be able to) drive. Buses are therefore a lifeline for accessing goods, services, healthcare and social settings for those living in rural areas, and particularly for those without access to rail services.

Rural areas of North Wales, generally further south than the coast and including Ynys Môn, have significantly fewer regular public transport services. Many journeys made are local and of a short length, with about a third being less than 5km and more than two thirds being less than 15km. Most of these journeys are within the same local authority area or to a neighbouring area. Many journeys that start in rural areas have destinations in nearby urban areas. While journey lengths are longer in rural areas, this still represents a significant number of short trips.



Existing public transport services typically operate at relatively low frequencies, both in urban and rural areas, and have limited hours of operation. For example, only 29% of the population of North Wales are within walking distance of an hourly public transport service after 7pm¹⁴.

Journey times by public transport are often uncompetitive with cars, particularly in locations remote from the coastline. Low frequencies are a barrier to people regularly using public transport and encourage car ownership and use.

For people in rural areas who wish to walk or cycle, rural roads present several challenges:

- they can be narrow,
- motor traffic speeds can be high, and
- they may lack a footway and a cycle track.

This can create a hostile environment for cyclists and pedestrians, meaning that people are less likely to choose to travel by active modes, even for relatively short journeys to the neighbouring village or nearest larger settlement that has services and onward travel connections.

There is potential for longer distance routes which have benefit for local people's day-to-day travel, and for the visitor economy for leisure. Increased availability of e-cycles, combined with high quality infrastructure, could be a significant enabler for such longer distance travel.

Even with better rural options and services, the private car will continue to be important in rural areas. This means that there is a need to help people make the switch to electric vehicles, including access to charging infrastructure.

What this means for the RTP

It is vital that the RTP proposes improvements to active travel, passenger transport and other sustainable mobility options in the rural areas of North Wales. This will facilitate a shift to more sustainable modes that are often currently not considered viable for people in rural communities. The RTP should consider integrated, frequent and high-quality rural transport services, and include enhanced walking and cycling infrastructure connecting rural communities. However, it is vital that RTP acknowledges that a shift to public transport or active travel is not possible for many rural journeys and should consider how to facilitate the switch to Electric Vehicles for those in rural areas who are more dependent on private car use.

5.7 Freight

The Port of Holyhead is identified by Future Wales¹⁵ as a Strategic Gateway for international connectivity. The creation of a Freeport site on Ynys Môn, one of two in Wales, will further enhance Holyhead's role as an international gateway. This will play an important role in strengthening the North Wales economy and creating jobs for local people, but there may be further implications of increased freight movements in North Wales.

The Port of Mostyn also generates freight traffic, with much of its business now dedicated to the offshore renewable energy sector.

¹⁴ [Travel to work, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk)

¹⁵ <https://www.gov.wales/future-wales-national-plan-2040>



There is a lot of potential for rail freight in decarbonising freight and logistics networks in North Wales, with capacity for a significant increase, in the volume of freight carried on the North Wales Main Line.

On the Borderlands Line, Padeswood Sidings creates a significant barrier to increased freight movement, as well as enhanced passenger services.

There is currently little provision for road freight operators seeking a switch to cleaner fuels for their vehicles operating in North Wales, notably charging stations and hydrogen re-fuelling stations.

For more local deliveries, including those to town centre businesses and those deliveries that have resulted from an increase in online retail, there is a local environmental impact caused by emissions from and size of delivery vehicles.

Measures to reduce the impact of local deliveries on communities, including e-cargo bikes, area delivery and servicing plans, micro-consolidation centres, and delivery lockers at key locations such as transport and/or mobility hubs.

What this means for the RTP

The RTP should seek to support the success of Holyhead and Mostyn ports and facilitate their future growth but set out a plan for ensuring the impacts of good movements is minimised. It should consider the role of rail freight and also how to encourage hauliers to switch to cleaner fuels. The RTP should also identify measures for reducing the environmental impact of local deliveries.

5.8 Menai Crossings


The resilience of the Menai crossings is vital to the continued success of Holyhead as a port, and for connections to Ireland. It is also a significant issue for the people of Anglesey who require access to services including hospitals on the mainland.

Holyhead is a strategically important port in the United Kingdom due to its location and transportation connections and is a major gateway for transportation between the United Kingdom and Ireland. Freight accessing Holyhead is required to cross the Menai.

More locally, Anglesey's proximity to Gwynedd has fostered a close relationship between the two areas. Ynys Môn and Gwynedd share deep economic, social and cultural connections and are Welsh language strongholds. There are also, therefore, a large number of local trips that use the Menai crossings.

There are a number of issues that affect the crossings and impact on both local and port traffic. These include:

- **Resilience** - Actual and perceived resilience issues with the crossings have a negative impact on the attractiveness of Ynys Môn for economic investment. Britannia Bridge closures have more significant consequences than closures elsewhere on the strategic road network.
- **High winds** - Britannia Bridge is vulnerable to high winds. At some wind speeds Britannia Bridge is closed to high-sided vehicles and lower driving speeds are advised.
- **Collisions and incidents** - There are a high number of collisions on the Britannia Bridge. Such incidents can cause restrictions or closure of the bridge.
- **Traffic flow** - The volume of traffic can lead to delay and congestion, and hence long journey times, especially during the summer tourist season. Delays can affect emergency vehicle response times.

- 
- **Public transport** - The communities on Ynys Môn are not well served by the rail network. This limits the potential for travel across the Menai by rail for work, health and other services. Currently, bus journey times are uncompetitive with the car which limits the potential to achieve mode shift. Overall, public transport does not provide a good level of service for crossing the Menai Strait.
 - **Active travel.** There are many local journeys under 5km in length that are currently undertaken by car but could be suited to active travel if suitable routes were available.

Events and closures of the bridges have a significant impact on people's ability to cross the Menai Strait to access employment, education, health and other services, and they make it difficult for emergency services and businesses to operate. A closure will typically also lead to congestion on the surrounding road network approaching both bridges. This is exacerbated by the roundabouts on both sides of the A55 at Junction 9.

The importance of the resilience of the crossings meant that the issue was considered in detail by the North Wales Transport Commission. Their recommendations to address the issue are summarised in Figure 5.1.



Figure 5.1 - North Wales Transport Commission Recommendations for Improving Menai Crossing Resilience¹⁶


What this means for the RTP

The RTP needs to consider options for improving the reliability and resilience of the Menai crossing, this should include improving the resilience of the road bridges and enhanced sustainable transport options.

5.9 Digital Connectivity

Digital Connectivity can play an important role in reducing the need for people in North Wales to travel, and also in supporting us to make sustainable travel choices.

¹⁶ [North Wales Transport Commission Improving the Resilience of Connections Across the Menai Strait \(gov.wales\)](https://gov.wales/north-wales-transport-commission-improving-the-resilience-of-connections-across-the-menai-strait)



Better land use planning and improved digital connectivity will enable more people to work from home or to commute shorter distances to remote bases.

If we are to encourage more people to make sustainable choices for their journeys it is crucial that they have access to information such as public transport timetables and prices, and their walking and cycling options.

6. Roles, Responsibilities and Funding

6.1 Regional Collaboration and Strategic Planning

Four Corporate Joint Committees (CJCs) have been set up across Wales. Corporate Joint Committees have powers relating to economic well-being, strategic planning and the development of regional transport policies. The North Wales CJC is, therefore, responsible for setting out the strategic vision and developing the RTP.

The members of the CJC are the executive leaders of the 6 Constituent Councils:

- Conwy County Borough Council
- Denbighshire County Council
- Flintshire County Council
- Gwynedd Council
- Ynys Mon County Council
- Wrexham County Borough Council

An Eryri National Park Authority Member acts as a member of the CJC only in relation to the Strategic Development Plan Function.

Under the CJC a RTP sub-committee is directly responsible for overseeing the RTP. The sub-committee is supported by officers from the six local authorities, with additional support from Transport for Wales.

The CJC is also responsible for the development of the Strategic Development Plan for North Wales, providing the opportunity to ensure that strategic planning and transport planning are aligned.

The North Wales Metro proposals have been developed by Transport for Wales under the governance of the programme's Strategy Board. This work will help to shape the strategic vision for transport in North Wales. The other key influence in shaping the future of our transport will be the findings of the North Wales Transport Commission. Work is ongoing by Welsh Government to identify a governance process for progressing these two programmes and how they interact with the CJC and its sub-committee.

6.2 Rail


The operation of the Wales and Borders rail franchise in Wales is a Welsh Government responsibility, via Transport for Wales. However, infrastructure planning and the funding of Network Rail in Wales remains reserved to the UK Parliament.

None of the responsibility for rail therefore sits with the CJC or local authorities in North Wales. However, the RTP provides an opportunity to set out local aspirations for rail services within a wider transport context. Local authorities and Transport for Wales have a role in facilitating sustainable travel connections to stations to improve integration of the transport network.

6.3 Local Bus

The Bus Services (Wales) Bill gave powers to create Welsh Franchising Schemes where a local authority can give bus companies the right to run some or all of the bus services in an area.

Transport for Wales is assisting the Welsh Government with proposals to reshape the way bus services in Wales are governed through local franchising. Bus operators would provide services



under contract, on behalf of local authorities. This will give local councils greater control over bus timetables, routes and fares, ensuring that they better meet local needs.

Proposals to transform the bus service network across North Wales are being developed by Transport for Wales in partnership with local authorities.

6.4 Active Travel

Key duties under the Active Travel (Wales) Act 2013 are:

- for local authorities to produce maps of existing active travel routes and related facilities in their area and of the future and improved active travel routes and related facilities needed to create integrated networks for active travel
- requiring local authorities to have regard to those maps in preparing transport policies and to ensure that there are new and improved active travel routes and related facilities
- requiring the Welsh Ministers and local authorities to report on levels of active travel
- requiring the Welsh Ministers and local authorities, in carrying out certain functions under the Highways Act 1980, to take reasonable steps to enhance the provision made for walkers and cyclists and to have regard to the needs of walkers and cyclists in the exercise of certain other functions
- requiring the Welsh Ministers and local authorities to exercise their functions under this act so as to promote active travel journeys and secure new and improved active travel routes and related facilities

6.5 Responsibility of Local Authorities as the Highway Authorities

Local authorities are transport, highway, street-works and traffic authorities. This means that, along with the roles identified above, they have a responsibility for:

- highways construction
- highways maintenance
- maintenance of bridges and structures
- road safety
- public transport,
- community transport
- traffic management
- managing congestion
- coordination of utilities works

The local authorities also manage car parking in council run car parks and the enforcement of on-street parking restrictions at relevant locations. The authorities also work towards facilitating a shift to electric vehicles.

6.6 Funding

It is widely acknowledged that National policy for transport in Wales is ambitious, and there is a recognition that transport plays an important role delivering wider policies. However, pressures on both revenue and capital funding available to local authorities can make it difficult to deliver on those expectations.

The pressure to deliver towards these national transport priorities comes at a time when there is diminished resources across the public sector, to the extent that even fulfilment of basic operational requirements such as maintenance of the local road network can be difficult.

Delivering a step change in transport provision will require appropriate levels of funding.



Sources of funding that have traditionally been available for to local authorities to bid for include:

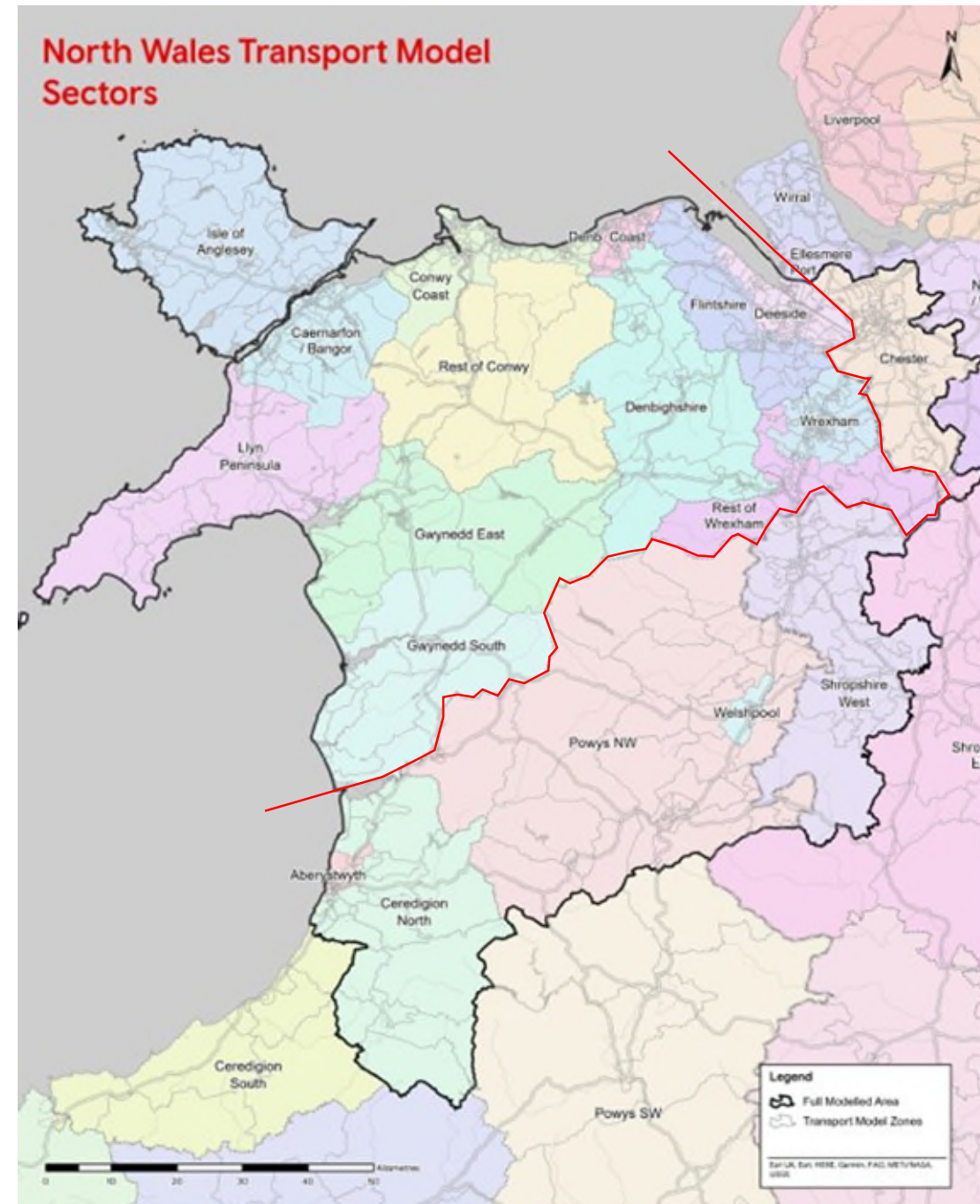
- Local Transport Fund (Welsh Government)
- Active Travel Fund (Welsh Government)
- Ultra Low Emissions Vehicles Transformation Fund (Welsh Government)
- Various now-ceased competitive bidding process from UK Government such as Levelling Up, Union Connectivity Development Fund, or Transforming Towns.
- Funding for Road Safety initiatives (Welsh Government)
- Resilient Roads Fund (Welsh Government)



Appendix 1: Welsh Government's Key Points for RTP Development

1. We DO want the RTPs to be firmly focused on achieving modal shift.
2. We DO NOT want overly long documents written solely by consultants.
3. We DO want evidence of clear outcome-focused thinking.
4. We DO want you to use innovative approaches and technology in both developing and implementing the RTP.
5. We DO want you to draw on existing analysis and plans, including the work of the Transport for Wales (TfW) Geospatial and Strategic Transport Analysis unit (G-STAT).
6. We DO want you to work together as a CJC to produce the RTP.
7. We DO want you to follow the five ways of working set out in the Well-being of Future Generations (Wales) Act 2015.
8. We DO want you to use creative ways to engage people to achieve modal shift.
9. We DO want you to include disincentives for car use as well as incentives for more sustainable travel.
10. We DO want the Strategic Development Plans and the RTPs to be developed together.

Appendix 2 – North Wales Transport Model – Sectors and Origin and Destination Data



Origin and Destination Data:

	Llyn Peninsula	Gwynedd South	Gwynedd East	Isle of Anglesey	Caernarfon / Bangor	Conwy Coast	Denb. Coast	Rest of Conwy	Denbighshire	Flintshire	Deeside	Wrexham	Rural Wrexham	Chester	Rest of Wales	Manchester & Liverpool	Midlands	The North	South East	South West	North Ireland
Llyn Peninsula	28,626	751	4,411	943	9,108	476	87	242	114	49	63	77	22	86	51	491	231	65	23	15	0
Gwynedd South	682	11,623	1,665	12	158	128	83	81	99	27	21	86	16	18	233	118	526	23	20	9	0
Gwynedd East	4,392	1,785	9,332	90	1,016	451	212	1,300	1,093	99	55	394	100	47	31	185	370	22	29	11	0
Isle of Anglesey	1,099	16	99	90,271	19,814	2,743	208	263	105	90	102	35	10	64	20	593	361	83	120	17	28
Caernarfon / Bangor	8,894	195	898	18,879	98,496	7,811	343	1,360	381	281	217	120	35	203	77	1,147	512	234	112	50	1
Conwy Coast	493	152	513	2,438	8,619	15,921	20,490	8,856	5,966	1,752	1,360	401	56	1,074	59	4,046	717	415	66	15	1
Denb. Coast	86	78	219	194	396	21,123	75,270	1,258	9,968	6,118	3,383	320	37	937	25	3,467	540	339	31	6	2
Rest of Conwy	258	86	1,272	243	1,562	9,586	1,480	8,113	1,194	189	188	183	75	39	26	345	391	55	28	10	0
Denbighshire	123	126	1,273	80	427	6,100	9,882	1,245	33,800	4,751	2,531	4,318	1,956	871	41	1,533	1,186	99	21	9	0
Flintshire	52	34	119	87	352	2,115	6,954	233	5,192	36,816	34,757	9,881	770	12,173	23	3,805	697	183	17	12	1
Deeside	61	32	97	89	258	1,782	4,152	253	2,965	35,503	89,660	7,144	491	34,420	24	8,188	1,215	296	77	22	0
Wrexham	99	105	453	28	146	436	392	227	4,550	11,615	7,527	156,939	16,731	12,054	78	6,856	11,059	500	51	48	1
Rural Wrexham	26	20	110	6	37	65	38	91	2,239	815	483	17,983	8,885	1,352	30	1,133	8,183	68	109	20	0
Chester	80	26	70	48	177	1,014	908	40	878	12,351	34,732	15,020	1,512	126,963	68	60,839	6,385	1,481	216	43	2
Rest of Wales	38	244	31	15	49	54	30	14	24	13	21	62	23	54	405	564	732	205	23	15	36
Manchester & Liverpool	478	152	255	508	1,229	4,202	3,977	413	1,858	4,041	9,040	7,717	1,192	63,938	715	46,721	8,453	1,496	714	221	124
Midlands	274	605	447	256	466	593	519	426	1,372	644	1,218	12,266	9,271	6,477	727	8,736	159,515	704	685	234	96
The North	73	30	29	73	225	415	411	58	108	161	282	591	70	1,648	241	1,661	603	0	0	0	66
South East	36	19	29	107	118	61	21	27	24	24	63	54	82	213	23	765	627	0	0	0	201
South West	10	11	10	16	50	15	3	12	8	10	24	44	21	50	16	237	249	0	0	0	47
North Ireland	0	0	0	24	2	3	1	0	0	1	1	3	0	2	23	67	58	68	180	39	0



Cyd-Bwyllgor Corfforedig
Gogledd Cymru
North Wales
Corporate Joint Committee



North Wales Regional Transport Plan

Case for Change

Annex 1 - Policy Context

(Draft)





Case for Change

Annex 1

Policy Context

1. INTRODUCTION

This document has been produced as an annex to the North Wales Regional Transport Plan. It summarises the national, regional and local policies that are influencing the development of the Regional Transport Plan.

2. NATIONAL POLICY

2.1 The Well-being of Future Generations Act¹

The Well-being of Future Generations (Wales) Act was passed in 2015. It is aimed at improving the social, economic, environmental and cultural well-being of Wales. It is intended to make public bodies think more about the long term, work better with people and communities and each other, look to prevent problems and take a more joined-up approach. This will help to create a Wales that we all want to live in, now and in the future.

The Act introduced seven well-being goals, which are shown in Figure 2.1.



Figure 2.1. - Well-being Goals

¹ [Well-being of Future Generations \(Wales\) Act 2015: the essentials \[HTML\] | GOV.WALES](#)



Transport plays an important role in supporting the progress towards all seven of the well-being goal:

- **A Prosperous Wales** – through the development of a transport system that limits impact on climate change and provides people with access to education and employment.
- **A Resilient Wales** – through maximising opportunities to enhance biodiversity in transport corridors and developing a transport system that can adapt to future climate change.
- **A Healthier Wales** – by providing attractive active networks that encourage physical activity.
- **A More Equal Wales** – through providing access to the training, education, employment and other opportunities that enable to people to fulfil their potential.
- **A Wales of Cohesive Communities** – by providing attractive, viable, and safe connections to and between communities.
- **A Wales of Vibrant Culture and Thriving Welsh Language** – through providing access to arts, sports, and recreation activities.
- **A Globally Responsible Wales** – by considering the impact on global well-being when considering changes to our transport infrastructure.

2.2 Future Wales – the National Plan 2040²

Future Wales – The National Plan 2040 is Welsh Government’s national development framework, setting the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of communities.

The plan sets out eleven ambitions for a Wales that transport is key to achieving. These are a Wales where people live...

- ...and work in connected, inclusive and healthy places
- ...in vibrant rural places with access to homes and jobs
- ...in distinctive regions that tackle health and socio-economic inequality through sustainable growth
- ...in places with a thriving Welsh Language
- ...and work in towns and cities which are a focus and springboard for sustainable growth
- ...in places where, prosperity, innovation and culture are promoted
- ...in places where travel is sustainable
- ...in places with world-class digital infrastructure
- ...in places that sustainably manage their natural resources and reduce pollution
- ...in places with biodiverse, resilient and connected ecosystems
- ... in places which are decarbonised and climate resilient.

Policy 12 of the Plan is particularly relevant to the development of the Regional Transport Plan as it considers Regional Connectivity. This states that *“The Welsh Government will be investing*

² [Update to Future Wales – The National Plan 2040 \(gov.wales\)](#)



significantly to improve active travel and public transport. This needs to be combined with the implementation of policies in Planning Policy Wales which require development to be directed towards sustainable locations and designed to make it possible for everyone to make sustainable and healthy travel choices for their daily journeys. It will also require planning authorities to refuse planning permission for car-dependent developments which would otherwise encourage car use and undermine sustainable travel.”

The Plan notes the importance of reducing the impacts of car use in Wales, and how this can be supported by:

- Developing active travel
- Improving public transport
- Then transition to low emission vehicles
- Developing infrastructure responsibly

The National Plan includes a Regional Strategic Diagram for North Wales that indicates the high-level priorities that Welsh Government have for our region and that the Regional Transport Plan should set out to support. This is shown in Figure 2.2.

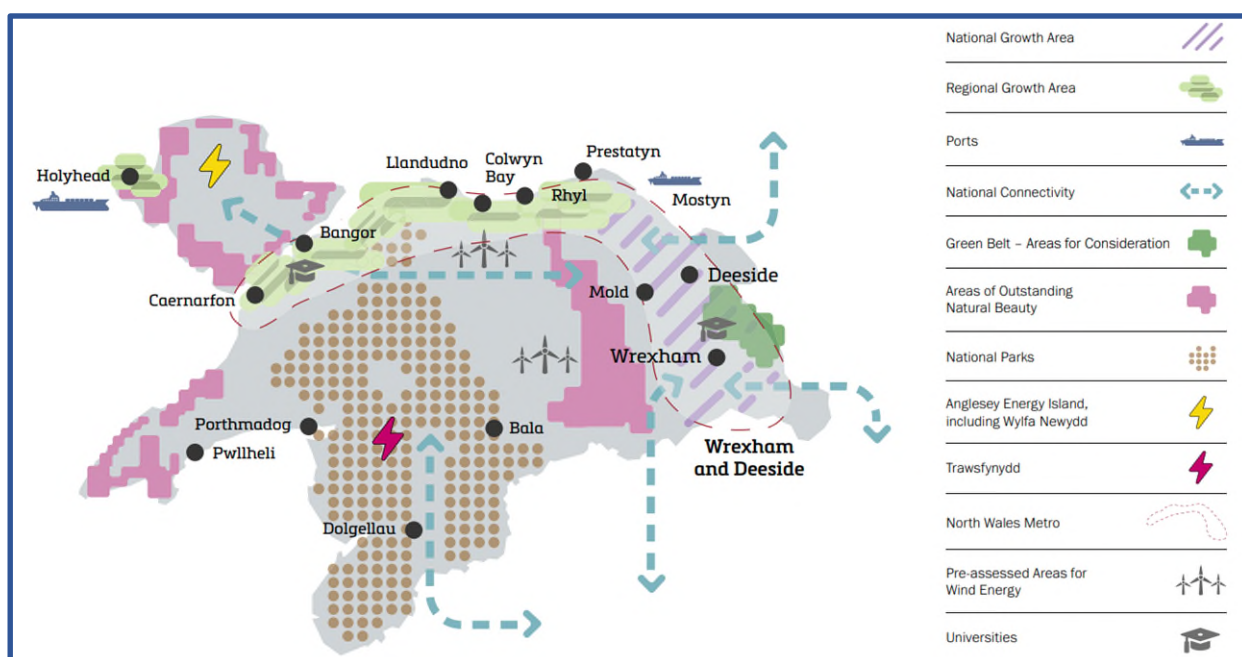


Figure 2.2 – Regional Strategic Diagram from National Plan

The Plan recognises two National Growth Areas in North Wales:

- **Wrexham and Deeside** – “Wrexham and Deeside will be the main focus for growth and investment in the North region. Strategic and Local Development Plans across the region must recognise the National Growth Area as the focus for strategic economic and housing growth; essential services and facilities; advanced manufacturing and transport infrastructure”
- **North Wales Coastal Settlements** – “The Welsh Government supports sustainable growth and regeneration in regionally important towns along the northern Coast. Holyhead, Caernarfon, Bangor, Llandudno, Colwyn Bay, Rhyl and Prestatyn will be a focus for managed growth and they have an important sub-regional role complementing the National Growth



Area of Wrexham and Deeside. Strategic and Local Development Plans should recognise the roles of these places as a focus for housing, employment, tourism, public transport and key services within their wider areas and support their continued function as focal points for sub-regional growth”

Policy 23 of the National Plan talks about the North Wales Metro, explaining that “the Welsh Government supports the development of the North Wales Metro and will work with Transport for Wales, local authorities and other partners to enable its delivery and maximise associated opportunities. The Welsh Government will work with local and regional authorities in North Wales and the North West of England to ensure the Metro and wider transport investments strengthen cross-border transport connections with improved transport links between the North, Chester, Liverpool and Manchester. Strategic and Local Development Plans must support the North Wales Metro. Planning authorities should plan growth and regeneration to maximise the opportunities arising from better regional and cross border connectivity, including identifying opportunities for higher density, mixed-use and car-free development around new and improved metro stations”.

2.2.1 Llwybr Newydd - The Wales National Transport Strategy³

The Wales National Transport Strategy has been in place since 2021. It sets out Welsh Government’s vision for how the transport system can help deliver the priorities for Wales, helping to create a more prosperous, green, and equal society. The vision and priorities of the strategy are shown Figure 2.3.

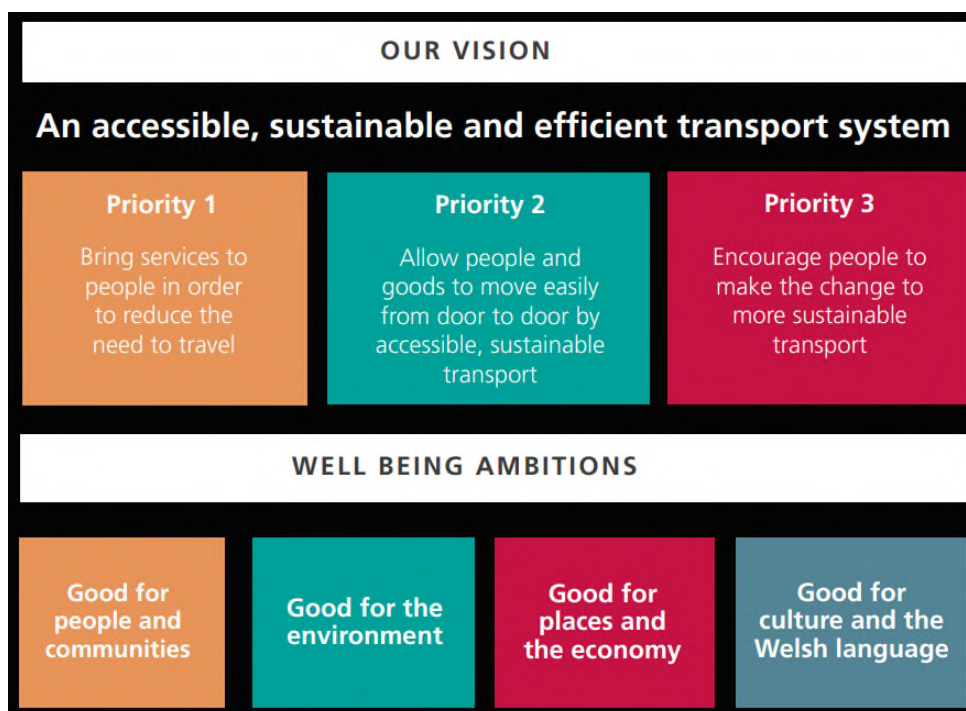


Figure 2.3 - Vision and Priorities of Llwybr Newydd

It is important that the priorities in Llwybr Newydd are at the forefront of thinking as policies and priorities for transport in North Wales are developed in the Regional Transport Plan. Of particular note is the Sustainable Transport Hierarchy that supports the delivery of the Priority 2: Allow people and

³ [Llwybr Newydd A New Wales Transport Strategy 2021: full strategy \(gov.wales\)](https://gov.wales)



goods to move easily from door to door by accessible, sustainable transport. The Hierarchy is shown in Figure 2.4.

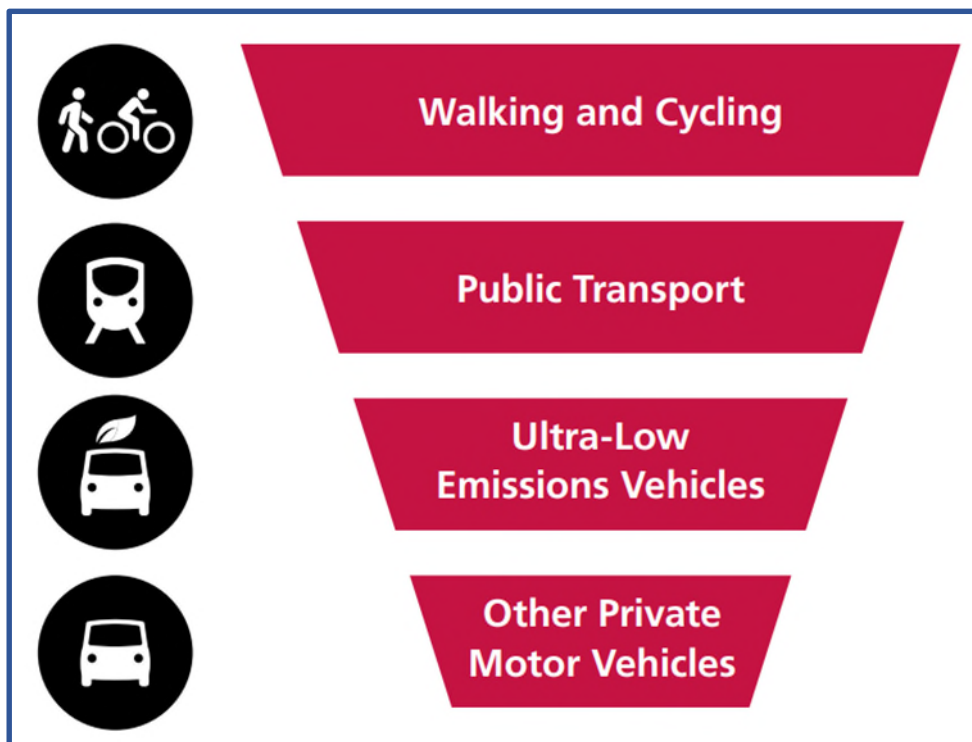


Figure 2.4 - Llwybr Newydd Transport Hierarchy

Llwybr Newydd includes the following statement regarding the development of Regional Transport Plans. “Regional Corporate Joint Committees will also prepare Regional Transport Plans for transport in their area. These will be shaped by Llwybr Newydd and aligned with Future Wales – the National Plan 2040 and the emerging regional development plans. Regional Transport Plans will include both policy and the supporting regional transport delivery plan.”

2.3 National Transport Delivery Plan 2022-2027⁴

This National Transport Delivery Plan (NTDP) sets out how Welsh Government will deliver against the priorities and ambitions set out in Llwybr Newydd – The Wales Transport Strategy. The NTDP includes the programmes, projects and new policies are intended to be delivered by 2027.

The interventions included in the Plan that have a specifically local significance for North Wales include those shown in Table 2.1.

Programme	Intervention	Timescale
Integrated Journey Planning and Ticketing	Extend PAYG across urban Metro regions (SE Wales, NE Wales and Swansea and the Bay)	2024-27
	Extend fare capping bus pilot to wider North Wales region	2023-25

⁴ [National Transport Delivery Plan 2022 to 2027 \(gov.wales\)](https://gov.wales/national-transport-delivery-plan-2022-to-2027)



Programme	Intervention	Timescale
Rail	Access for all - programme of step free access; Abergavenny, Shotton, Newtown, Tenby, Flint, Cwmbran, Caerphilly, Ludlow, Llanelli, Barry, Treforest, Cathays.	2022-25
	Changing places toilet and tactile paving installations to be installed at Shotton.	2022-25
	Capacity improvements Shrewsbury - Wrexham (Gobowen Intermediate block signal)	2022-25
	Introduction of additional rail services: Machynlleth - Tywyn 2 tpd Sundays	2023-24
	Introduction of additional rail services: Tywyn - Pwllheli 4 tpd Sundays	2023-24
	Introduction of additional rail services: Llandudno Junction - Bangor 1 tph	2023-24
	Introduction of additional rail services: Llandudno Junction - Llandudno 2 tph	2023-24
	Introduction of additional rail services: Llandudno Junction - Chester 1 tph	2023-24
	Introduction of new Class 197 trains across North Wales, Cambrian and the Marches lines	2022-25
	Introduction of new Class 230 trains on Wrexham - Bidston	2023-24
North Wales Metro	Overall NW Metro strategic development including studies and analysis to inform future schemes	2022 - 27 and beyond
	Active Travel (Local Connectivity) Phase 1	2022 to 25
	Active Travel to Stations (Local Connectivity) Phase 2	2022 to 25
	Development	2022 to 24
	Active Travel to Stations (Local Connectivity) Phase 3	2023 to 26
	Wrexham Gateway Access and Movement Development	2022 to 27
	Bangor Gateway Station Area transport integration	2022 to 27
	Snowdonia Access Improvement	2022 to 27 and beyond
	Holyhead Transport Masterplan	2022 to 27 and beyond
	Further Public Transport Interchange hubs	2022 to 27 and beyond
	Study and development of potential park and ride and park and share opportunities to reduce low occupancy car journeys.	2022 to 25
	Delivery of projects from the low occupancy study and development project	2022 to 27
	Borderlands line capacity enhancements	2022 to 27 and beyond
	North Wales Mainline capacity enhancements	2022 to 27 and beyond
Deeside Station Detailed Design and Construction	2022 to 26	
Shotton Integrated Station	2022 to 25	
Transport Innovation (North and West Wales)	2022 - 27 and beyond	

Table 2.1 - National Transport Delivery Plan Interventions Specific to North Wales



2.4 Net Zero Wales Carbon Budget 2 (2021 to 2025) ⁵

This document sets out Welsh Government's commitment to tackling climate change. It the Welsh Ministers' statutory duty to prepare and publish a report before the end of 2021 setting out their proposals and policies for meeting Carbon Budget 2 and sets Wales on a pathway to net zero emissions by 2050.

Meeting Carbon Budget 2 and setting Wales on a pathway to deliver net zero emissions by 2050 will require action in three broad areas for passenger and freight transport:

- Demand reduction and modal shift – how behavioural and societal shifts could reduce or change demand for travel.
- The technological options available and the uptake of transport with low or zero emissions.
- Improvements to fuel efficiency in conventional vehicles.

The document identifies a transport sector ambition statement, which is:

“We aim 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.

Our aim is to reduce the number of car miles travelled per person by 10% by 2030 and to increase the proportion of trips by sustainable travel mode (public transport and active travel) to 35% by 2025 and 39% by 2030.

By 2025 10% of passenger car travel will be by zero emission car and 48% of new car sales will be zero emission, we will have a comprehensive network of electric vehicle charging points, and will also have transitioned a large proportion of our bus, taxi and private hire vehicles fleet to zero emission vehicles.”

Policies from the document that are relevant to the Regional Transport Plan include:

- Policy 30 – Enable people to work at or near to home
- Policy 31 – Increase trip mode share of active travel from a current estimated proportion of 27%⁵⁵ to 33% by 2030 and at least 35% by 2040
- Policy 32 – Increase trip mode share of public transport from a current estimated proportion of 5%⁵⁶ to 7% by 2030 and 13% by 2040
- Policy 33 – Reduce emissions from freight and logistics
- Policy 34 – Land use planning
- Policy 35 – Accelerate the uptake of zero emission cars and vans
- Policy 36 – Plan for and invest in EV charging infrastructure
- Policy 37 – Zero emission bus fleet
- Policy 38 – All taxis and private hire vehicles to be zero emission by 2028
- Policy 39 – Decarbonise the rail network
- Policy 40 – Zero emission HGVs

These are summarised in Figure 2.5.

⁵ [42949 Second All Wales Low Carbon Delivery Plan \(2021-2025\) \(gov.wales\)](#)

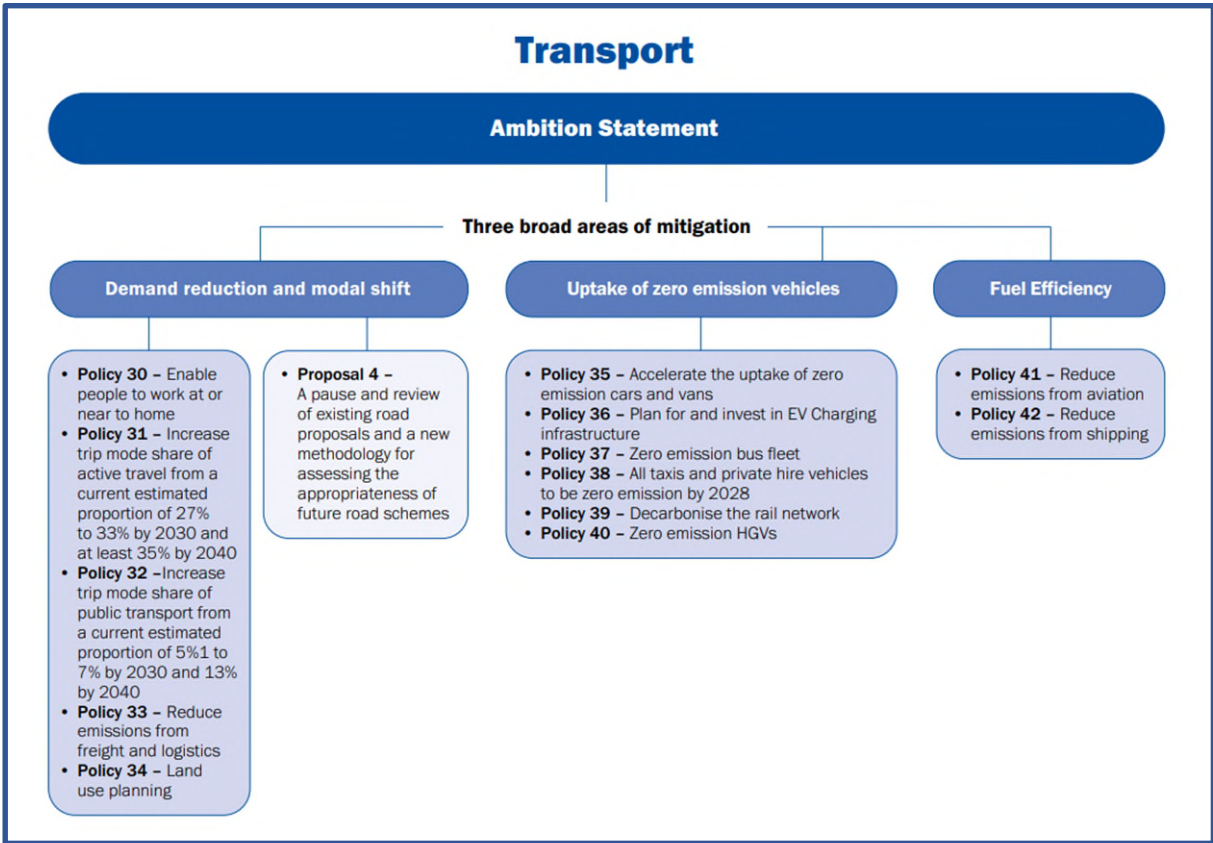


Figure 2.5 – Transport Policies from Net Zero Wales Carbon Budget 2

2.5 The Future of Road Investment in Wales

The Welsh Government set up a Roads Review Panel to review road schemes that are or were under development and to make recommendations for the future of road investment in Wales. The panel were asked to review 51 individual road schemes in the light of the Wales Transport Strategy ambitions and priorities, Programme for Government commitments and the second low carbon delivery plan, Net Zero Wales.

The Panel’s findings that are relevant to North Wales are summarised in Table 2.2.



Scheme	Summary	Recommendation
A487 RHIWSTAERDYWYLL	The scheme is intended to address defective safety barriers on the A487 at Rhiwstaerdywyll, just south of Cadair Idris.	Welsh Government could continue to support the A487 Rhiwstaerdywyll scheme, subject to more detailed consideration of the 30mph speed limit and barrier options. It is unlikely to be appropriate to progress the highway modification option. The safety benefit should be benchmarked against other safety schemes (including those in the Local Safety Schemes programme and on local authority roads), and the scheme should only proceed if it is among the best of schemes waiting for funding
A494 MAESGAMMEDD ROAD JUNCTION IMPROVEMENT	The scheme would involve modification to the junction of the A494 with Maesgamedd, an unclassified road north of the village of Gwyddelwern	The scheme should not proceed in its current form. The safety of the junction should continue to be monitored. Further options to reduce speed and improve the visibility splay at the existing junction should be developed if the collision record suggests that action should be taken.
A483 WREXHAM BYPASS JUNCTIONS 3-6 SCHEME	This scheme would make modifications to the A483 Junctions 3 to 6 around Wrexham. The first phase would include a relocated larger capacity junction at Junction 4 (A483/A525) and later phases would be smaller-scale modifications to Junctions 3, 5 and 6 including some active travel provision	The A483 Wrexham Junctions 3-6 scheme should not proceed as the case for change is not well-aligned with Welsh Government's aim to reduce car mileage. The scheme would increase private car capacity and carbon emissions. Welsh Government could consider providing support for an alternative approach to create an exemplar residential and employment development with low levels of car use.



Scheme	Summary	Recommendation
A487 LLWYN MAFON	This scheme is on a 1.7km section of the A487 north of Porthmadog	Welsh Government could continue to support the A487 Llwyn Mafon scheme, subject to more detailed development to ensure safety benefits to walkers, cyclists, equestrians and motorised road users; and subject to benchmarking against other safety schemes to demonstrate that the scheme is among the best of safety schemes waiting for funding
A494 LÔN FAWR RUTHUN/ CORWEN ROAD	The Lôn Fawr / Corwen Road Junction scheme would replace an existing Y-junction with a T-junction with a 90° angle to improve sight lines	The scheme should not proceed because the case for change is weak. The safety of the junction should continue to be monitored, and further options to reduce speed, or divert traffic to reduce conflicting movements should be considered if the collision record suggests that action should be taken
A483/A5 HALTON ROUNDABOUT	The scheme comprises modifications to the A483/A5 Halton roundabout lying to the north-east of Chirk. The changes involve increasing the diameter of the roundabout, creating additional lanes on approaches and around the roundabout, and signing improvements for active travel	The scheme should not proceed because the case for change is weak. The safety of the junction should continue to be monitored. Further options to reduce speed and improve safety should be developed if the collision record suggests that action should be taken.
A55 / A494 NETWORK RESILIENCE	The A55 / A494 is the main highway route across North Wales. The Network Resilience study covers the A55 between Holyhead on Anglesey in the west and the English border in the east. The study also includes the A494 between Ewloe interchange on the A55 and the English Border, and the strategic and tactical diversion routes for when the A55 / A494 may be closed.	The A55 / A494 Network Resilience Study should not proceed. The case for change is not well-aligned with Welsh Government's aim to reduce car mileage. The scheme would increase private car capacity and result in a mode shift from public transport to car travel, and this would undermine the target to increase sustainable transport mode share
A55 - JUNCTION 23 - 24 CORRIDOR STUDY	The WeITAG Stage 1 A55 Corridor Study (J23 - J24) examined a 5.5km length of the A55. Junction 23 is at Llanddulas and Junctions 23A and 24 are to the north and east of Abergele.	The A55 J23-24 Study should not proceed to the next stage because there are concerns surrounding this process being the most appropriate to deliver relevant safety and multi-modal transport benefits for this area.



Scheme	Summary	Recommendation
A55 EWLOE (J33B) TO A494 QUEENSFERRY INTERCHANGE	The WelTAG Stage 1 A55 J33b Ewloe – A494 Queensferry Interchange Study examined a 4km length of the A494, between A55 Junction 33b at Ewloe (where the A494 and A55 join) and the Queensferry Junction of the A494 south-east of Connah’s Quay	The A55 Ewloe (J33b) to A494 Queensferry Interchange Study should not proceed to the next stage because the case for change has not been made and there are concerns surrounding this process being the most appropriate to deliver relevant multi-modal transport benefits for this area.
A55 NORTHOP (J33) TO HOLYWELL (J32)	The proposed scheme would involve a 3km westbound climbing lane, 5.4km concrete central reserve barrier and consequent closure of two at-grade pedestrian crossings on the A55 between Junction 33 at Northop and Junction 32 at Holywell.	The A55 Northop (J33) to Holywell (J32) scheme should not proceed because the case for change is weak.
A55 EWLOE (J33B) TO RHUALLT (J29)	The WelTAG Stage 1 A55 Corridor Study (Junction 33b – Junction 29) examined a 22km length of the A55 between Junction 33b at Ewloe and J29 east of Rhualt.	The A55 Ewloe (J33b) to Rhualt (J29) study should not proceed to the next stage because the case for change has not been made and there are concerns surrounding this process being the most appropriate to deliver relevant safety and multi-modal transport benefits for this area
FLINTSHIRE CORRIDOR IMPROVEMENT	The proposed preferred scheme emerging from the WelTAG Stage 2 work, ‘the Red Option’, is a substitute long distance dual-carriageway route for the A55 / A494. It would lie to the north and west of Connah’s Quay, mainly along the line of the A548. A new section of highway is also proposed to connect the A548 to the A55 at Northop Junction to the west of Connah’s Quay.	The scheme should not proceed. The case for change is not well-aligned with Welsh Government’s aim to reduce car mileage. The scheme would increase private car capacity and result in a mode shift from public transport to car travel, and this would undermine the target to increase sustainable transport mode share
A55 THIRD MENAI CROSSING	The scheme would involve construction of a new A55 bridge over the Menai Strait between Anglesey and Gwynedd, and re-alignment of the A55 between Junction 7 (on Anglesey) and Junction 10 (on the mainland)	The A55 Third Menai Crossing should not proceed. The case for change is not wellaligned with Welsh Government’s aim to reduce car mileage. The scheme would lead to increased traffic and carbon dioxide emissions, and a mode shift from public transport to car travel, inconsistent with the target to increase sustainable transport



Scheme	Summary	Recommendation
ABERGELE TOWN CENTRE CONGESTION IMPROVEMENTS	This scheme would involve construction of a link road or gyratory system in Abergele town centre. Some footways would be widened and some cycleways provided.	The Abergele Town Centre Congestion Improvements scheme should not proceed in its current form. However, Welsh Government could continue to support development of a scheme for Abergele town centre, if justified against other transport priorities, with a focus on enhancing active travel provision for the whole town in line with the Sustainable Transport Hierarchy, and managing private car demand.
LLANDUDNO CONGESTION IMPROVEMENTS	The scheme is focused on A470 Conway Road and Links Roundabout in Llandudno.	Welsh Government could continue to support the Llandudno Congestion Improvements scheme, subject to further development in line with the Sustainable Transport Hierarchy and consideration of the Panel's advice on the preferred approach at Links Roundabout.
CHESTER-BROUGHTON GROWTH CORRIDOR	The scheme involves construction of a dual or single-carriageway road with associated active travel and public transport infrastructure	Welsh Government should not provide further support for the development of the highway schemes proposed for the Chester Broughton Growth Corridor. These schemes would increase road capacity for private cars and encourage dispersed land-use patterns.
WARREN HALL	Mixed use development site	Welsh Government is advised to consider whether development of this site, and similar sites within its portfolio, would be compatible with meeting its aims around modal shift and decarbonisation.

Table 2.2 - Summary of Roads Review Panel Recommendations for North Wales

The Roads Review Panel also reported on a Llanbedr bypass separately. Welsh Government is now working with local stakeholders to take forward the recommendations of the roads review panel, including a package of sustainable transport measures, safety improvements, and a scaled-down road option.



2.6 Clean Air Plan for Wales⁶

The Clean Air Plan for Wales sets out proposals for reducing concentrations of Nitrogen Dioxide (NO₂) around roads where levels are above legal limits in Wales. NO₂ is a pollutant of concern for human health. The proposal has put emphasis on a relatively small number of hot-spot areas, almost entirely coinciding with roadside locations in heavy traffic. The plan focuses action on five locations across Wales, with two of these in North Wales:

- A494 Deeside
- A483 Wrexham

2.7 Town Centre First⁷

Since the publication of Future Wales in 2021, Town Centre First has been a development plan policy requirement in Wales. It is also a cross cutting principle embedded in the Wales Infrastructure Investment Strategy. This means that town centres are considered first for the location of significant new commercial, retail, education, health, leisure, and public service facilities.

2.8 A Healthier Wales⁸

A Healthier Wales is the Welsh Government's plan for health and social care. There will be a whole system approach to health and social care, in which services are only one element of supporting people to have better health and wellbeing throughout their whole lives. It will be a 'wellness' system, which aims to support and anticipate health needs, to prevent illness, and to reduce the impact of poor health.

2.9 Noise and Soundscape Action Plan⁹

Welsh Government's Noise and Soundscape Action Plan acknowledges that "We need to create appropriate soundscapes, meaning the right sound environment in the right time and place." The sound of our transport system has been changing, and will continue to evolve over the course of the next few decades. Vehicles on our roads and railways are gradually going electric, which virtually eliminates the sound of their engines, while roads in built-up areas are adopting lower speed limits. These two changes will significantly reduce transportation sound levels in our villages, towns and cities. However, artificial sound must be added to electric vehicles at lower speeds for safety reasons, while noise associated with vehicles travelling at high speed, and excessively loud vehicles in particular, remains a challenge. There is also a risk of noise impacts arising from newer forms of transport such as electric scooters.

⁶ [40794 The Clean Air Plan for Wales \(gov.wales\)](#)

⁷ Town centres: position statement [HTML] | GOV.WALES

⁸ A Healthier Wales

⁹ Noise and Soundscape Plan for Wales 2023 to 2028



2.10 UK Government - Union Connectivity Review¹⁰

Many of the issues and there are associated policies that are relevant to the Regional Transport Plan are devolved to Welsh Government. However, UK Government remains an important influencer, not just for non-devolved issues such as rail, but also as a funder and policy maker. One policy area that will influence transport in North Wales is the Union Connectivity Review.

The UK Government asked Sir Peter Hendy CBE to undertake a detailed review into how transport connectivity across the UK can support economic growth and quality of life in England, Scotland, Wales and Northern Ireland. The review was published in November 2021, and includes recommendations as to whether and how best to improve transport connectivity between the nations of the UK. The review identified a number of corridors as part of a proposed UKNET, a strategic transport network for the United Kingdom. These multi-modal corridors to assess the best infrastructure improvements to enhance connectivity and deliver jobs, growth, housing and social cohesion. Infrastructure improvements were assessed against the following criteria:

- Improve transport provision across the Union.
- Support economic growth and recovery across the whole of the UK.
- Help address economic and social inequalities across the whole of the UK.
- Support quality of life across the whole of the UK.
- Support the UK's commitment to be net zero by 2050.
- Take advantage of technological innovation.
- Be consistent with the UK Government's fiscal strategy.

The North Wales Corridor is one of the UKNET corridors identified in the Union Connectivity Review, as shown in Figure 2.6.

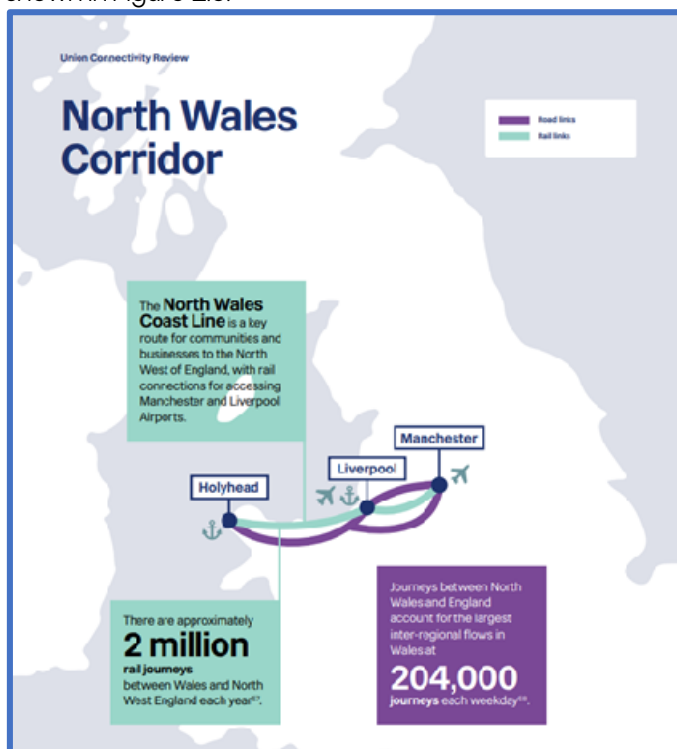


Figure 2.6 - North Wales Corridor Identified in the Union Connectivity Review

¹⁰ (Union Connectivity Review (publishing.service.gov.uk))



The Union Connectivity Review (UCR) recognised that the area comprising North Wales and across to Liverpool and Manchester is a discrete economic area with significant interconnectivity and large numbers of daily cross border trips. A quarter of employees in this region cross the border between England and Wales for work. It is a key route for communities and businesses with connections to Manchester and Liverpool Airports and the island of Ireland via Holyhead.

As part of the UCR, the following opportunities for improvement on this corridor were identified:

- High levels of traffic on the A55, M56, M6 and M60
- Vulnerability of A55 during incidents, and lack of resilience
- Scheduling of ferries meaning HGVs come in waves
- Line speed and capacity on the North Wales Main Line and the Cheshire/Mersey area
- Opportunities to connect with HS2

The UCR included the following recommendation:

“The UK Government should: Work with the Welsh Government to undertake a multimodal review of the North Wales transport corridor, and develop a package of improvements focused on the North Wales Main Line (including better connectivity with HS2, and electrification), the A55, the M53, M56, and onward travel to and from the island of Ireland.”

2.11 UK Government - Network North¹¹

Network North was launched by UK Government in October 2023 as a new approach to transport in the UK. It included the following commitment:

“We will also provide an unprecedented £1 billion investment to fund the electrification of the North Wales Main Line, bringing parts of North Wales within an hour of Manchester. We will oversee more punctual, reliable journeys on the 126-mile route between Crewe, Warrington, Chester, Llandudno and Holyhead, where ferry services run to Dublin.”

3. REGIONAL POLICY

3.1 North Wales Transport Commission

The Deputy Minister for Climate Change established the North Wales Transport Commission to provide recommendations to realise a sustainable integrated and multi-modal transport system in north Wales. The Commission assessed the problems, constraints and opportunities in the region and engaged with stakeholder groups to consider all possible interventions.

The Commission's recommendations are structured around better networks for bus, rail and active travel that offer plausible alternatives to travel by private vehicle. The recommendations are balanced with an acknowledgement of the continued importance of the car in rural areas and actions that can be taken to make use of the private car more sustainable. There are also recommendations for freight, the visitor economy and achieving changes in behaviour. A summary of the recommendations made by the Commission is shown in Table 3.1.

¹¹ [Network North: Transforming British Transport \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)



Topic Area	Recommendation
RAIL	Implement rail capacity improvements at and around Chester Station to enable electrification and five trains per hour, including one express service.
	Prioritise delivery of the North Wales Main Line Phase 1 infrastructure improvements between Crewe and Llandudno Junction to enable operation of five trains per hour, including one express service, and to reduce journey times.
	Deliver North Wales Main Line Phase 2 and 3 proposals to enable operation of five trains per hour, including one express service between Crewe and Bangor (Phase 2) and Holyhead (Phase 3), and to reduce journey times
	Deliver electrification of the North Wales Main Line in a phased manner consistent with the infrastructure development Phases 1 to 3. To be ready for electrification, development work must be undertaken, and a business case established.
	Remove the rail capacity constraint at the Padeswood Cement Works south of Buckley Station on the Borderlands Line.
	Implement infrastructure improvements on the Borderlands Line to achieve four trains per hour and reduce rail times, including two direct trains to Liverpool.
	Work with Liverpool City Region and Merseyrail to maximise the integration of services between the Borderlands Line and Merseyrail network.
	Provide a station in Deeside Industrial Park on the Borderlands Line with supporting active travel and public transport access to the station.
	Develop and implement proposals at Shotton Station to create a high quality and fully accessible interchange between the Borderlands Line and North Wales Main Line and to improve active travel and public transport access.
	Implement a signalling improvement scheme at Gobowen on the Shrewsbury–Wrexham–Chester Line and dual tracking between Wrexham and Chester to address capacity constraints to enable two passenger trains per hour and freight services to operate effectively and reliably.
	Continue to consider line capacity enhancements, increased service frequencies and train capacity enhancements on the Conwy Valley and Cambrian Coast Lines.
	Improve the allocation of the rail fleet in north Wales in the short term to ensure rolling stock meets user needs for the types of journey people are making and procure additional trains including an electric fleet for the North Wales Main Line in the medium term.
	Safeguard former rail lines from future development and develop walking and cycling routes along them where appropriate, with high quality bus services for the communities alongside them
	Consider locations for and methods to develop rail based light logistics freight services.
BUSES AND COACHES	We support the proposed legislative changes to allow bus services to be franchised and we recommend that local authorities and Transport for Wales prepare for and implement changes to bus services prior to and in preparation for franchising and that Welsh Government provides multiyear funding to support these services.
	We recommend the introduction of a network of regional coastal bus services with a frequency of two to four buses an hour extending into the evenings that link major settlements, employment sites and transport interchanges
	We recommend the introduction of a network regional rural bus services with an hourly service frequency extending into the evenings that link rural settlements and are operated by a fleet of buses that are comfortable for longer journeys.



Topic Area	Recommendation
	<p>We recommend the proposed Traws Cymru enhancements to routes, service frequencies and hours of operation are carried out in the short term.</p>
	<p>We recommend local bus networks are developed in preparation for franchising by Transport for Wales and local authorities working collaboratively with their communities and employers.</p>
	<p>We recommend making suitable pilot Fflecsi Dynamic Demand Responsive services permanent, and introducing additional Fflecsi services in other areas where experience from the pilot and other schemes suggest they would be a good complement to scheduled bus proposals. Schemes should be designed with local community involvement.</p>
	<p>We recommend that Transport for Wales and local authorities collaborate with communities, particularly in rural areas, to help fund and deliver community transport services that meet otherwise unmet need.</p>
	<p>We recommend a pilot is run and evaluated of a 'total transport services contract' that pools budgets and fleets to provide the services for education, patient, social services and community transport.</p>
	<p>We recommend that the current proposal for a coach service between Bangor and Carmarthen is progressed together with its required interchange infrastructure. In addition, we recommend a study is undertaken of other potential north-south and cross-border coach routes.</p>
	<p>We recommend that local highway authorities and the North and Mid Wales Trunk Road Agent (on behalf of Welsh Government) implement bus priority proposals and review proposed bus service improvements to identify and implement further required bus priority measures.</p>
	<p>We recommend making the Sherpa'r Wyddfa bus services permanent, provide long term funding for them and investigating how services can be integrated further with the wider bus and railway networks.</p>
	<p>We recommend the creation of a partnership where Sherpa'r Wyddfa and other public transport services can be supported by innovative sources of funding including parking revenues if available and appropriate</p>
	<p>We recommend an investigation of the benefits of seasonal and tourist bus services, like the Sherpa'r Wyddfa, in other locations in north Wales to support the visitor economy and promote integration with wider rail and bus networks.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">PROVIDING FOR ACTIVE TRAVEL</p>	<p>Priority should be given to the construction of junctions, crossings and other infrastructure that have the greatest potential for creating the most increase in use, these could be new or upgraded existing facilities. These may typically be in urban areas, but in rural areas enhancing safety and providing routes connecting smaller communities to larger settlements is important.</p>
	<p>We recommend that a North Wales Active Travel Unit is established to work with local authorities, the North Wales Corporate Joint Committee, Welsh Government Strategic Road Network division and the North and Mid Wales Trunk Road Agent to deliver active travel networks that are ambitious, in line with the Sustainable Transport Hierarchy and are delivered at pace.</p>
	<p>We recommend that local authorities develop multi-year delivery programmes for their active travel schemes and engage all relevant departments in scheme development and delivery.</p>
	<p>We recommend that Transport for Wales's method for route prioritisation is adopted by</p>



Topic Area	Recommendation
	<p>local authorities and Transport for Wales s to target investment to maximise use of the active travel network.</p> <p>We recommend that high-quality active travel routes should be prioritised using Transport for Wales' prioritisation method to target investment to schemes that maximise volume of use of the network and link population centres with major employment sites</p> <p>We recommend a programme of works is instigated to implement changes to the existing highway network in urban areas to re-allocate road space and prioritise junctions for people walking and cycling</p> <p>We recommend planning and developing the rural network of routes that connect with National Cycle Network Route 5 on the north coast, and an inter-urban route between Deeside and Wrexham</p> <p>We recommend that routes forming part of the rights of way network are improved to a standard suitable for everyday active travel journeys where that would increase everyday active travel use</p> <p>We recommend implementation of Quiet Lanes by local authorities where this will help create a more extensive active travel network, and therefore the ability to designate Quiet Lanes in Wales should be formalised.</p> <p>We recommend that funding streams additional to the Active Travel Fund are investigated so that active travel routes can be developed to visitor attractions.</p> <p>We recommend that high impact active travel components of schemes paused by the Roads Review are developed in line with the Review Panel's recommendations</p> <p>We recommend that all bus and rail stations and interchanges are served by direct, high-quality pedestrian and cycle routes that have priority, and have more and better cycle parking</p> <p>We recommend developing methods to increase e-cycle ownership, including loan and grant schemes</p> <p>We recommend that a public cycle hire scheme is investigated in Wrexham and other locations, and community cycle hire schemes are investigated for other locations in the region.</p>
THE CAR AND ROAD TRANSPORT	<p>We recommend that parking strategy and standards and planning consents should ensure that new residential and non-residential developments provide sufficient electric vehicle charging points to meet future demand.</p> <p>We recommend increasing the number of car clubs through joint working with car club providers, including community car club providers, in urban and rural areas and at stations, in workplaces and at mobility hubs.</p> <p>We recommend that Welsh Government produces guidance for local authorities on developing a parking management strategy, including all types of on-street and off-street parking and advice on charging.</p> <p>We recommend development of a network of suitable heavy goods vehicle road-side facilities in the region.</p>



Topic Area	Recommendation
INTEGRATION	We recommend that Transport for Wales, local authorities and bus operators should work together ahead of bus franchising to develop and introduce timetables with increased frequencies and better interchange possibilities.
	We recommend the development of fully integrated ticketing across rail, bus, and where possible community transport, using a digital platform and app. Welsh Government and Transport for Wales should set up the necessary processes with timescales for delivery of a digital platform and app that provides this full integration, once franchising has been introduced.
	We recommend a maximum daily fare, supported by tap-on/off infrastructure for all bus and rail is trialled in north Wales to act as a pilot for a countrywide system.
	We recommend the introduction of reduced fares on public transport to make them more affordable and easy to use.
	We recommend placemaking and wayfinding at stations and bus stops that is undertaken in consultation with local and community organisations, including disabled people's organisations.
	We recommend that mobility hubs are created at rail stations, prioritising those that are redeveloped
	We recommend that park-and-ride sites should in general be provided only after active travel networks and cycle parking are developed and where the public transport leg is the longest part of the journey.
	We recommend joint working between transport service providers and tourist related businesses to develop a guest card that offers visitors a package of sustainable travel offers, attraction entrance and goods and services discounts.
PLANNING	We recommend Welsh Government reviews TAN18 guidance to ensure policy intent translates to implementation and that the review leads to inclusion of specific guidance on planning for active travel, provision for buses, and scale of provision of car parking
DIGITAL	We recommend support digital literacy schemes, such as the Digital Communities Wales programme, and would like to see campaigns to raise awareness of their existence.
BEHAVIOUR CHANGE	We recommend that Strategic Transport partnerships for organisational travel planning should be developed by the Welsh Government working with local authorities, the North Wales Corporate Joint Committee and major employers in the employment areas in north-east Wales (Deeside and Wrexham) and north-west Wales (centred on Bangor).
	We recommend that employers in north Wales are given the option to sign up to a Healthy Travel Charter, following the south Wales model.
	We recommend that local authorities should expand their work with schools and parents to encourage and support sustainable travel for children, parents and staff.

Table 3.1 – North Wales Transport Commission Recommendations

If we are to ensure a consistent approach to transport policy in North Wales, it is important that the Regional Transport Plan seeks to align, where possible, with the finding of the Commission and is supportive of the delivery of the recommendations.



3.2 North Wales Joint Local Transport Plan 2015¹²

The current Local Transport Plan (LTP) covering the North Wales region was developed by Taith and adopted in 2015. The vision statement for the Plan is:

“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”

The LTP outcomes are:

- **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)
- **Access to Employment:** Providing inclusive and affordable access to employment and training (with a focus on the most deprived communities)
- **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)
- **Increasing Levels of Walking and Cycling:** for both necessary travel and recreation, by residents and visitors
- **Improved Safety and Security:** of both actual and perceived safety of travel by all modes
- **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.

The LTP also includes a set of high level interventions, which are shown in Table 3.2.

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

¹² [North Wales Joint Local Transport Plan 2015 \(flintshire.gov.uk\)](http://flintshire.gov.uk)



Higher Level Intervention	Description
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 EZ's, ports, employment sites and town centres. May include car share sites, bus services, active travel measures as well as road improvements.
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

Table 3.2 – LTP High Level Interventions

The vision, outcomes and high level interventions from the LTP will be reviewed during the process of development the Regional Transport Plan. The LTP also includes a wide range of schemes and interventions for delivery. These proposed interventions will also be reviewed and updated in light of current wider policies.

3.3 Ambition North Wales and the North Wales Growth Deal¹³

Ambition North Wales is a strong partnership, comprising the six local authorities, two universities and two colleges, working on behalf of North Wales, with Welsh and UK Governments, to deliver against a future vision for economic prosperity.

The Portfolio Management Office has been established to deliver the Growth Deal, and support the regional ambitions for a stronger, more resilient, and sustainable future economy.

With £240m of capital (£120m each) committed by both Governments over the next 10-15years the Growth Deal is seeking to deliver a total investment of up to £1.1bn in the North Wales economy, create 3,400 – 4,200 net additional jobs and generate £2.0- £2.4 billion in net additional GVA. It is critical that new employment sites are well linked by public transport and accessible in order to encourage, enable and promote the modal-shift away from the private car.

The Growth Deal is working on projects to improve digital connectivity in areas of North Wales that is poorly served currently, a programme that will reduce some of the need to travel in the region. It is seeking to bring forward development at a number of sites across North Wales, all of which will require suitable sustainable transport access. Projects that are particularly notable for the Regional Transport Plan include:

¹³ [Ambition North Wales | Growth Deal](#)



- **Holyhead Hydrogen Hub**, which will increase hydrogen energy security, reducing the dependence on imports and driving down carbon emissions, particularly in the transportation sector.
- **Holyhead Gateway**, which will enhance the port's capacity through land reclamation (creating new land from the sea) within the harbour. In doing this, the aim is to ensure the port can meet the increasing demands of both business and tourism visits to the region.
- **Responsible Adventure** will promote North Wales as a leading sustainable tourism destination. The project will prioritise environmental sustainability with a decarbonisation strategy which looks to provide a green alternative to moving its customers around sites and North Wales
- **Trawsfynydd**, which will deploy first-of-a-kind Small or Advanced Modular Reactors at the Trawsfynydd site to generate low carbon energy. Construction traffic is likely to be significant
- **Hydrogen Hub**, which will include the supply and use of hydrogen
- **Wrexham Gateway**, which will deliver approximately 7,000sqm of new office space as part of a development that also includes an interchange hub at Wrexham General Station
- **Western Gateway, Wrexham** will provide primary services such as power, telecoms and water for the development of employment and business premises at a site located near Junction 4 of the A483.
- **Warren Hall, Flintshire** will involve providing primary services such as power, telecoms and water to the site in Broughton, Flintshire, near the A55 expressway.
- **Connected Key Sites and Corridors**, which aims to enhance the reliability and quality of mobile services on the main roads and rail routes in North Wales, enabling full-fibre services to key commercial sites across the region.

3.4 North Wales Regional Economic Framework¹⁴

The North Wales Regional Economic Framework (REF) was developed by Welsh Government and Ambition North Wales. The mission through this REF is “to start creating innovative opportunities to ensure we protect and enhance our natural environment whilst also allowing communities to thrive. Building on our strengths and taking advantage of opportunities where they add value, beyond monetary value alone, to the region.”

The REF is based on the principles of a Wellbeing economy. The Wellbeing Economy means taking a different approach to developing the economy for North Wales. It is not simply about economic growth at any cost and requires a change of focus from growth alone, to sustainable growth, which protects and supports communities.

The REF is structured around three core themes:

- Social and Community Well-being, which considers Transport Connectivity, including cross border connectivity and ensuring access to public and active travel modes.
- Experience Economy, which considers realising the economic benefits of public realms within our towns, allowing residents and visitors to benefit from parks and open spaces, squares and tree-lined streets.

¹⁴ [North Wales regional economic framework \(gov.wales\)](https://gov.wales/north-wales-regional-economic-framework)



- Low Carbon and Low Emission Economy, which includes hydrogen fuelling, EV charging, sourcing investment in new strategic transport links and to approach opportunities to achieve shifts to lower carbon transport modes.

3.5 North Wales Regional Energy Strategy¹⁵

The North Wales Regional Energy Strategy was developed by Ambition North Wales and Welsh Government. The overall objective of this strategy is to develop a strategic pathway identifying key interventions to deliver on the region's ambitions for decarbonising its energy system and ensure the region benefits from the transition. An Energy Vision scenario has been modelled to set out a potential decarbonisation route that will put the region on track to achieve a net zero energy system by 2050.

The vision for North Wales is "Delivering maximum local economic, social, ecological and wellbeing benefits from transitioning to a net zero economy and becoming a net exporter of low carbon electricity through cross-border and regional cooperation."

One of the four priorities of the strategy is "To achieve a shift to lower carbon transport".

To meet Welsh Government targets, and to be on track for net zero by 2050, North Wales needs to reduce emissions from its energy system by 55% by 2035. This requires a 55% reduction in road traffic emissions by 2035 compared to the 2017 levels.

The energy vision scenario modelling used in the strategy assumes a significant shift away from business as usual across domestic, commercial and transport energy usage by 2035. The transport assumptions of the modelled future vision include:

- 55% of vehicles driven in North Wales in 2035 are electric, equivalent to 7,000 more electric vehicles per year by the mid-2020s, peaking at 40,000 per year in the 2030s. This is to be facilitated by the deployment of 2,000 public EV chargers;
- 2,600 gas HGVs and 1,000 hydrogen vehicles;
- A 15% reduction in private vehicle mileage by 2035;
- A slowing of the growth in total number of vehicles on the road, facilitated by increased use of public transport and active travel.

These assumptions summarise the level of action required between 2020 and 2035 to be on track to achieve net zero by 2050. The energy modelling focuses on known decarbonisation technologies and actions that could be implemented by 2035 in order to demonstrate a potential decarbonisation route. The scenario is not intended to be prescriptive.

3.6 Anglesey Freeport¹⁶

The Welsh and UK Governments have approved Anglesey's bid to become one of the first Welsh freeports, providing a unique investment opportunity for businesses considering their future operations, as well as bolstering Anglesey's vibrant island economy and the prosperity of

¹⁵ [North Wales Energy Strategy \(gov.wales\)](https://gov.wales/north-wales-energy-strategy)

¹⁶ [Home-E - Anglesey Freeport](#)



communities across North Wales. Freeports are designated areas where trade and customs facilitations allow goods to be more easily imported, assembled, and exported. They also include tax sites, which encourage investment to take advantage of these opportunities, and stimulate local economic growth.

This means that goods entering the Anglesey freeport will not be subject to usual UK tax and customs measures until they enter the UK market – and if they are reexported, they will not be subject to the usual UK tax measures. This makes freeports highly attractive to investors looking to transit goods through the UK, but also seeking to maintain commercial competitiveness by not having to be caught up in the red tape of UK customs processes.

Anglesey Freeport is committed to delivering upon the Welsh and UK Government’s shared objectives around the broader freeport programme, including in ensuring the Freeport operates as a hub for global trade, innovation and investment, supporting local talent and embracing new employment opportunities.

Bringing a freeport to Anglesey provides the opportunity to cement Anglesey and the wider North Wales region as a hub of global trading excellence, helping to turbocharge regional growth and bring new, exciting jobs which deliver for people in North Wales.

The freeport on Anglesey will help to boost Holyhead trade by empowering traders to use the fastest route between Ireland and the European continent – the “land-bridge” from Holyhead to Dover – rather than longer, more inefficient, and costly shipping routes.

Analysis undertaken as part of the Freeport proposals indicates that the Anglesey Freeport could create 3,500 new jobs and potentially bring up to 13,000 jobs across Anglesey and North Wales over broadly over a 15-year period.

It is vital that the Regional Transport Plan considers proposals that support the successful implementation of the Freeport whilst supporting access to jobs and a likely increased freight movement to and from the port.

3.7 Flintshire and Wrexham Investment Zone

In the November 2024 UK Government announced support for an Investment Zone in Flintshire and Wrexham, worth up to £160 million. The proposal is also supported by Welsh Government.

The Investment Zone will focus on advanced manufacturing and the creative & digital sectors. Notable large employers in these sectors currently located in North East Wales include Airbus, Toyota, JCB, Eren, Theatr Clwyd, Moneypenny, Hoya Lens, Sharp, Net World Sports, Kronospan, Hydro Wrexham and Ifor Williams Trailers.

The investment in this area will be supported by improved infrastructure and transport links and it is vital that the Regional Transport Plan reflects these investment proposals.

3.8 North Wales Metro

The multi-million-pound North Wales Metro Programme will transform rail, bus and active travel services across North Wales. It will make it easier and faster to travel across North Wales and build



better connections with North West England. This will help create more opportunities for our communities and support inward investment for North Wales.

The Programme will also improve connectivity between North Wales and key destinations within the UK with links to HS2 and Northern Powerhouse Rail, helping to meet the decarbonisation agenda of both the Welsh and UK Governments.

Investing in the transport network in North Wales will help encourage us all to make better and more sustainable travel choices.

The Metro programme includes proposals to enhance rail services across North Wales. Plans are also being developed to improve railway stations across the region, making it easier to change between rail, bus and Active Travel. Metro projects also include a range of active travel schemes and improvements to bus services. The North Wales Metro Programme is summarised in Figure 3.1, which shows the strategic public transport infrastructure.



Figure 3.1 – North Wales Metro Summary (TfW)

North Wales Metro - Rail

There are two large ongoing projects to improve rail services in North Wales. The first of these considers the Borderlands Line that connects Wrexham Central Station to Bidston in Wirral for onward connections into Liverpool.

The aspirations for this line include:

- A four train per hour service
- Direct connections into Liverpool City centre
- A one-hour journey time

Work is progressing to understand the potential of the new 777 battery trains to enable services into Liverpool City centre. Analysis of these proposals has suggested that service improvements on the Borderlands Line could see an increase of 676,000 rail journeys per year.



The other large rail workstream is looking at the North Wales Main Line (NWML). The vision for this line is:

- to have four trains per hour (4tph) operating along the NWML , along with one express train (to Cardiff or London) per hour
- to improve strategic connectivity
- to improve journey time

A phased delivery of the enhanced service levels is intended, and this is currently being investigated through study work.

Key to the delivery of improved service levels on the NWML and enhancing connections to Crewe are improvements to Chester Station. This will allow more through movements enabling service increases across both North Wales and North West England. Therefore, whilst this project is vital for North Wales, it is also important from a Union Connectivity perspective.

North Wales Metro – Bus

Transport for Wales' aims for improving bus services are focused on four themes. These are:

- Make buses more attractive for everyday use by the people of Wales
- Better connected networks that allow people to realistically use buses for many journeys
- Better co-ordination, more regular timings, and more services in the evenings and at weekends
- Better integration between bus services, with trains, and better access on foot and by bicycle

Recent improvements that have been delivered in North Wales to make bus services more attractive include:

- The rollout of the 1bws ticket (one ticket across the vast majority of bus services in North Wales),
- Continuous review of the Sherpa Network in Eryri
- Launch of the Traws Cymru T8 service between Corwen and Chester
- Launch of fflecsi demand responsive services, including the zero emission electric service in Rhuthin.

North Wales Metro – Active Travel

The Transport for Wales work to improve walking and cycling facilities is influenced by the following themes:

- Deliver a step change in provision for pedestrians and cyclists
- Encourage mode shift, in line with overall transport policy and the decarbonisation agenda
- Provide for existing users, but also encourage new users
- Support development and regeneration of town centres
- Engage with stakeholders

North Wales Metro work aimed at improving walking and cycling across the region includes:

- Station network plans developed for 11 stations
- WelTAG 2 studies complete for Holyhead and Bangor Station Gateways.



- Supporting gateway proposals at Wrexham General Stations
- Feasibility reports for walking routes to key attractors in Eryri
- Active Travel infrastructure designs for accessing Shotton Station
- Supporting new bridge linking Dolgarrog to the local station

Table 3.3 shows the ongoing North Wales Metro Programme work in financial year 2023/24.



Project	Deliverables
	North Wales Main Line WelTAG – Stage 3 for Phase 1 focus Llandudno Junction to Crewe
	Borderlands Outline design Padeswood Cement 777 decarbonisation and commercial requirements – recharging, stations
	Chester Capacity WelTAG 2 Chester Station capacity Stage B and Shotton review
	Station Network Plans – rolling programme to assist delivery Flintshire – 2 routes Shotton Stations – Active Travel crossing Gwynedd – 1 route Colwyn Bay station / town centre
	Bangor Gateway Progression through WelTAG3 (and associated feasibility option) Quick win progression in partnership with Station team and Cyngor Gwynedd (wayfinding in line with masterplan ambitions)
	Wrexham Gateway Feasibility study – severance – bridges to single option design Designs to complement the Wrexham Gateway revised Masterplan Progression through WelTAG 2
	Holyhead Improved Interchange Progression through WelTAG 3 on public transport interchange Allow quick wins to be identified Active Travel Study underway, Isle of Anglesey Levelling Up Fund scheme underway
	Eryri Sustainable Access Parking management measures – VMS/ Signage Strategy (Implementation) Masterplan on Llanberis site Active Travel route development
	Bus Network, Pilots Continuation of pilot schemes Sherpa, T10, T8 and bus improvement measure development work Pilot roll-out of Gwynedd reference network

Table 3.3 – 2023/24 North Wales Metro Programme



4. Local Transport Policies

The current Joint Local Transport Plan is referred to in Section 2.2.2 of this Case for Change. Alongside this, some of the six local authorities in North Wales have their own local strategies and policies for transport.

Flintshire County Council's Integrated Transport Strategy is summarised in Figure 4.1.

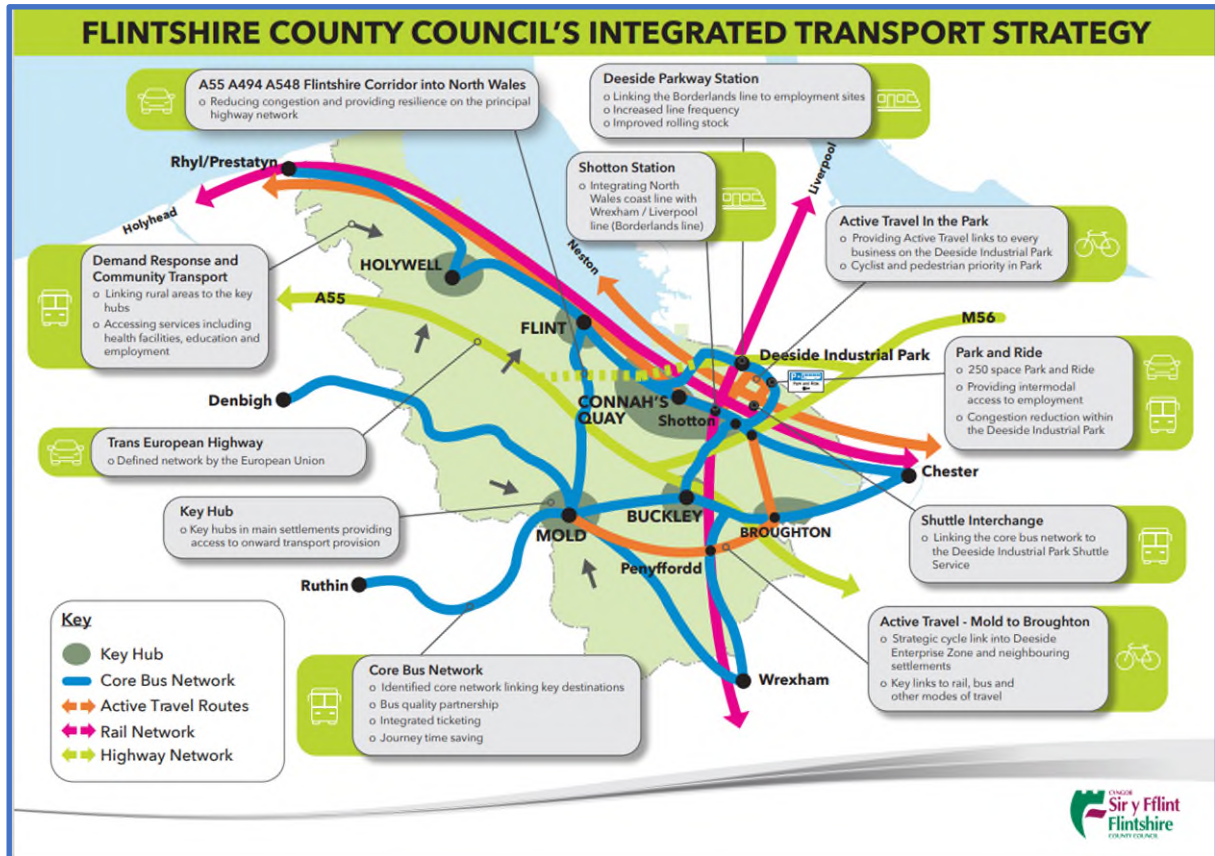


Figure 4.1 - Flintshire County Council's Integrated Transport Strategy

The principles of Flintshire County Council's approach to transport are closely aligned to national transport strategies and deeply rooted within the aims of the North Wales Joint Local Transport Plan (NWJLTP). Flintshire County Council's own Integrated Transport Strategy also aims to successfully integrate all modes of transport, whilst developing the individual demands of each. The strategy maintains and promotes at its heart, a sustainable, affordable and environmentally friendly public transport service, with links to all of Flintshire and the wider region.

The Higher Level Aspirations of Flintshire's Integrated Transport Policy are shown in Figure 4.2.

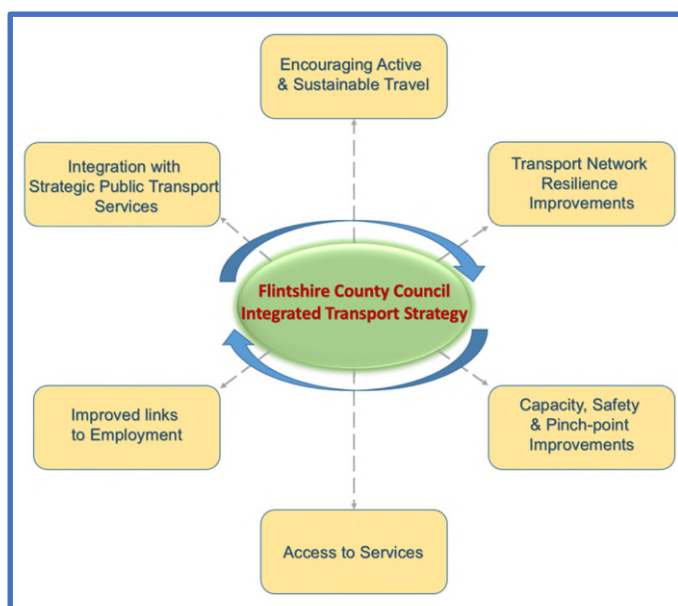


Figure 4.2 - Higher Level Aspirations of Flintshire County Council Integrated Transport Strategy

The key interventions identified to support the delivery of the Integrated Transport Strategy are:

- Active Travel
 - Deeside Industrial Park Shared Use Footway
 - Mold to Broughton Cycle Scheme
- Highway Network (note that this strategy pre-dates the publication of the Future of Roads Investment in Wales covered in Section 2.1.6)
 - A55 / A494 / A548 Flintshire Corridor into North Wales
 - A548 Connah's Quay to County Boundary
- Bus Network
 - B5129 Queensferry Roundabout to Denbighshire County Boundary - Bus Priority Measures
 - Deeside Industrial Estate - Park and Ride Zone
 - Bus Shuttle Interchange - Garden City
 - Countywide Quality Bus Partnership (QBP) on Core Network.
 - Demand Responsive Transport
- Rail
 - New Deeside Parkway Station
 - Improvements to Shotton Station.

5. WIDER LOCAL AUTHORITY POLICY

All local authorities in North Wales are responsible for delivering a wide range of services. Many of these services, and the policies and strategies that shape their delivery, are intrinsically linked to priorities for transport. These responsibilities include Climate Change, Growth and Regeneration, and Planning Policy.

5.1 Conwy County Borough Council

Conwy County Borough Council declared a Climate Emergency in 2019. This declaration included the following:



“The Council declares a climate emergency and commits to ensuring that the county continues to be a lively, viable and sustainable home for our children and future generations.

The Council calls on the Welsh Government to commit to taking the positive steps needed to reduce carbon emissions and strive to create a carbon-neutral future “The Council calls on Welsh Government to provide the necessary support and resources to enable effective carbon reductions across Wales.”

The Economic Growth Strategy¹⁷ in Conwy sets out five ambitions to grow Conwy’s economy. One of the cross-cutting themes of the Strategy is ‘Infrastructure that enables growth’, which proposes: *“All businesses rely on excellent connectivity and, working with regional partners, we will seek improvements in road and rail infrastructure, capacity and resilience to support business productivity - particularly if that investment improves the quality of links to Manchester and Liverpool airports”*.

The Conwy Local Development Plan¹⁸ includes the policy below regarding the importance of sustainable consideration in spatial planning.

STRATEGIC POLICY STR/1 – SUSTAINABLE TRANSPORT, DEVELOPMENT AND ACCESSIBILITY

Development will be located so as to minimise the need to travel. Convenient access via footways, cycle infrastructure and public transport should exist or be provided where appropriate, thereby encouraging the use of these modes of travel for local journeys and reducing the need to travel by private car and improving the accessibility of services to those with poor availability of transport. The Council will endeavour to improve accessibility and seek to change travel behaviour. This will be achieved by working with our partners to:

- a. Focus future development in the Plan Area in highly accessible locations, predominantly along the A55 and railway network within and on the edge of the Urban Development Strategy Area within the coastal belt in line with Policy DP/2 – ‘Overarching Strategic Approach’. All development proposals will be assessed against the Council’s Parking Standards as set out in Policy STR/2 – ‘Parking Standards’, mitigate travel in line with Policy STR/3 – ‘Mitigating Travel Impact’ and promote sustainable modes in line with Policy STR/4 – ‘Non-Motorised Travel’;
- b. Safeguard land to promote accessible communities that encourage integrated sustainable modes of travel in line with Policies STR/5 – ‘Integrated Sustainable Transport System’ and STR/6 – ‘Railfreight’. The Council will further improve public transport and promote sustainable modes and improvements to public transport services. Improvements to rail stations and bus stations will be sought to assist as interchanges between modes and promote sustainable travel behaviour. Development shall contribute towards these improvements where the need is required in line with the Policies DP/1 to DP/6. Improvement routes identified in the Regional Transport Plan for Conwy shall be safeguarded;
- c. Promote walking and cycling throughout the Plan Area as part of an integral and highly sustainable means of transport in line with Policy DP/4 – ‘Development Criteria’. The design and construction of walking and cycling facilities and infrastructure will be improved to make walking and cycling more attractive, direct and safe in line with Policy DP/3 – ‘Promoting Design Quality and Reducing Crime’. Quality and convenient pedestrian crossings will be promoted to facilitate safe and direct movement across busy roads. Development shall

¹⁷ [1c76a1_05524f66b9d240c6b10c881837adef9e.pdf \(conwybusinesscentre.com\)](https://conwybusinesscentre.com/1c76a1_05524f66b9d240c6b10c881837adef9e.pdf)

¹⁸ [Conwy Local Development Plan 2007 - 2022: Section Four - Spatial Policies and Supporting Development Management Policies \(opus3.co.uk\)](https://opus3.co.uk/Conwy-Local-Development-Plan-2007-2022-Section-Four-Spatial-Policies-and-Supporting-Development-Management-Policies)



- contribute towards these connections and quality cycle parking where appropriate in line with The Development Principles and the Council's Parking Standards set out in Policy STR/2;
- d. Transport schemes which lead to improvements in accessibility will be supported in principle. In considering development proposals, the potential for more sustainable means of transport related to the uses and users of the development must be addressed, including the preparation of Travel Plans.

The LDP safeguards the following transport schemes:

- Llandudno Railway Station - Deliver a high quality sustainable transport interchange facility;
- Llandudno Junction - Improve integration and enhance access to the retail, leisure, entertainment and business areas through the creation of a new footbridge from Llandudno Junction Railway Station;
- Foryd Harbour - Promoting the Sustrans National Cycle Route 5 and a new connecting pedestrian/cycle bridge at Foryd Harbour in Kinmel Bay;
- Kinmel Bay - To promote a link road between Parc Hanes and Ogwen Avenue to improve overall access in the area;
- Former Vale of Clwyd Railway in Kinmel Bay - Safeguard as a route to promote improved community access;
- Wales Coastal Path Improvement Programme and the Conwy Rights of Way Improvement Plan - To improve accessibility to the coast and countryside for local communities and visitors;
- Colwyn Bay - Improved access between the town and the seafront as part of the Colwyn Bay Masterplan and coastal defence project

5.2 Denbighshire County Council

Denbighshire County Council's Corporate Plan¹⁹ includes the theme 'A better connected Denbighshire', which envisions that "Denbighshire will be a place of thriving, cohesive and connected communities. This will mean having good road infrastructure and transport links, better digital connectivity, and social infrastructure to support personal and community well-being." It lists the following scheme priorities that are relevant for the RTP:

1. Maintain a quality road network, including:
 - £20m in resurfacing projects by 2027.
 - Replace Llanerch Bridge, in partnership with Welsh Government.
2. Working through the regional body, and within the context of the Wales Transport Strategy, we will enable people to access education, employment, services and activities by:
 - Improve transport services in Denbighshire's communities.
 - Developing a Sustainable Transport Plan, that makes travel and tourism within our county 'greener', including new Active Travel routes that encourage walking and cycling within and between communities.

¹⁹ [Corporate Plan 2022 to 2027: The Denbighshire We Want | Denbighshire County Council](#)



3. Support our county's green infrastructure by:
 - Developing and installing a public network of electric vehicle charging points.
 - Exploring ways in which the council can encourage new housing developments to allow for electric vehicle charging and green spaces.

Denbighshire's Economic and Community Ambition Strategy²⁰, adopted in 2013, noted several issues and challenges relating to transport that need to be addressed to ensure the right infrastructure for growth:

1. Transport infrastructure network has significant weaknesses, particularly for North-South road connections. Mainline rail services are restricted to the coastal North and are limited in frequency. The A55 trunk road provides good East-West connections but also risks by-passing Denbighshire's towns and communities. Congestion is an increasing problem. Significant investment in the strategic road network in and around Denbighshire does not currently appear as a priority in regional or national investment plans.
2. Public transport services are limited in more rural areas and fragmented across the county as a whole. Public transport does not currently represent a realistic choice for many residents as a means of travel to and for work. Journey times, particularly to destinations outside the County, can be long with only very limited direct services available to key employment locations.
3. Transport costs are increasingly expensive. Bus and rail fares are expected to rise faster than general inflation and fuel costs will continue to be affected by the volatile petroleum market. Changes to the subsidies available to bus operators risk both prices and coverage of bus services. Anecdotally, difficulty with travel arrangements is limiting the ability of businesses to recruit and residents to find suitable employment. Travel for work is also impacted adversely.

Denbighshire's adopted Local Development Plan²¹ includes two objectives relevant that consider transport issues:

- The Local Development Plan will place emphasis on integrating land uses, such as, employment, housing, transport, with a view to reduce the need to travel and will promote sustainable transport.
- The Local Development Plan will make the best use of the County's two existing key transport corridors - the A55 trunk road and the North Wales Coast main railway line.

The LDP includes the following policy:

"Policy ASA 1 - New transport infrastructure Development proposals for the provision of new transport infrastructure and improvements to existing infrastructure facilities will be supported providing that the following criteria are met:

- a. there is a need and justification for the proposal on economic and/ or social grounds; and
- b. there are no unacceptable effects on the natural and built environment; and
- c. provision is made for safe access by all users, including cyclists, pedestrians and the mobility impaired.

²⁰ [Economic and Community Ambition Strategy 2013 - 2023 \(denbighshire.gov.uk\)](https://denbighshire.gov.uk/economic-and-community-ambition-strategy-2013-2023)

²¹ [Adopted Local Development Plan 2006-2021 \(denbighshire.gov.uk\)](https://denbighshire.gov.uk/adopted-local-development-plan-2006-2021)



The Council supports the following projects:

- Projects, measures or actions identified in the North Wales Regional Transport Plan;
- The use of suitable disused railway lines as recreational routes;
- Extension and improvement of cycle and walking networks in the County;
- Extension of the Llangollen railway from Carrog to Corwen.”

5.3 Flintshire County Council

The transport priorities that are considered in the Flintshire County Council Plan²² are summarised in Table 5.1.

Theme	Priorities
Green Society and Environment	Promoting the use of public transport through the further development of the Council’s core bus network Promoting multi modal transport journeys and the development of strategic transport hubs Developing the County’s electric car charging network Promoting active travel and further developing the County’s walking and cycling network - by March 2023
Economy	Developing and delivering transport infrastructure improvements as part of North Wales Metro programme and the Council’s Integrated Transport Strategy Ensuring Flintshire strategic transport priorities are well-represented in the Regional Transport Plan from the forthcoming Corporate Joint Committee development

Table 5.1 - Transport Priorities from Flintshire Council Plan

The Flintshire Local Development Plan²³ was adopted in January 2023. Policy STR5 covers Transport and Accessibility. It states that:

“Sustainable economic growth and development can only be delivered by the maintenance and enhancement of an integrated, accessible, usable, safe and reliable transport network. The development of Flintshire’s transport infrastructure therefore underpins the Council’s economic ambition and in turn, informs the provision of a sustainable pattern of development. Where appropriate new development and associated transport infrastructure should therefore:

- i. Facilitate accessibility to employment, homes, services, and facilities by locating development in places with access to integrated transport infrastructure, thereby reducing the need to travel;
- ii. Promote the implementation of an integrated transport solution in Flintshire, involving road, rail, bus, park and ride / share and active travel improvements;
- iii. Promote road and rail improvements to support Flintshire’s sub-regional role as a strategic gateway and hub;
- iv. Ensure that the local highway network either has, or can be upgraded, to provide capacity to accommodate sustainable levels of development;

²² [Council Plan 2022-23 \(flintshire.gov.uk\)](https://www.flintshire.gov.uk/council-plan-2022-23)

²³ [Local Development Plan - Flintshire](#)



- v. Facilitate improvements to the quality, attractiveness and availability of public transport options;
- vi. Provide walking and cycling routes, linking in with active travel networks and green infrastructure networks;
- vii. Adopt a sustainable approach to the design, function and layout of new development, including providing appropriate levels of parking;
- viii. Support the movement of freight by rail or water"

Policy PC5 also covers Transport and Accessibility:

"New development proposals must be supported by appropriate transport infrastructure, and depending on the nature, scale, location and siting of the proposal, will be required to:

- a. Incorporate good access to the more sustainable modes of travel, firstly by walking and cycling, secondly by public transport, then by low emission private vehicle and finally by private motor vehicle;
- b. not compromise the safe, effective and efficient use of the highway network and not have an adverse impact on highway safety or create unacceptable levels of traffic generation;
- c. where significant adverse effects upon the transport network arising from the proposed development are unavoidable, they must be mitigated by, for example, improvements to transport infrastructure and traffic management;
- d. provide appropriate levels of parking, servicing and manoeuvring space and in non-residential development, a minimum of 10% of parking spaces to have electric vehicle charging points;
- e. create well designed people orientated streets and make provision for people with restricted mobility including those with characteristics as defined by the Equality Act 2010;
- f. safeguard, enhance and expand the active travel network, particularly by means of improving connectivity to and from the proposed development."

Policy PC6 considers Active Travel:

"New development should ensure that people have access to employment, education, healthcare and other essential services and facilities. Proposals should wherever possible:

- a. provide appropriate walking and cycling routes being an integral part of the scheme and connecting the development with key destinations;
- b. provide infrastructure and facilities that promote walking and cycling such as signing, lighting, secure and convenient cycle storage and parking and where appropriate, shower and changing facilities;
- c. provide appropriate travel choice information relating to cycling and walking for all or part of journeys as part of Travel Plans;
- d. incorporate measures to reduce the dominance and speed of vehicles affording increased priority to pedestrians and cyclists;
- e. develop and enhance the Active Travel routes identified on the Integrated Network Map connecting communities to essential services including public transport, employment and education opportunities;
- f. incorporate existing public rights of way as an integral part of the design and layout of the development.

Policy PC7 considers Passenger Transport:

"New development proposals should seek to promote the use of passenger transport services and depending on the nature, scale, location and siting of the proposal, will be required to:

- a. ensure enhanced or new passenger transport facilities and services connecting communities to areas of opportunity including employment, education, health facilities, retail, leisure and social activities;



- b. ensure appropriate new highway infrastructure improvements that afford priority to bus based passenger transport over the private car;
- c. provide appropriate pedestrian and cycling infrastructure that improves connectivity to and from rail and bus stations;
- d. provide strategically sited park and ride infrastructure where appropriate, supported by attractive, frequent and reliable bus services on key bus routes, and
- e. promote and market public transport alternatives to the private car through travel plans.”

Through Policy PC10, the following transport schemes are safeguarded.

- A494(T) / A55(T) / A548 Northop to Shotwick Interchange Improvement;
- Plough Lane link road;
- A548 Greenfield to Ffynnongroyw;
- A5104 Penyffordd Station to Padeswood Junction;
- A494(T) Improvement Ewloe to River Dee

5.4 Cyngor Gwynedd and Isle of Anglesey County Council

A Joint Local Development Plan²⁴ is in place covering the areas of Gwynedd and Ynys Mon. Strategic Policy PS4 considers sustainable transport, development and accessibility:

“Development will be located so as to minimise the need to travel. The Councils will support improvements that maximise accessibility for all modes of transport, but particularly by foot, cycle and public transport. This will be achieved by securing convenient access via footways, cycle infrastructure and public transport where appropriate, thereby encouraging the use of these modes of travel for local journeys and reducing the need to travel by private car. The Council will endeavour to improve accessibility and seek to change travel behaviour. This will be achieved by working with our partners to:

1. Maintain an appropriate public transport service, recognising alternative ways of maintaining travel opportunities;
2. Maintain and improve stations, infrastructure and services on the main Railway Lines including access to disabled people and other rail-related improvements;
3. Where possible safeguard, improve, enhance and promote and public rights of way (including footpaths, bridleways and byways) and cycleway networks to improve safety, accessibility (including disabled people) by these modes of travel and to increase health, leisure, well-being and tourism benefits for both local residents and visitors;
4. Support schemes that will improve park and ride / share facilities for areas of employment, new development and freight transfer facilities;
5. Allocating or safeguarding land where appropriate to facilitate the key strategic transport schemes”

Beneath that, Policy TRA1 considers Transport Network Developments

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

²⁴ [Anglesey-and-Gwynedd-Joint-Local-Development-Plan-Written-Statement.pdf \(llyw.cymru\)](#)



- i. The choice of route and/or site minimises the impact on the built and natural environment, landscapes and property; and
- ii. Permanent land-take is kept to the minimum that is consistent with good design and high quality landscaping; and
- iii. In the case of cycle ways, park and ride schemes, roads and roadside service areas, the scheme will help to improve road safety; and
- iv. In the case of new roads a full range of practicable solutions to the transport problem has been considered and road enhancement provides the optimum solution; and v. In the case of roadside service areas, the scheme must adjoin the strategic road network, focus primarily on serving the needs of motorists, not impede the movement of strategic traffic and in line with Strategic Policy PS 15 not undermine retail provision in the Sub-Regional Centre, Urban and Local Service Centres or Villages.

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

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

Schemes that were safeguarded in the LDP are:

- A487 Caernarfon to Bontnewydd
- Llangefní Link-Road
- A5025 Valley to Wylfa and other transport infrastructure improvements associated with the new nuclear development at Wylfa Newydd, including improvements from Amlwch to Wylfa Newydd

Isle of Anglesey County Council adopted an EV Charging Action Plan²⁵ in 2022, which sets out the Isle of Anglesey’s ambitious plans in meeting the charging requirements of residents and visitors to the Island.

The Action Plan sets out the Council’s role as a leader and a facilitator:

- Leader:
 - Ensuring the Council’s fleet is carbon neutral by 2030

²⁵ [Isle of Anglesey Electric Vehicle EV Charging Plan.pdf](#)



- Providing public charging at Council run services
- Applying for funding for workplace charging at employment sites where the Council owns the lease
- Facilitator:
 - Providing public information about the charging network and funding support and promoting workplace charging through the planning process
 - Creating a dedicated information page on the Council website and undertaking positive PR
 - Identifying opportunities for partnership working

5.5 Wrexham County Borough Council

In Wrexham, a Decarbonisation Action Plan²⁶ was adopted in 2021. It explains that investing in the transport network and expanding the Council's fleet of electric vehicles will also help in meet carbon reduction targets. At the same time, increasing the numbers of Electric Vehicle Charging (EVC) points that are installed across the County Borough, will reduce emissions from the council's fleet and business travel and encourage more people to invest in electric vehicles. Mobility and transport actions include from the Decarbonisation Action Plan are:

- Journeys made by our fleet vehicles – this includes all vehicles which the Council own or lease in order to carry out its functions (e.g. vans, refuse collection vehicles).
- Journeys made by the workforce for business reasons – where officers are required to travel throughout the county in order to perform their roles, we will consider opportunities to reduce overall mileage, as well as ways to ensure the journeys made do not generate carbon emissions.
- Transport services delivered to the public – whilst WCBC does not provide public transport, we will seek to use our partnerships to influence positive change within the sector, and consider ways to reduce carbon emissions from those services that we commission (e.g. school transport)
- Active Travel – improving our active travel infrastructure, and increasing the opportunities for safe walking and cycling routes will be essential to reduce reliance on private motor vehicles. In addition, there will be work to change habits and behaviours, so that more people consider active travel as their primary method of transport for key journeys.
- Street-lighting – ensuring energy efficiency of street-lights, and other assets in our communities

The Wrexham Town Centre Masterplan²⁷ was adopted in 2016 and sets out a vision that “Wrexham will be an attractive, distinctive and accessible 21st century town centre where people want to live, learn, work, visit and invest.”

One of the objectives of the Masterplan is “An Accessible Town”. The aim is ‘to ensure high quality access to and within the town centre by a range of modes, prioritising walking, cycling and public transport, but maintaining high quality road access to the centre’. The actions and interventions to support this are:

²⁶ [Appendix 1.pdf \(wrexham.gov.uk\)](#)

²⁷ [Wrexham Town Centre Master Plan](#)



- Support a modal shift of transport to help deliver growth by supporting development that encourages the use of public transport, walking and cycling;
- Overcoming the barriers created by the inner ring road and railway line that inhibit connectivity to key destinations in particular the hospital, University, railway and residential suburbs;
- Develop a network of attractive, pedestrian friendly routes and spaces which connect across the town centre helping bind the various parts of the town together;
- Manage parking in scale and use to ensure its provision is sufficient;
- Ensuring that development interacts and respects public spaces in positive ways which enhance their attraction to pedestrians and enhances pedestrian mobility

The Access Actions and Interventions are summarised in Figure 5.1.

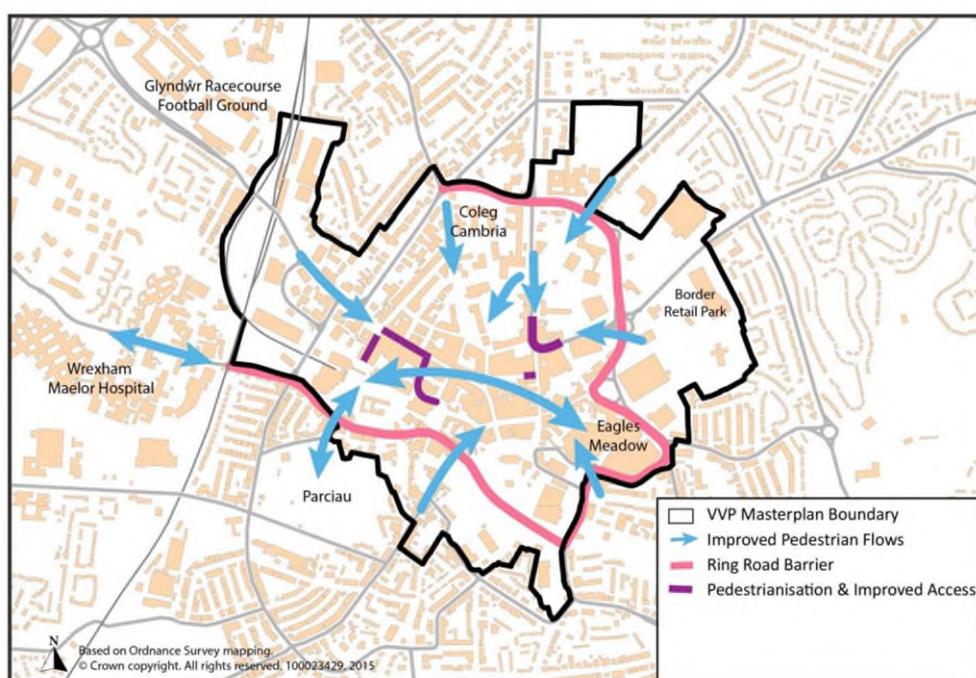


Figure 5.1- Wrexham Town Centre Masterplan Access Actions and Interventions

Wrexham County Borough Council are developing a Placemaking Plan²⁸, which includes the following Vision Statement: “At the heart of our vision is changing the perception of Wrexham city centre, fully capturing the benefits of its city status and transforming it into a centre worthy of becoming a city of culture. We will attract new investment, increase visitors and create more opportunities to live and work. Our greatest asset is our community, and we will utilise this to make the centre more playful, sociable and entertaining for everyone”

Three of the objectives of the Plan are particularly relevant to the Regional Transport Plan:

- Climate Emergency - Support decarbonisation goals by making better use of existing infrastructure, repurposing buildings, introducing energy efficiency measures and micro-renewables, and encouraging greater use of walking, cycling and public transport.

²⁸ [Item 13.pdf \(wrexham.gov.uk\)](#)



- Access & Movement - Ensure that pedestrian movement within & on approach to the centre is safe, comfortable, inclusive, easy to navigate & attractive.
- Townscape & Environmental - Enhance existing & create new public realm & spaces to reinforce a coherent & authentic sense of Wrexham's identity & attract & encourage greater public use.

5.6 Eryri National Park Authority

The Eryri National Park Authority produces a Local Development Plan²⁹ that sets out factors to consider when evaluating planning applications and granting planning permissions. The factors are based on the qualities that need to be protected and enhanced within the National Park. These include:

- The natural beauty of the National Park
- The National Park's communities and culture
- The National Park's wildlife
- The National Park's heritage and history

Strategic Policy L of the LDP, on Accessibility and Transport, states that:

"The National Park Authority is committed to improving access to local facilities and reduce the need to travel especially by private car. Within the National Park walking and cycling, improved access to public transport and provision of facilities will be encouraged. Development will be supported where:

- i. The provision of services are located so as to minimise the need to travel.
- ii. There is convenient access via footpaths, cycle paths and public transport, thereby encouraging the use of these modes of travel for local journeys, reducing the need to travel by private car and improving the accessibility of services to those with poor availability of transport.
- iii. There is an improvement in accessibility for all, in particular disabled people.
- iv. Changes to the road network do not damage or cause detrimental effects to ProW, listed buildings or historic monuments or cause adverse effects to environmental designations. The highest priority will be given to the conservation and enhancement of the characteristic biodiversity of Snowdonia, particularly habitats and species designated under national and European legislation. Where possible, these improvements to the road network will feature provision for segregated pedestrian and cycling uses.
- v. It will reduce or remove vehicle traffic from within town centres and where possible from rural areas.
- vi. The natural environment of the park is not adversely affected.
- vii. Secure cycle parking facilities are provided where appropriate.

The National Park Authority will continue to support appropriate sustainable transport and community transport initiatives. The recreational routes identified on the proposals map will be safeguarded from development which would prevent their use as recreational routes. The track bed of the Corris Railway within the National Park will be safeguarded from other forms of development so that it may be reinstated as a railway. That part of the disused railway which runs from Trawsfynydd to Blaenau Ffestiniog which is within the National Park will be safeguarded from

²⁹ [Cynllun-Datblygu-Lleol-Saesneg.pdf \(gov.wales\)](#)



inappropriate development which would prevent the future use of the railway line as a transport corridor”

Visitor parking is a key consideration of the Eryri Local Development Plan, with the document stating that “The provision of car parks within the National Park is considered by the Authority to be adequate for the needs of the public. Car parks are provided by the National Park Authority and other Local Authorities in coastal, urban and mountain locations facilitating public access by private transport to these areas. Increasing the supply of car parking spaces in the face of concentrated seasonal and weekend demand is neither practical nor a sustainable use of land or an effective visitor management solution, especially viewed against the Authority’s objective of reducing dependency on the use of private motor vehicles. The Authority recognises that coach travel is an environmentally friendly more efficient and cheaper form of transport than private motor cars”

North Wales Corporate Joint Committee

North Wales Corporate Joint Committee

Background data and research paper

Reference: 302160-00

| 25 November 2024

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1. Introduction

1.1 Purpose

This report has been prepared to summarise the evidence base to inform the development of the North Wales Regional Transport Plan (RTP) and Strategic Development Plan (SDP).

1.2 Structure

Following this introduction, the report is structured as follows:

- Section 2: Summary of key considerations
- Section 3: Transport
- Section 4: Land use and planning
- Section 5: Health, wellbeing and sustainability
- Appendix A: Transport data and evidence reviews
- Appendix B: Land use and planning data and evidence reviews
- Appendix C: Health, wellbeing, and sustainability data and evidence reviews

1.3 Summary of data and evidence

Table 1 presents a summary of the data and evidence review as part of the production of this report. Each is categorised based on the structure outlined above. The report is supported by reviews of each, presented in Appendices A to D.

Table 1: Data and evidence review summary

Category	Title	Publication Date	Link
Transport	Guidance to Corporate Joint Committees on Regional Transport Plans Version 2	2023	Regional transport plans: guidance for Corporate Joint Committees GOV.WALES
Transport	Llwybr Newydd: the Wales Transport Strategy	2021	Llwybr Newydd: the Wales transport strategy 2021 GOV.WALES
Transport	National Transport Delivery Plan 2022 to 2027	2023	National transport delivery plan 2022 to 2027 GOV.WALES
Transport	North Wales Transport Commission (4 reports)	2023	North Wales Transport Commission GOV.WALES
Transport	Welsh Government response to the Roads Review	2023	Welsh Government response to the Roads Review [HTML] GOV.WALES
Transport	Union Connectivity Review	2021	Union Connectivity Review (publishing.service.gov.uk)
Transport	North Wales Local Transport Plan	2015	North Wales Joint Local Transport Plan 2015 (flintshire.gov.uk)
Transport	North Wales Transport Model		
Transport	Electric Vehicle Charging Strategy	2022	Electric Vehicle Charging Strategy (gov.wales)
Transport	Road Safety Strategy for Wales	Not yet published (emerging)	
Transport	Wales Freight Strategy	Currently being updated (emerging)	
Transport	Active Travel Act Guidance	2021	Active Travel Act guidance (gov.wales)

Category	Title	Publication Date	Link
Transport	Active Travel Network Maps	2022	Active Travel Network Maps DataMapWales (gov.wales)
Transport	Bws Cymru: connecting people with places	2022	Bws Cymru connecting people with places (gov.wales)
Transport	Bus reform white paper: one network, one timetable, one ticket: planning buses as a public service for Wales	2022	One network, one timetable, one ticket: planning buses as a public service for Wales [HTML] GOV.WALES
Transport	A Railway for Wales: meeting the needs of future generations	2019	a-railway-for-wales-the-case-for-devolution.pdf (gov.wales)
Transport	North and Mid Wales Trunk Road Agent proposals		
Land use and planning	Future Wales: the National Plan 2040	2021	Future Wales: the national plan 2040 GOV.WALES
Land use and planning	North Wales Local Development Plans		
Land use and planning	North Wales Regional Economic Framework	2022	North Wales regional economic framework (gov.wales)
Land use and planning	Wales Infrastructure Investment Strategy	2021	Wales Infrastructure Investment Strategy (gov.wales)
Land use and planning	Town Centre First	2023	Town centres: position statement [HTML] GOV.WALES
Land use and planning	Anglesey Freeport		Home-E – Anglesey Freeport
Land use and planning	New Nuclear Developments		
Land use and planning	Wrexham and Flintshire Investment Zone		
Land use and planning	North East Wales National Park Designation Project	2023	North East Wales National Park Designation Project GOV.WALES
Land use and planning	Ambition North Wales Inward Investment Report	2023	
Health, wellbeing, and sustainability	Local authority wellbeing assessments and plans		
Health, wellbeing, and sustainability	Net Zero Wales: Carbon Budget 2 (2021-2025)	2021	Net Zero Wales Carbon Budget 2 (2021 to 2025) GOV.WALES
Health, wellbeing, and sustainability	A Healthier Wales: long term plan for health and social care	2022	A healthier Wales: long term plan for health and social care GOV.WALES
Health, wellbeing, and sustainability	Clean Air Plan for Wales	2023	Clean Air Plan for Wales: Healthy Air, Healthy Wales GOV.WALES
Health, wellbeing, and sustainability	Noise and Soundscape Action Plan for Wales 2023-2028	Currently being updated (emerging)	

2. Summary of key considerations

This section provides an overview of the key considerations identified from the review of relevant data and evidence identified in Table 1.

2.1 Transport

2.1.1 Active travel

The achievement of Llwybr Newydd's priorities in North Wales will require quality active travel provision. Specifically:

- Priority 1: bring services to people in order to reduce the need to travel – *this will increase the proportion of shorter trips in North Wales, which are more desirable by active travel modes.*
- Priority 2: allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure and Priority 3: encourage people to make the change to more sustainable transport – *improved walking and cycling links will be critical to facilitating more sustainable travel in North Wales, both for short everyday journeys, or as part of a longer journey in combination with other sustainable modes.*

Local authorities in Wales have a duty, under the Active Travel (Wales) Act 2013, to:

- Produce maps of existing active travel routes and related facilities in their area and of the future and improved active travel routes and related facilities needed to create integrated networks for active travel.
- Have regard to those maps in preparing transport policies and to ensure that there are new and improved active travel routes and related facilities.
- Report on levels of active travel.
- Take reasonable steps to enhance the provision made for walkers and cyclists and to have regard to the needs of walkers and cyclists in the exercise of certain other functions.
- Exercise their functions under this act so as to promote active travel journeys and secure new and improved active travel routes and related facilities.

The Active Travel Act Guidance gives direction to local authorities when planning, designing and maintaining active travel routes and related facilities as individual schemes or as part of other highway schemes.

All North Wales local authorities have produced and published their Active Travel Network Map. The current walking and cycling routes that already meet Welsh Government active travel standards, current routes that are planned for improvement to bring them up to the standards, and proposed future active travel links are therefore clear for North Wales. TFW has demand forecasts, origin-destination and journey time information, as well as accessibility isochrones, trip numbers, and mode share estimates that would be useful inputs to the RTP for active travel analysis.

Many rural areas have an older demographic profile, for example, Conwy and Anglesey have the second and third highest percentages of people aged 65 years in Wales (27.4% and 26.4% respectively), and the area with the highest percentage of people aged 90 years and over is Conwy (1.5%). Active travel facilities in North Wales therefore need to be responsive to the barriers and challenges of active travel for older populations. Further, trip durations for access to services in rural areas can be longer than the typical desirable duration for active travel, and cycle facility provision on narrow rural roads with higher speeds can be restrictive to more confident cyclists. This can create a hostile environment for cyclists and pedestrians, meaning that people are less likely to choose to travel by active modes, even for relatively short journeys to neighbouring villages or nearby larger settlements that have services and onward travel connections.

Active travel typically has a higher mode share in urban areas (64% of people in urban areas walked for more than 10 minutes as a means of transport at least once a month, compared with 47% of people in rural areas). There is still, however, challenges with ensuring that infrastructure is safe and high-quality, and that there is a network of connected active travel links that also connect into the wider public transport network.

The RTP should outline proposals for further expansion and improvement of the active travel network in North Wales to encourage an increase in the number of people choosing to walk or cycle. This should focus on connections to key attractors such as employment and education sites, railway stations and tourist attractions.

2.1.2 Bus services

Llwybr Newydd sets out the vision, for reliable, affordable, flexible, easy to use, low-carbon bus services that are part of a stable, coherent and integrated network. Bws Cymru provides the strategy and actions to deliver this vision. The Welsh Government and TfL prepared a bus reform white paper in 2022 that suggested that reform is necessary to achieve the vision, specifically through a comprehensive network, a coordinated timetable, and a simple area-wide fares system. They have since outlined their proposed approach to bus franchising in Our Roadmap to Bus Reform. A Bill is being drafted to provide the legislative basis required to introduce franchising. The Bus Services (Wales) Bill will once enacted provide powers to create Welsh Franchising Schemes where a local authority can give bus companies the right to run some or all of the bus services in an area. Bus franchising means that decisions about bus services in Wales will be made by the Welsh Government and TfW likely in partnership with the CJs and their local authorities

Analysis of current bus use across Wales and current challenges at a high level are included in Our Roadmap to Bus Reform. TfW has geospatial network information, demand forecasts, origin-destination and journey time information, as well as accessibility isochrones, trip numbers, and mode share estimates that would be useful inputs to the RTP for bus analysis.

Buses are critical for people in North Wales to access work and education opportunities, key services, community life, leisure, and recreation, and are particularly critical for those living in rural areas, and for those without access to rail services. Rural areas of North Wales, generally further south than the coast and including Ynys Môn, have significantly fewer regular public transport services. Many journeys made are local and of a short length, with approximately a third being less than 5km and more than two thirds being less than 15km. Most of these journeys are within the same local authority area or to a neighbouring area. Many journeys that start in rural areas have destinations in nearby urban areas. While journey lengths are longer in rural areas, this still represents a significant number of short trips.

Existing public transport services typically operate at relatively low frequencies, both in urban and rural areas, and have limited hours of operation. For example, only 29% of the population of North Wales are within walking distance of an hourly public transport service after 7pm. Further, journey times by public transport are often uncompetitive with cars, particularly in locations remote from the coastline.

Community-based minibuses are especially valuable to residents, particularly in more rural areas, who do not have access to cars and in areas where public transport has reduced or is unavailable.

The RTP should consider proposals for further review and improvement of bus services and measures to encourage an increase in bus use. Bus services should focus on improving access to services for rural communities. They should connect to key attractors such as employment sites, railway stations and tourist attractions.

Given the Welsh Government's plans to transition to franchising over the coming years, the RTP needs to be cognisant of this. The RTP should consider the optimal franchised network(s) for North Wales.

2.1.3 Rail

The operation of the Wales and Borders rail franchise in Wales is a Welsh Government responsibility, via Tfw. However, infrastructure planning and the funding of Network Rail in Wales remains reserved to the UK Parliament.

None of the responsibility for rail therefore sits with the CJC or local authorities in North Wales. However, the RTP provides an opportunity to set out local aspirations for rail services within a wider transport context. Local authorities and Tfw have a role in facilitating sustainable travel connections to stations to improve integration of the transport network.

Tfw has geospatial network information, demand forecasts, origin-destination and journey time information, as well as accessibility isochrones, trip numbers, and mode share estimates that would be useful inputs to the RTP for rail analysis.

Whilst rail is not directly influenced locally, it is important that the RTP acknowledges measures to enhance the rail offer in North Wales. To enhance services, the key priorities for improvements are the Borderlands Line, increasing capacity at Chester Station, and increased service levels on the North Wales Main Line.

The RTP should consider the importance of connections to key centres and transport interchanges such as London, Cardiff, Manchester, Liverpool, Crewe, and Warrington (for Northern Powerhouse Rail). The integration of the rail network with the wider transport network, especially the bus and cycling networks, and airports and ports, should also be a focus. Through the RTP, opportunities should also be sought to increase rail freight in North Wales.

2.1.4 Modal shift

Llwybr Newydd sets a modal shift target for Wales of 45% of journeys to be made by public transport, walking and cycling by 2040. This represents an increase of 13 percentage points on the estimated current mode share of 32%. This modal shift target is reflected in current transport and climate policies in Wales.

Tfw has mode share estimates by local authority to use as a baseline.

It is vital that modal shift is targeted in urban areas through the provision of high-quality sustainable alternatives. In rural areas it should be acknowledged that this shift is more challenging, and as a result, more of the modal shift will need to occur in urban areas.

The RTP guidance requires that the plan has a focus on modal shift. The RTP must include policies and actions to give people the capability to use sustainable transport, the opportunity to make sustainable transport choices, and the motivation to shift away from private car use. The RTP will also need to include evidence of North Wales's contribution to the national modal shift target.

2.1.5 The role of the private car

Local authorities in Wales are transport, highway, street-works and traffic authorities. This means that they have a responsibility for:

- Highways construction
- Highways maintenance
- Maintenance of bridges and structures
- Road safety
- Traffic management
- Managing congestion
- Coordination of utilities works

In line with the Welsh Government's response to the Road Review, investment in roads will need to meet criteria for investment – primarily around supporting modal shift and contributing to decarbonisation.

The Electric Vehicle Charging Strategy will be a useful input to the RTP in terms of the predicted charging requirements for 2025 and 2030.

StatsWales has yearly road accidents by severity and local authority area that can be used to inform road safety interventions.

Even with better rural options and services, the private car will continue to be important in rural areas. This means that there is a need to help people make the switch to electric vehicles, including access to charging infrastructure. The provision of high-quality sustainable transport alternatives should be the primary focus for urban areas.

Whilst seeking opportunities to encourage more people to travel by active travel and public transport, the RTP should acknowledge the importance of the road network to free movement around North Wales and seek to improve the resilience of this network. This is particularly important for crossings of the Menai, where incidents on the road network can isolate communities.

The RTP needs to also consider options for improving the reliability and resilience of the Menai crossing. This should include improving the resilience of the road bridges and enhanced sustainable transport options. Road safety considerations are also now part of the remit for CJs as part of the RTP.

2.1.6 Infrastructure management and maintenance

The North and Mid Wales Trunk Road Agent (NMWTRA) is responsible for managing, maintaining and improving the strategic road network in north and mid Wales on behalf of the Welsh Government. They don't currently have any proposals that are directly relevant to North Wales.

All car and bus journeys and a large proportion of active travel trips take place on the highway. A network of well-maintained transport infrastructure is key to supporting travel around North Wales, both for private car journeys but also for bus services and active travel journeys. Highway defects such as potholes can be a significant hazard for cyclists, in particular.

The RTP needs to acknowledge the importance of maintaining and improving existing infrastructure. It must include policies and actions to make best use of existing transport infrastructure by maintaining and managing it well, adapting it to a changing climate and upgrading it to support modal shift.

2.2 Land use and planning

2.2.1 Population

North Wales has a population of 687,000, which represents 22% of Wales's total population. Flintshire has the largest population in North Wales, with over 155,000 residents and making up 23% of the region's total population, followed by Wrexham's population of over 135,000. North Wales had an average population density of 195.8 persons per square kilometre in mid-2022. Between mid-2021 and mid-2031, the population of Wales is projected to increase by 5.8% from 3.11 million to 3.29 million (based on 2021 population projections as published by Welsh Government on 30 January 2024).

North Wales has an ageing population. Within 2021 Census data, the proportion of households made up of only pensioners increased to 27.1%, which is high compared to national figures (Wales in 2021 = 24.8% and England and Wales = 22.1%).

Residents in North Wales are more likely to commute longer distances to work than workers in Wales and the UK. This also varies significantly across the six local authorities and highlights the differences in job availability across the region. Wrexham and Flintshire contain the largest employment and housing allocations within the region, which reflects the Wrexham and Deeside National Growth Area (NGA) and their strategic location in North Wales and proximity to key hubs in north-west England. Growth is mainly focused within the NGAs and Regional Growth Areas (RGAs) identified within Future Wales, with key allocations in the Local Development Plans (LDPs) following the broad alignment of the A55 and A5/A483 corridors, according with growth aspirations identified in Future Wales.

There is a stark contrast between the urban areas of the east of North Wales and along the north coast, and the more rural areas comprising much of the rest of the region. It can often be more difficult for people living in rural communities to access services that may be more accessible in urban areas. Poor access to services is a factor which can compound other types of deprivation that exist in an area.

The varied nature of settlements and communities in North Wales means that the RTP needs to consider the needs of residents in urban centres and rural communities. It is vital that the RTP recognises that, whilst modal shift may, and should, be facilitated through enhanced public transport and active travel in and between our towns and cities, reducing car use in rural communities is more challenging.

The RTP should propose improvements to active travel, public transport, and other sustainable mobility options in the rural areas of North Wales. This will provide more options for sustainable travel in communities that are often currently poorly served. The RTP should consider integrated, frequent and high-quality transport services, and include enhanced walking and cycling infrastructure connecting communities.

2.2.2 Supporting strategic development

Future Wales – The National Plan 2040 is the Welsh Government’s national development framework, setting the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining, and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems, and improving the health and wellbeing of communities. The Plan recognises two National Growth Areas in North Wales: Wrexham and Deeside, and North Wales Coastal Settlements.

The North Wales regional economic framework (REF) is based on the principles of a Wellbeing Economy. The Wellbeing Economy means taking a different approach to developing the economy for North Wales. It is not simply about economic growth at any cost and requires a change of focus from growth alone, to sustainable growth, which protects and supports communities.

The North Wales REF also sets out a path to boost productivity and accelerate sustainable economic and inclusive prosperity. Protecting and enhancing services to Ireland and cross-border to England and into mid Wales, ensuring access to public and active transport modes, is a key transport priority of the REF. This includes allowing communities to travel with ease in the most carbon efficient means, whilst also strengthening the connection with the rest of Europe and the world, including a focus on the Holyhead master plan.

North Wales has an unemployment rate of 2.2% compared with 2.8% in the UK. Four of the North Wales local authorities have unemployment rates that are below the UK average, particularly Gwynedd with an unemployment rate of only 0.7%. However, with unemployment rates each of 3.5%, Denbighshire and Wrexham are also experiencing higher than average unemployment, alongside low employment rates. This pattern also translates into economic inactivity rates.

Over the last decade, employment has grown at a slower rate in North Wales than the UK. Gwynedd is the only local authority to see larger employment growth of 10% (equivalent to 5,200 jobs), whereas Wrexham’s employment shrunk by 1% with a loss of 800 jobs overall.

Several industries in North Wales fall within the low growth, low specialisation quadrant. One of these is Property, which is North Wales’s highest value industry by Gross Value Added (GVA) per employee by a large margin (£585,000). However, in terms of employment size this industry is small and shrinking. In addition, Construction has had the largest decline in employment (25%) but is also of high value to the North Wales economy. These sectors are an important component of the Land & Property programme within the Growth Deal.

Many parts of North Wales suffer from poor public transport connections, which impacts on residents’ access to jobs, education and training. The REF also notes as a priority, the need to continue to promote active travel, deliver road safety schemes and encourage a return to public transport as the reliance on the private car is growing. It outlines that investment needs to be focused on:

- Active transport – providing a true alternative to communities.
- Public transport – working in partnership to ensure public transport provides an alternative to the car across the region as well as cross-border.
- Cycle and walking networks – build on the work taking place to create a safe alternative across the region.

Key transport infrastructure of regional importance include the A55 which extends 87 miles from Holyhead Port to Chester, spanning multiple local authorities. The North Wales Metro project is also identified as integral to providing national rail connectivity across the region and providing connections to cities such as Chester, Liverpool and Manchester.

In rural areas of North Wales, employment may be seasonal and remote. In areas where tourism is significant, there is increased demand on the transport network in summer season. Where manufacturing and storage are key sectors, the considerations are the volume of trips to large employment sites, shift patterns, and the requirement for higher levels of HGV movements.

Anglesey has the potential to be a key growth area within the region due to the Anglesey Energy Island Programme and the Anglesey Freeport status. With the remainder of growth within the region fairly evenly distributed and focused within the settlements.

The RTP must include plans for supporting the growth of the economy across North Wales in urban and rural areas. The transport system should be planned in a way that provides people with access to good quality jobs, regardless of where they live. The RTP should make provision for enhancing access to employment sites in the region for both current and future employees and, where applicable, customers.

The RTP should seek to support the success of Holyhead and Mostyn ports and facilitate their future growth but set out a plan for ensuring the impacts of goods movements is minimised. It should consider the role of rail freight and also how to encourage hauliers to switch to cleaner fuels. The RTP should also identify measures for reducing the environmental impact of local deliveries.

The importance of cross-border commuting means that the RTP must consider supporting further partnership working with authorities in north-west England and set out proposals for improvements to public transport and active travel that facilitate sustainable cross-border commuting.

The Anglesey Freeport and the Flintshire and Wrexham Investment Zone create significant opportunities for North Wales and this should be explored through the RTP. The investment in this area will lead to improved infrastructure and transport links and it is vital that the RTP reflects these investment proposals.

The RTP should also ensure that its proposed transport interventions align with the key areas of regional growth to enable sustainable travel options for those who live and work in the region.

2.2.3 Visitor economy

Tourism is a key component of the Growth Deal. North Wales has many areas of outstanding natural beauty and beautiful coastline that offers huge potential in the tourism sector. However, despite being the fourth largest employer in the sector, the size of the industry has been declining and this reflects the need for investment across the region to rewrite the narrative of North Wales as an overnight tourist destination.

The North Wales REF includes some high-level statistics on tourism in North Wales. The Welsh Government has more detailed tourism statistics available that are aggregated to the North Wales level. Similarly, North Wales Tourism publishes a yearly report with useful information.

Annual average for tourism expenditure £1.5 billion in 2017-2019 (Tourism profile NW 2017 – 2019). Anglesey, Gwynedd and Conwy have among the largest proportions of employment in tourism across Wales, after Pembrokeshire. In 2019, a total of 2.4 million sea passengers travelled between Wales and Ireland. 1.9 million of these passed through Holyhead. The REF also notes a priority to ensure an all-year tourism offer where appropriate, to create more sustainable opportunities for workforce.

Given the importance of the visitor economy for many areas of North Wales, the RTP must include plans for supporting the growth of tourism in North Wales. This should include plans for a transport system that provides sustainable access to the many attractors across the region. It should consider the seasonal basis of the tourism industry and include ways to ensure the sustainability of jobs and services in the key tourism areas of North Wales. The RTP should also consider how reduced car use can be facilitated and the minimisation of visitor car parking in Eryri, in particular. It should also acknowledge the proposed changes to the Clwydian Range through the Welsh Government's manifesto commitment for a second National Park in North Wales.

2.3 Health, wellbeing, and sustainability

The Wellbeing of Future Generations (Wales) Act was passed in 2015. It is aimed at improving the social, economic, environmental and cultural wellbeing of Wales. The Act introduced seven well-being goals, with transport needing to play an important role in supporting the progress towards all of the goals.

Llwybr Newydd refers to the importance of wellbeing within a travel context in that the way people choose to travel can support improved wellbeing, with health considerations including improving air quality, reducing noise, and a more active lifestyle. Llwybr Newydd also states that the climate emergency is one of the biggest defining issues of our time and that we need to achieve net zero by 2050.

The Clean Air Plan for Wales: Health Air, Healthy Wales outlines that transport is the largest source of NOx in Wales, predominantly due to emissions from road transport.

Betsi Cadwaladr University Health Board (BCUHB) is responsible for North Wales NHS services. The Health Board published a Public Health Annual Report (2023), which states at high level that North Wales continues to show inequalities in health outcomes for those living in the poorest communities with a range of factors responsible for this including the accessibility and quality of health and social care services, individual behaviours and the wider determinants of health (such as housing, income and the environment).

The North Wales Regional Plan (2023-2028) includes a range of health and well-being data for North Wales. 2021 Census data for North Wales indicates that approximately 81% of people living in North Wales report their health to be 'good', or 'very good', which is above the national average. North Wales has a higher than Wales average healthy life expectancy for both females (65.2 compared to 62.4) and males (63.9 compared to 61.5). However, as shown on Figure 3 2 there are also significant variations in healthy life expectancy across North Wales local authorities.

The wellbeing context around transport requirements are significant and must be fully factored into any project or programme in North Wales. WeITAG assessments will ensure that transport investment decisions take wellbeing goals into account. As part of the RTP development, an Equalities Impact Assessment will also be undertaken (ideally via an Integrated Sustainability Appraisal) to ensure appropriate consideration is given to people in North Wales with protected characteristics.

It is vital that the RTP proposes improvements to active travel, passenger transport and other sustainable mobility options in North Wales. It should consider integrated, frequent and high-quality rural transport services, and include enhanced walking and cycling infrastructure connecting rural communities. There is a need to ensure housing, communities, and environments are accessible to an increasingly aging population within North Wales, to ensure they are able to continue to participate in society. Within the context of the RTP, this could include incorporating dementia friendly and inclusive design measures into new transport developments; better connecting communities and key health services to reduce prevalence of isolation and loneliness; improving traffic safety; creating more accessible public transport and providing public amenity (such as public benches and shelters).

Focusing on prevention measures such as those that promote physical activity (e.g. active travel, walking and cycling infrastructure) and social cohesion (e.g. improved access to services and community facilities) can facilitate an improvement in healthy life expectancy, particularly through reducing dementia risk where these measures increase uptake for mid- and later-life ages. There is also the opportunity for the RTP to address socio-economic disadvantages (including issues of unemployment, lower educational attainment, housing insecurity and financial insecurity) through promoting the delivery of an inclusive, sustainable transport network and infrastructure that connects employment opportunities to areas of higher deprivation to promote better mental and physical health.

3. Transport

3.1 Sources of data and evidence

3.1.1 Guidance to Corporate Joint Committees on Regional Transport Plans Version 2

The RTP Guidance sets out the approach the Welsh Government expects the Corporate Joint Committees (CJCs) to take in preparing RTPs.

Annex 3 of the RTP guidance sets out the data that can be provided to CJCs from Transport for Wales (TfW). This data is categorised within the RTP guidance as follows:

- Datasets: including geospatial network information, demand forecasts, and origin-destination and journey time information.
- Analytics: including accessibility isochrones, trip numbers, and mode share estimates.
- Strategic transport modelling: including base year and forecast year travel demands.
- Llwybr Newydd Wales Transport Strategy Monitoring Framework: framework includes ways to monitor the six key and 27 subsidiary measures.

RTP Guidance: Key data sources and matters of relevance to North Wales

- Key data sources to establish the baseline and future baseline to then test and justify any proposals in the RTP.
- Llwybr Newydd Monitoring Framework to be used to guide the justification of proposals and alignment with Llwybr Newydd priorities and ambitions.

3.1.2 Llwybr Newydd – Wales Transport Strategy

Llwybr Newydd, the Wales Transport Strategy, sets out the Welsh Government’s vision for how the transport system can help deliver the priorities for Wales, helping to create a more prosperous, green, and equal society. The vision for the transport system in Wales is accessible, sustainable and efficient. This vision is supported by three short-term priorities which are designed to contribute to four long-term wellbeing ambitions. These are listed below.

Short-term priorities:

- Priority 1: bring services to people in order to reduce the need to travel.
- Priority 2: allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
- Priority 3: encourage people to make the change to more sustainable transport.

Well-being ambitions:

- Good for people and communities.
- Good for the environment.
- Good for the economy and places in Wales.
- Good for culture and the Welsh language.

The delivery of Llwybr Newydd is reliant on giving priority to the projects and programmes that meet the ambitions and priorities set out within it. The strategy outlines that best use should be made of existing

infrastructure to achieve the vision and priorities, however, where new infrastructure is required, decision making should be guided by the Sustainable Transport Hierarchy.

Four delivery pathways – decarbonisation, equality, integrated journey planning and rural – cut across the delivery mechanisms, including RTPs, for the Welsh Government, alongside its partners, to action Llwyr Newydd. The five ways of working, set out in the Well-Being of Future Generations (Wales) Act 2015, will guide the delivery effort across delivery partners. Nine mini-plans indicate how individual transport sectors and modes will deliver the priorities in Llwyr Newydd.

Wales Transport Strategy: Key data sources and matters of relevance to North Wales

- Include policies in the RTP to support the vision and ambitions of the WTS, with an emphasis on the three short term priorities. The RTDP must include actions to deliver these.
- The RTP and RTDP must include policies and actions to make best use of existing transport infrastructure by maintaining and managing it well, adapting it to a changing climate and upgrading it to support modal shift.
- Where new infrastructure is needed, the RTPs and RTDPs must follow the Sustainable Transport Hierarchy.
- The RTP must identify barriers to sustainable travel for different groups of people, using the COM-B model of behaviour change.
- The RTP and RTDP must include policies and actions for a range of behaviour-change projects.
- The RTP must include policies to support the mini-plans and cross-cutting pathways. The RTDP must include actions deliver these.
- RTP policies and RTDP actions must maximise contribution to the measures in the WTS Monitoring Framework.
- The RTP and RTDP must be developed using five ways of working of the Well-being Act.

3.1.3 National Transport Delivery Plan 2022 to 2027

The National Transport Delivery Plan (NTDP) sets out how the Welsh Government will deliver against the priorities and ambitions set out in Llwyr Newydd. The NTDP includes the programmes, projects and new policies that are intended to be delivered by 2027.

The plan seeks to operationalise the ambitions set out in Llwyr Newydd which include the following 5-year priorities:

- Bring services to people in order to reduce the need to travel
- Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
- Encourage people to make the change to more sustainable transport.

National Transport Delivery Plan: Key data sources and matters of relevance to North Wales

- Align the RTP and RTSP with the NTDP.
- Draw on work already undertaken for other transport policies and plans in the region, including Metro programmes, South Wales Transport Commission, North Wales Transport Commission and Bws Cymru during the development of the RTP.
- Consider the potential impact of any intervention outlined in the NTDP that relates to North Wales in the future baseline.

3.1.4 North Wales Transport Commission

The NWTC was established by Lee Waters MS (Deputy Minister for Climate Change) following a recommendation set out by Lord Peter Hendy in the union connectivity review for the UK Government for a multimodal study of North Wales transport. The commission was announced in February 2022 and established in March 2022. It was established to ‘take a multi-modal approach, looking at all of North Wales to consider how modal shift can be achieved in both urban and rural areas’.

In the process of reaching their recommendations the commission published four reports, as follows:

- Progress Statement (January 2023)
- Interim Report (June 2023)
- Final Report (December 2023)
- Improving the Resilience of Connections Across the Menai Strait (December 2023)

Final Report

The commission’s final report was published in December 2023. The report sets out the commissions final recommendations to provide an integrated and sustainable transport network for the region. The commission made a total of 60no. recommendations. These were categorised into:

- Rail
- Buses and coaches
- Providing for active travel
- The car and road transport
- Integration
- Planning and management
 - Land use planning
 - Digital connectivity
 - Enabling change in travel behaviour

Resilience of the Menai Crossings

This report was published alongside the commission’s final report in December 2023 following the extension to their remit as a result of the WG response to the Roads Review’s findings. The NWTC made a total of 16no. recommendations in relation to the Menai crossings.

North Wales Transport Commission: Key data sources and matters of relevance to North Wales

- There is a considerable amount of information and analysis available within the Progress Statement, Interim Report, and Final Report (including Menai report). The work of the commission was informed by analysis of demographics/ census data, modelling, analysis of traffic flows, technical notes/ reports, site visits, presentations from NMWTRA/ TfW and other experts, engagement with politician, interested parties, the public and site visits.
- A significant body of analysis was carried out to understand the issues and opportunities in North Wales relating to transport. This includes mapping and spatial analysis of census data, outputs from the North Wales Transport Model, and more detailed consideration of specific matters, for example traffic flows and accident analysis across the Menai Strait bridges.
- This information provides a baseline understanding of key baseline evidence and data including population density, journey distances, O-D information, demographics, indices of multiple deprivation, and many measures.
- Furthermore, their work was supported by the preparation of 'topic' papers (studies of particular subjects presented to the commission to inform their work) and presentation of information relating to, for example, relevant work or analysis carried out by TfW.
- A review of best practice was carried out throughout the commission's work, identifying examples relevant to North Wales that have been implemented elsewhere. This is supported by a report from Professor Whitelegg 'The Whitelegg Report'.
- Stakeholder engagement was carried out throughout but particularly during two phases following the interim report and prior to the final report. Stakeholder themes may inform 'focus areas' for the RTP.
- Subsequently, TfW has shared a draft report which summarises the modelling carried out to understand the impact of NWTC recommendations in a series of 'packages' looking at bus, rail, and far changes. This may support the identification of priorities/ schemes within the RTP and support baseline analysis of journey types, distance, purpose, and mode for the RTP.
- More detailed analysis of the schemes in and around the Menai Strait, and prioritisation of the next steps, may inform proposals in the RTP.

3.1.5 Welsh Government response to the Roads Review

A Roads Review panel, made up of independent experts, issued a report: the future of road investment in Wales, in September 2022. The review was commissioned due to concerns that some road investment schemes that were in development were no longer consistent with Welsh Government's policies, particularly the declaration of a climate and nature emergency. The Welsh Government published their response in February 2023, outlining that they will continue to consider investment in roads (both new and existing) in the following circumstances:

1. To support modal shift and reduce carbon emissions.
2. To improve safety through small-scale changes.
3. To adapt to the impacts of climate change.
4. To provide access and connectivity to jobs and centres of economic activity in a way that supports modal shift.

Welsh Government response to the Roads Review: Key data sources and matters of relevance to North Wales

- Align the justification of any proposed road project within the RTP and RTDP with the four investment circumstances.
- Where a proposed road project doesn't align with the four circumstances, identify the implications for any active travel component of the proposal.

3.1.6 Union Connectivity Review

The Union Connectivity Review is a detailed review into how transport connectivity across the UK can support economic growth and quality of life in England, Scotland, Wales and Northern Ireland. The Review identified a series of transport infrastructure enhancements needed to improve capacity, reliability, journey times and sustainability on key strategic links across the UK.

The key recommendation within the Review is UKNET – a strategic transport network for the UK – which would connect all the nations of the UK, with appropriate funding and coordination with the devolved administrations to deliver it.

Union Connectivity Review: Key data sources and matters of relevance to North Wales

- Many matters relevant to the RTP are devolved to the Welsh Government. However, the UK Government remains an important influencer, not just for non-devolved issues such as rail, but also as a funder and policy maker. The RTP development should be cognisant of this.
- Take into consideration the recommended North Wales UKNET corridor (connecting North Wales to Liverpool and Manchester) as a discrete economic area with significant interconnectivity requirements to support economic growth, jobs, housing and social cohesion.

3.1.7 North Wales Local Transport Plan

The North Wales Local Transport Plan (LTP) is a joint plan for the six local authorities that make up North Wales. The current LTP covering the North Wales region was adopted in 2015. The vision statement for the plan is: 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. The LTP outcomes are:

- Connections to key destinations and markets
- Access to employment
- Access to services
- Increasing levels of walking and cycling
- Improved safety and security
- Benefits and minimised impacts on the environment

Local authorities have identified the projects which make the largest potential contribution to meeting the vision and outcomes and these are highlighted as 'Regional Priority Projects'.

Local transport plan: Key data sources and matters of relevance to North Wales

- Review the work done to produce the LTP, including the issues and opportunities, vision, outcomes and high-level interventions, as an early task of the RTP development process and build on or adapt as necessary for the RTP.
- Compare relevant data within the LTP to updated data gathered as part of the RTP development to inform temporal variations and trends.

3.1.8 North Wales Transport Model

To inform their analysis and recommendations the commission used the North Wales Transport Model, via TfW and their consultant team. The North Wales model is validated to 2019 base year, following UK Transport Analysis Guidance (TAG), with forecast years of 2027 and 2042.

The use of the NWTM informed the baseline assessment of conditions in the region, as well as providing the basis for assessment of proposed bus and rail interventions.

TfW has subsequently continued analysis of the NWTC recommendations package in the ‘NWTC Intervention Modelling Packages – Technical Report’ (2nd April 2024). This presents detailed findings from the assessment of the following packages:

- Package A: Regional rail improvement package
- Package B: Regional bus improvement package
- Package C: Combined public transport improvement package
- Package D: Improved bus routes
- Package E: Fare reductions

Further details are provided in Appendix D of this report.

North Wales Transport Model: Key data sources and matters of relevance to North Wales

- This analysis carried out using the NWTM provides baseline ‘do nothing’ data for 2019 and future years which will provide a body of evidence to support the ‘case for change’ and focus areas for intervention.
- Analysis of the NWTC recommendations will support the identification of priorities and interventions within the RTP.

3.1.9 Electric Vehicle Charging Strategy

The Electric Vehicle Charging Strategy for Wales sets out the current situation in terms of charging for cars and vans across Wales, charging needs for the next decade, and how these can be met. The vision for charging in Wales, as set out in the strategy is: by 2025, all users of electric cars and vans in Wales are confident that they can access electric vehicle charging infrastructure when and where they need it.

Four key outcomes for future charging in Wales were identified:

- Total charging provision – including infrastructure, optimisation of energy provision and enhanced rapid charging provision.
- Quality outcomes – resolving issues including lack of charging locations, availability, reliability and compatibility.
- Sustainable outcomes – integrated cross sectoral planning for a sustainable energy and transport system in the context of decarbonisation.
- Localised benefit – ensuring the infrastructure is in the right place for users to boost confidence and create wider economic opportunity for businesses and people in Wales.

Electric Vehicle Charging Strategy: Key data sources and matters of relevance to North Wales

- Incorporate the predicted charging requirements (by charging type and local authority) for 2025 and 2030 as required interventions in the RTP to meet the strategy vision.

3.1.10 Road Safety Strategy for Wales (Draft)

The Welsh Government are currently developing a new road safety strategy, which will complement Llwybr Newydd and the National Transport Delivery Plan. The new strategy will include new ways of thinking about and understanding of road safety, incorporating latest international thinking, including Vision Zero and the Safe System.

Road safety will be part of the remit for CJsCs as part of the RTP.

This document is currently in draft form for consultation.

3.1.11 Wales Freight Strategy (Draft)

The Wales Freight Strategy sets out high-level aims and policies for freight transport and identifies a series of steps towards their delivery. A high priority is placed on freight transport playing its part in ensuring a sustainable environment.

Many of the steps set out in the strategy contain elements that are aimed at reducing the overall environmental impact of freight transport, through modal shift or efficiency measures, in particular the contribution of freight transport to greenhouse gas emissions.

This document is currently being updated.

3.1.12 Active Travel Act Guidance

The Active Travel Act Guidance gives direction when planning, designing and maintaining active travel routes and related facilities, enhancing provision for walkers and cyclists as part of other highway schemes (including planned maintenance work), or when considering the needs of walkers and cyclists as part of new developments, traffic management and road safety schemes.

The vision outlined in the guidance is for walking and cycling to be natural mode of choice for short everyday journeys, or as part of a longer journey in combination with other sustainable modes. This is supported by a 15-year ambition for a comprehensive network of safe, direct, cohesive, comfortable and attractive walking and cycling routes within and connecting to key settlements across Wales. Specific short-term (5-year) priorities related to active travel are outlined in Llwybr Newydd.

Active Travel Act Guidance: Key data sources and matters of relevance to North Wales

- Use to help justify active travel schemes in the RTP – for example, the duty to enhance provision for active travellers when undertaking a highway project.
- Incorporate the powers and duties on local authorities created by the Active Travel (Wales) Act 2013 in the RTP (summarised in Appendix A).

3.1.13 Active Travel Network Maps

All local authorities in Wales are required to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). ATNMs show two main things:

- Existing routes – current walking and cycling routes that already meet Welsh Government active travel standards and can be readily used for everyday journeys.
- Future routes – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.

Active Travel Network Maps: Key data sources and matters of relevance to North Wales

- Existing cycling, walking and cycling + walking routes for each North Wales local authority.
- Future proposed cycling, walking and cycling + walking routes for each North Wales local authority.

3.1.14 Bws Cymru: connecting people with places

Bws Cymru builds on the outline proposal for buses set out in Llwybr Newydd which put forward priorities for the bus sector, such as improving the quality and reach of services, addressing congestion hotspots and delivering new technology and infrastructure. Bws Cymru builds on these proposals by outlining a specific vision and the strategy and actions to deliver the priorities.

The vision for buses in Wales is a stable and coherent network of bus services that are fully integrated with other modes of public transport, that are reliable, affordable, flexible, easy to use, low-carbon and that encourage more people to use the bus, rather than their cars. Put simply, the bus network should be:

- Easy to access – through extensive networks, good infrastructure and welcoming drivers.
- Easy to use – through simple ticketing and sensible routes.
- Easy to navigate – with fully integrated journeys and clear information.

Bws Cymru: Key data sources and matters of relevance to North Wales

- Ensure alignment of any bus schemes in the RTP with Bws Cymru principles (easy to access, easy to use and easy to navigate).
- Useful information on the current situation of specific elements of the bus network in North Wales.

3.1.15 Bus reform white paper: one network, one timetable, one ticket: planning buses as a public service for Wales

The One Network, One Timetable, One Ticket white paper sets out the objectives and actions towards reforming bus network governance in Wales, in order to provide “a bus system dedicated to providing the best possible service to the public”. The paper recommends a franchising system whereby Local Government, Transport for Wales and the Welsh Government will work together to design bus networks and services which best meet people’s and communities’ needs within the funding available.

This transformation in bus governance is aimed at achieving the following over-arching aims:

- A bus system that is purposely designed to maximise the public good.
- A bus system that efficiently uses public investment to strategically address public priorities for bus improvements, thereby justifying greater public investment.
- A bus system, which forms part of an integrated transport network that provides an excellent travel option, wherever people need it, whenever people need it, throughout Wales.

The paper asserts that the following elements must be in place to achieve these aims:

- A comprehensive network of bus routes to serve the widest feasible range of destinations, both at busy times and less busy times in the evenings and Sundays.
- Coordinated timetables for bus-bus connections and bus connections with all other modes of public transport.
- Simple area-wide fares, valid across all bus routes and on all modes of public transport.

The Welsh Government and TfW subsequently produced Our Roadmap to Bus Reform in March 2024 which outlines their proposed approach to bus franchising.

Bus reform white paper: Key data sources and matters of relevance to North Wales

- Future changes in bus governance should be included in the RTP and should be considered when reviewing bus interventions and assessing their potential impacts in the context of gaining public control over bus services.

3.1.16 A Railway for Wales: meeting the needs of future generations

A Railway for Wales sets out the rationale for empowering Wales to deliver a railway for future generations through a transformative railway development programme. The devolution and subsequent reward of the Wales and Borders franchise has allowed the Welsh Government, through Tfw, to develop an approach that will deliver transportation changes to Welsh rail services, including almost a third more weekday services, the majority using new rolling stock, and new and improved stations.

The proposition within the report is that with the full and proper devolution of infrastructure and services aligned to a fair funding settlement, Wales will be able to begin to develop a railway that meets local needs and objectives, as well as obligations under the Well-being of Future Generations Act.

A Railway for Wales: Key data sources and matters of relevance to North Wales

- The RTP needs to consider the proposition for the transformed railway in meeting the needs of North Wales.

3.1.17 North and Mid Wales Trunk Road Agent proposals

The North and Mid Wales Trunk Road Agent (NMWTRA) is responsible for managing, maintaining and improving the strategic road network in north and mid Wales on behalf of the Welsh Government.

There are currently no proposals to consider directly relevant to North Wales.

North and Mid Wales Trunk Road Agent proposals: Key data sources and matters of relevance to North Wales

- There are currently no proposals to consider directly relevant to North Wales.

4. Land use and planning

4.1 Sources of data and evidence

4.1.1 Future Wales: the National Plan 2040

Future Wales was adopted by the Welsh Government in February 2021, replacing the Wales Spatial Plan 2008. Future Wales provides guidance on national and regional growth areas at a spatial scale, while being underpinned by the aspirations of the Well-being of Future Generations (Wales) Act 2015. Key relevant policies include:

- Policy 1 – identifies three National Growth Areas (NGAs) within Wales including the Wrexham and Deeside NGA located within the North Wales region.
- Policy 7 – sets out the national strategic approach to delivering affordable housing and ensures the focus of funding and housing policies is on driving increased provision. Planning and co-ordinating the delivery of new housing to meet identified needs is an important task for the regional planning process. Under the Welsh Government central estimates 16,200 additional homes are needed in the region until 2039 and over the initial five years (2019-20 to 2023-24) 53% of the additional homes needed should be affordable homes.
- Policy 20 – outlines that Wrexham and Deeside will be the main focus for growth and investment in the North region. SDPs and LDPs across the region must recognise the NGA as the focus for strategic economic and housing growth; essential services and facilities; advanced manufacturing and transport infrastructure. The Welsh Government will work with regional bodies and local authorities in the region and in neighbouring regions of England to promote and enhance Wrexham and Deeside’s strategic role and ensure key investment decisions support places in the NGA and the wider region.
- Policy 21 – for North Wales the Welsh Government supports sustainable growth and regeneration in regionally important towns along the northern coast.

In particular, Future Wales sets out that:

- Holyhead, Caernarfon, Bangor, Llandudno, Colwyn Bay, Rhyl and Prestatyn will be a focus for managed growth and they have an important subregional role complementing the NGA of Wrexham and Deeside. SDPs and LDPs should recognise the roles of these places as a focus for housing, employment, tourism, public transport and key services within their wider areas and support their continued function as focal points for subregional growth.
- The SDP should be informed by and facilitate the delivery of the North Wales Growth Deal and ensure support for a smart, resilient and connected region. It will provide a framework to take the strategic locational decisions that will support the long-term ambitions of the Growth Deal in relation to housing, economic growth, key services and essential infrastructure. The Strategic Development Plan should also consider the importance of key economic sectors across the region. It should also recognise opportunities for the development of economic clusters, where businesses choose to locate in close proximity for mutual benefit, and whether there is a need for further infrastructure investment to support this.
- Tourism is an important sector to the economy across the North. Opportunities to support coastal resorts and attractions and new outdoor and active facilities should be supported. The re-development of former industrial sites across the North for adrenaline activities, including zip-wires, trampolining and surfing, demonstrate the potential to build on the region’s rich heritage and develop new attractions. Strategic and Local Development Plans should consider existing and potential new tourism areas, the type of visitors they attract and the infrastructure required to support growth.

The universities in Bangor and Wrexham are an important presence in the region, providing further education, undertaking research and supporting innovation, providing employment, attracting students, and supporting the local businesses and communities around them. Strategic and Local Development Plans

should consider their role in the region and how they can play a bigger role in supporting the regional economy, innovation and their communities.

- The Welsh Government supports investment in high value manufacturing sectors and developments such as the Advanced Manufacturing Research Institute at Broughton.
- The Welsh Government supports the North West Nuclear Arc initiative, which is a shared vision (with the UK Government, universities and the National Nuclear Laboratory) of realising the potential positive impacts the nuclear sector can bring in investment, skills and training. The Anglesey ‘Energy Island’ Programme also seeks to co-ordinate action in relation to new energy developments to maximise the benefits for the area. The potential Wylfa Newydd nuclear power station development could provide significant employment, training and other associated economic benefits across the whole region if a decision is made to proceed with the scheme. Small or Advanced Modular (nuclear) Reactors could also potentially provide low carbon energy generation in the region. Trawsfynydd is a potential site for a Small Modular Reactor, building on the existing sector-specific technical capacity and expertise available locally and creating a new nuclear industry growth zone.
- Managing the North’s outstanding historic and natural resources is a priority for the region. Outstanding places include the coast and the Llŷn peninsula, Snowdonia National Park, and the Clwydian Range and Dee Valley Area of Outstanding Natural Beauty; and the Pontcysyllte Aqueduct and Canal and the Castles and Town Walls of King Edward World Heritage Site. They should be protected for the enjoyment of future generations and help to provide economic benefits for the region’s communities.
- In the North region, rail infrastructure and services are fundamental to an effective and efficient transport network and are central to improving regional and national connectivity. The North Wales Metro provides an opportunity to improve accessibility across the region and is supported by the Welsh Government. There are strong functional relationships between settlements in the North and the North West of England, with people travelling daily in both directions to access jobs, services and facilities.

Future Wales: Key data sources and matters of relevance to North Wales

- Key transport infrastructure/projects which are identified of regional importance include the A55 which extends 87 miles from Holyhead Port to Chester, spanning multiple local authorities. The North Wales Metro is identified as integral to providing national rail connectivity across the region and providing connections to cities such as Chester, Liverpool and Manchester.
- Connections with Mid Wales, Ireland, Cheshire West and Chester and the North West of England are important.
- North Wales is home to almost 700,000 people.
- Around a quarter of the population is aged 65 or over, and 42% speak Welsh and Welsh is the first language for many people.
- The average worker travels around 18.5km to work.
- The NGA includes Wrexham and the Wrexham Industrial Estate, Broughton, Buckley, Deeside and the Deeside Industrial Park.

4.1.2 North Wales Local Development Plans

The LDP sets out proposals and policies for the future use of all local land, and is the main development plan document in Wales. The LDP covers a period of ten to fifteen years and should reflect national planning policy in Wales.

An assessment of each adopted and emerging LDP has been undertaken to identify key transport infrastructure developments and safeguarding opportunities which broadly align with the transport and connectivity aspirations of Future Wales.

Adopted LDPs:

- Anglesey and Gwynedd Joint LDP (2011-2026), adopted July 2017
- Conwy County Borough Council LDP (2007-2022), adopted October 2013
- Denbighshire County Council LDP (2006-2021), adopted June 2013
- Eryri National Park LDP (2016-2031), adopted February 2019
- Flintshire County Council LDP (2015-2030), adopted January 2023
- Wrexham County Borough Council LDP (2013-2028), adopted December 2023

Emerging LDPs:

- Anglesey and Gwynedd Replacement Joint LDP (Review Report), March 2022
- Conwy Replacement LDP (Preferred Strategy), July 2019
- Denbighshire Replacement LDP 2018-2033 (Draft Preferred Strategy), May 2019
- Eryri LDP (Review Report), Spring 2023

Table 2 summaries the relevant transport infrastructure projects identified for consideration in the preparation of RTP and SDP documents.

Table 2: Identified transport infrastructure upgrades from LDPs

Local Authority	Transport Upgrade/Safeguard
Anglesey	Llangefni Link Road, New Menai Strait Crossing and A5025 Valley to Wylfa Newydd (A5/A5205 Valley, A5025 Llanfachraeth, A5025 Llanfaethlu and A5025 Cefn Coch).
Conwy	Llandudno train station, Llandudno Junction train station, Foryd Harbour/Kinnel Bay, Wales Coastal Path, Colwyn Bay (pedestrian and cycle upgrades) and rail freight services between Llandudno and Penmaenmawr. Conwy Preferred Strategy identified: Metro360, rail freight services between Llandudno and Penmaenmawr, Conwy interchange and Abergele capacity and movement upgrades.
Denbighshire	Llangollen rail line upgrades between Corrog and Corwen.
Eryri National Park	Trawsfynydd rail line safeguarding and Blaenau Ffestiniog rail line safeguarding
Flintshire	Deeside Parkway, Garden City Bus Interchange, Shotton/Harwarden Bridge, Deeside Industrial Park/Northern Gateway, Upgrade to Wrexahm/Bidston rail line, A494(T)/A55(T)/A548 Northop to Shotwick Interchange, Plough Lane Link Road, A548 Greenfield to Ffynnongrwoy, A5104 Penfyfford Station to Padeswood Junction, A494 (T) Ewloe to Drive Dee upgrade and Mostyn Dock.
Gwynedd	A487 Caenarfon to Bontnewydd and Llanfenni Link Road
Wrexham	Wrexham General and Central Stations, Ruabon Station, Gwersyllt Station, re-doubling of Wrexham to Rossett Line, Wrexham North Transport Hub, Increased rail capacity of Wrexham to Bidston Line, direct rail service to Liverpool, Cefn Road/Greyhound Roundabout upgrade, A483 (junctions 3-6), A5/A483 junction improvement, B5425 Plas Acton Road Improvement and B5102/B5373 Crown Crossroads Improvement.

An assessment of adopted and emerging LDPs has been undertaken to determine the proposed spatial distribution of proposed employment development in the North Wales region. Findings demonstrate that growth is mainly focused within the NGAs and RGAs identified within Future Wales, with key allocations in the LDPs following the broad alignment of the A55 and A5/A483 corridors, according with growth aspirations identified in Future Wales.

The adopted LDPs indicate a total allocated housing land supply of approximately 46,261 dwellings across North Wales. The distribution of housing allocations across the region is fairly evenly distributed across the area within each local authority.

North Wales Local Development Plans: Key data sources and matters of relevance to North Wales

- Relevant transport infrastructure projects identified for consideration in the preparation of RTP and SDP documents.
- Proposed spatial distribution of proposed employment development in the North Wales region.
- There is a total allocated housing land supply of approximately 46,261 dwellings across the North Wales region.

4.1.3 North Wales Regional Economic Framework

The Regional Economic Framework (REF), through its priorities, sets out a path to boost productivity and accelerate sustainable, economic and inclusive prosperity by working in partnership with the ecosystem of support to deliver collective impact. The REF provides a framework to capture how the public, private and third sectors are planning to deliver on its priorities. The priorities are focused on the following themes:

- Social and community wellbeing economy.
- Experience economy.
- Low carbon and low emissions economy.

North Wales Regional Economic Framework: Key data sources and matters of relevance to North Wales

- Use the RTP as a mechanism to deliver better transport and land use integration that is called for in the REF.

4.1.4 Wales Infrastructure Investment Strategy

The Wales Infrastructure Investment Strategy sets out a vision for what investment in Wales's infrastructure needs to enable over the next 10 years. The outcomes of the Strategy are structured around the wellbeing domains. It also outlines how the outcomes will be delivered, not only in respect of direct Welsh Government spending, but also in terms of wider infrastructure investment by both the public and private sectors.

The Strategy acknowledges that whilst the primary purpose of investment in infrastructure will differ from sector to sector, and from programme to programme, all ongoing and future infrastructure investments should look to play their part to tackle the climate and nature emergency.

Wales Infrastructure Investment Strategy: Key data sources and matters of relevance to North Wales

- To maximise the benefits that infrastructure investment planned for in the RTP can bring, ensure that funding decisions in the RTP are correctly prioritised, in line with the investment strategy.
- Incorporate the principle within the RTP that economic growth must not come at the expense of environmental protection. Where trade-offs between the two occur, maximising the environmental benefits must be prioritised.

4.1.5 Town Centre First

Town Centre First is a development plan policy requirement in Wales. It is also a cross cutting principle embedded in the Wales Infrastructure Investment Strategy. It means that town centres are considered first for the location of significant new commercial, retail, education, health, leisure, and public service facilities. It also calls for coordination of the re-use of town centre sites and premises.

The primary purpose of Town Centre First is to generate increased footfall in town centres and consumer spend to support a resilient retail sector and demand for other services, making town centres more attractive to inward investment as well as to existing and new businesses.

Town Centre First: Key data sources and matters of relevance to North Wales

- Strategic land use and transport integration will be required to be incorporated into the RTP to support the policy.
- Transport proposals in the RTP should support the policy by accommodating the scale of movement expected from significant commercial, retail, etc. facilities in town centre locations.

4.1.6 Anglesey Freeport

The Isle of Anglesey County Council and Stena Line were successful in their jointly prepared bid for Anglesey Freeport. Anglesey Freeport is committed to delivering upon the Welsh and UK Government's shared objectives around the broader freeport programme, including in ensuring the Freeport operates as a hub for global trade, innovation and investment, supporting local talent and embracing new employment opportunities. Anglesey Freeport will help support the economic prosperity of the North Wales economy, providing employment and social benefits.

Anglesey Freeport: Key data sources and matters of relevance to North Wales

- The RTP should consider proposals that support the successful implementation of the Freeport whilst supporting access to jobs and a likely increased freight movement to and from the port.
- Analysis undertaken as part of the Freeport proposals indicates that the Anglesey Freeport could create 3,500 new jobs and potentially bring up to 13,000 jobs across Anglesey and North Wales ore broadly over a 15-year period.

4.1.7 New Nuclear Developments

The UK Government has reached an agreement with Hitachi to purchase the Wylfa site in Ynys Môn and the Oldbury-on-Severn site in South Gloucestershire for the development of nuclear sites, though no decisions have been taken on projects.

Assuming a site comparable in nature to that of the Hinkley site in Somerset, a review of the assessment work undertaken for the previous Development Consent Order (DCO) application for Wylfa Newydd allowed for the development of the estimated socioeconomic and traffic and transport impacts resulting from a traditional power station being developed on the site.

New Nuclear Developments: Key data sources and matters of relevance to North Wales

- The RTP should incorporate assumptions around the new nuclear development sites in terms of transport and land use requirements.

4.1.8 Wrexham and Flintshire Investment Zone

An Investment Zone in Wrexham and Flintshire has been confirmed for delivery by the North Wales CJC. The Investment Zone will help to drive economic growth by creating jobs, delivering new homes and spreading opportunity.

Investment of up to £160 million of support for the Zone will help to protect the existing skilled jobs and create thousands more. It will also be a catalyst for improved infrastructure and transport links and make North East Wales a hub for innovation and technology.

Wrexham and Flintshire Investment Zone: Key data sources and matters of relevance to North Wales

- The investment in this area will lead to improved infrastructure and transport links and it is vital that the RTP reflects these investment proposals.

4.1.9 North East Wales National Park Designation Project

The Welsh Government has committed to creating a new National Park in north-east Wales, based around the current Clwydian Range and Dee Valley Area of Outstanding Natural Beauty. The new National Park will be important for the environment, helping to combat the nature emergency and achieve more sustainable tourism.

Natural Resources Wales (NRW) is the statutory designating authority for designating a National Park. NRW are developing the case for the new National Park currently and are expected to make a recommendation to the Welsh Government on whether the new National Park will go ahead in 2026.

North East Wales National Park Designation Project: Key data sources and matters of relevance to North Wales

- The RTP should consider potential transport implications associated with the new national park.

4.1.10 Ambition North Wales Inward Investment Report

The Ambition North Wales (ANW) Inward Investment Report informed the development of the ANW Regional Investment Strategy. ANW intends to invest over £1 billion in the regional economy over the next 15 years from 2020-2035, with £721m coming from the private sector. ANW are seeking to make North Wales connected, resilient, smart and sustainable. This will involve improving digital connectivity, creating job opportunities, retaining young people, and developing and innovating high value products whilst strengthening supply chains.

The ANW partnership successfully agreed a £1 billion North Wales Growth Deal in 2020. The aim of the deal is to create 4,200 new jobs in high value sectors to boost regional prosperity and improve standards of living in North Wales. It is estimated that the Growth Deal investment will result in £2.4 billion net additional GVA. Five programmes have been established as part of the Growth Deal. The report provides insight and analysis into investment in North Wales to help to identify and capture investment opportunities within the five programmes of the Growth Deal:

- Agrifood and Tourism
- High Value Manufacturing
- Low Carbon Energy
- Digital Connectivity
- Land and Property

Ambition North Wales Inward Investment Report: Key data sources and matters of relevance to North Wales

- Tourism is also a key component of the Growth Deal. This will need to be factored into the RTP.
- There is opportunity for North Wales to harbour the employment growth in the transport sector by looking to have more of a focus on net zero transport solutions. This should be incorporated into the RTP.
- There is large and mega infrastructure, housing, industrial and office projects in the process of planning or completed across North Wales. The RTP will need to consider this and incorporate.
- 82.5% of Gwynedd’s residents choose to remain in Gwynedd for work, but only 59.3% of Flintshire’s residents do the same. In four of the local authorities, over 90% of residents work within North Wales. In Wrexham and Flintshire, 20% and 27% commute out of North Wales. Denbighshire and Wrexham have unemployment rates of 3.5% (compared to UK average of 2.8% and North Wales average of 2.2%). Residents in North Wales are more likely to commute longer distances to work than workers in Wales and the UK. This also varies significantly across the six local authorities and highlights the differences in job availability across the region. These will be important skills and labour patterns to incorporate in the RTP.

5. Health, wellbeing, and sustainability

5.1 Sources of data and evidence

5.1.1 Local authority wellbeing assessments and plans

Each Public Service Board (PSB) must carry out a wellbeing assessment, publish a local wellbeing plan and publish an annual report. The plan sets out how they will meet their responsibilities under the Well-being of Future Generations (Wales) Act.

5.1.2 Net Zero Wales: Carbon Budget 2 (2021-2025)

Net Zero Wales: Carbon Budget 2 (2021-2025) (NZW) is the report for the second carbon budget period (2021-25). It describes the policies and proposals to meet Wales's second carbon budget but looks beyond to start building the foundations for carbon budget three (2026-30), and to achieve net zero in 2050.

The document identifies a transport sector ambition statement, which is:

"We aim 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.

Our aim is to reduce the number of car miles travelled per person by 10% by 2030 and to increase the proportion of trips by sustainable travel mode (public transport and active travel) to 35% by 2025 and 39% by 2030.

By 2025 10% of passenger car travel will be by zero emission car and 48% of new car sales will be zero emission, we will have a comprehensive network of electric vehicle charging points, and will also have transitioned a large proportion of our bus, taxi and private hire vehicles fleet to zero emission vehicles."

Net Zero Wales: Key data sources and matters of relevance to North Wales

- Ensure that proposals in the RTP contribute to, or are aligned to, the transport sector ambition.

5.1.3 A Healthier Wales: long term plan for health and social care

A Healthier Wales sets out a long-term future vision of a 'whole system approach to health and social care', which is focussed on health and wellbeing, and on preventing illness. The five main ways the plan proposes to change health and social care in Wales are:

- In each part of Wales the health and social care system will work together.
- Services will be shifted out of hospital to communities.
- Improve monitoring and evaluation of services and treatments.
- Make Wales a great place to work in health and social care.
- Make services work as a single system, through everyone working together and pulling in the same direction.

A Healthier Wales: Key data sources and matters of relevance to North Wales

- Indicate in the RTP how access to health and social care, specifically, will be enabled.

5.1.4 Clean Air Plan for Wales

The Clean Air Plan for Wales sets out the Welsh Government's commitment and long-term ambition to improve air quality and the steps they will take to deliver this. The aim of the Plan is to improve air quality and reduce the impacts of air pollution on human health, biodiversity, the natural environment and our economy. The Plan sets out a 10-year pathway to achieving cleaner air, structured around four core themes with accompanying actions:

- People: Protecting the health and well-being of current and future generations.
- Environment: Taking action to support our natural environment, ecosystems and biodiversity.
- Prosperity: Working with industry to reduce emissions, supporting a cleaner and more prosperous Wales.
- Place: Creating sustainable places through better planning, infrastructure and transport.

Clean Air Plan for Wales: Key data sources and matters of relevance to North Wales

- Ensure that proposals within the RTP align with the four themes of the plan.

5.1.5 Noise and Soundscape Action Plan for Wales 2023-2028 (Draft)

The Noise and Soundscape Plan 2023-2028 is Wales's national strategy on soundscapes, meaning the sound environment as perceived or experienced and/or understood by a person or people, in context. The Plan is intended to be referred to by officials working in devolved public bodies, such as those subject to the Well-being of Future Generations (Wales) Act 2015, and particularly those who may be expected to have regard to the Welsh Government's environmental noise action plans or the national strategy on soundscapes when carrying out their statutory duties.


The Welsh Government expects public bodies subject to the Well-being of Future Generations (Wales) Act 2015 to follow the five ways of working when carrying out any activities that may affect soundscapes in Wales.

This document is currently in draft form for consultation.

Appendix A

Transport data and evidence reviews

File Note

Project title	North Wales Corporate Joint Committee RTP/ SDP Consultancy Support
Job number	302160-00
File reference	
cc	
Prepared by	
Date	10 April 2024
Subject	Active Travel Act Guidance

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1. Background Summary

Our Vision

Is for walking and cycling to be natural mode of choice for short everyday journeys, or as part of a longer journey in combination with other sustainable modes.

Our 15-year ambitions

Are for a comprehensive network of safe, direct, cohesive, comfortable and attractive walking and cycling routes within and connecting to key settlements across Wales.

Our five-year priorities

As set out in Llwybr Newydd, over the next five years we will work with partners to:

- Continuously develop a network of local routes for walking and cycling to connect people with the places they travel to for everyday journeys.
- Refresh the plans for Active Travel Network Places (ATNMs) every three years, based on extensive consultation with a particular emphasis on people you do not currently walk or cycle for local trips.
- Include education facilities so ATNMs, including Welsh-medium education.
- Train and develop professionals in best practice active travel design and guidance to ensure high quality infrastructure is put in place.
- Develop a package of ‘soft’ behaviour change measures, such as aiming to make cycle training available for all and travel planning, to complement ‘hard’ infrastructure investment.
- Put in place a policy framework that ensures that all new developments, including new school and health facilities, make provision for walking and cycling from the onset.

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- Encourage all schools to have an active travel plan and adopt actions to slow traffic and widen pavements around schools.
- Change the default speed limit from 30mph to 20mph in built-up areas to reduce traffic related injuries and fatalities and make walking and cycling the safer and more attractive.
- Support safer, better cycle paths and more space for walking and cycling through closing roads for vehicle traffic, more facilities for pedestrians, and support for cycle training and safety schemes for all road users.
- Introduce pilot schemes to make use of electrically assisted bikes (e-bikes) and e-cargo bikes an affordable option for more individuals and businesses.
- Work with partners on behaviour – change programmes to encourage uptake of healthy and active travel through, for example, workplace schemes, including provision of facilities such as cycle parking.
- Work with UK partners on a regulatory framework for micro-mobility modes such as e-scooters.
- Manage and evaluate the active travel fund which supports local authorities to develop and deliver active travel schemes, including best practice sharing and regional collaboration.
- Work towards ‘safe cycling from village to town’ giving villages safe cycling access to the nearest town and creating hub-and-spoke active travel corridors connecting market towns and other significant local centres to surrounding villages and outlying developments.

2. Policy Context

Key policies and legislation that relate to enabling and promotion of active travel in Wales:

- Well-being of Future Generations (Wales) Act (2015)
- Llwybr Newydd: A New Wales Transport Strategy (2021)
- Equality Act (2010)
- Planning Policy Wales
- Future Wales – The National Plan 2040
- WelTAG
- Environment Act (Wales) 2016
- Flood and Water Management Act (2010)
- Learner Travel (Wales) Measure 2008 (LTM)
- Socio-economic duty
- Transport (Wales) Act 2006

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- Clean Air Plan for Wales: Healthy Air, Healthy Wales
- Low Carbon Delivery Plans
- Action on Disability: The Right to Independent Living
- Local Well-being Plans
- Healthy Weight, Healthy Wales


3. Case Studies: North Wales Specific

Road Improvement Scheme – A55 Junction 19, Glan Conwy to Llandudno

This road improvement scheme addressed safety concerns at the junction roundabout. The concerns were alleviated by installing traffic signals and localised widening and markings, whilst the surfacing and lighting was upgraded. The existing footways were of a sub-standard quality and provided no controlled crossing over the slip roads or across the linking county roads.

The scheme was completed in January 2021 after consultation with local authority and active travel user groups. The scheme provides a safe, separated active travel route and crossing facilities through the junction.

File Note

Project title	North Wales Corporate Joint Committee RTP/SDP Consultancy Support
Job number	302160-00
File reference	
cc	
Prepared by	
Date	17 April 2024
Subject	North Wales Transport Commission

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1. Background and context

The NWTC was established by Lee Waters MS (Deputy Minister for Climate Change) following a recommendation set out by Lord Peter Hendy in the union connectivity review for the UK Government for a multimodal study of north Wales transport. The commission was announced in February 2022 and established in March 2022. It was established to ‘take a multi-modal approach, looking at all of north Wales to consider how modal shift can be achieved in both urban and rural areas’.

The commission was asked to take a collaborative approach, by:

- *“analysing frequent journeys taking place within and through the region by road, including where they begin and end, at different times of the day and within different seasons, including freight;*
- *analysing how public transport and active travel are used within and through the region, and where those journeys begin and end. This may include journey that start and end outside of north Wales;*
- *considering where the absence of public transport, car ownership or safe active travel corridors creates significant issues in communities;*
- *examining the current programme of interventions to support people in north Wales to achieve a mode-shift, including the north Wales Metro programme and other relevant activity already taking place in the region to support active travel and embedding sustainable public transport networks”.*

1.1 Terms of reference

The terms of reference for the NWTC were as follows:

“The commission:

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-
- *will be open to the views of the public and all stakeholders including the National Infrastructure Commission for Wales, the Future Generations Commissioner, business groups, social partners, environmental groups, transport users' groups, local and national political representatives.*
 - *will consider the needs of current and future generations, taking into account immediate problems and future trends, such as the impact of alternative fuels and connected and autonomous vehicles.*
 - *will take into account the report of the Commission on Climate Change and other social, economic, cultural and environmental issues, including air quality.*
 - *may consider the behavioural issues that need to be addressed in order to build a multi-modal approach to transport in North Wales, and how solutions might respond to those factors.*
 - *may advise on innovative interventions and funding solutions. It may consider any issues, including governance, costs, financing, planning approach and programme / project management and may recommend improvements to statutory processes.*
 - *will operate independently of the Welsh Government. It will be served by a Secretariat who will support both the running of the Commission and delivering its work”.*

In February 2023, following the Welsh Government response to the Roads Review’s Findings 1 (‘The Future of Road Investment in Wales), which shelved plans for a third crossing of the Menai Strait’), the commission’s remit was extended to consider how the connections to and from Ynys Mon can be made more resilient. The commission established a sub-committee supported by TfW and NMWTRA to investigate these challenges and identify solutions. They were asked to consider options for how the connections to and from Ynys Mon can be made more resilient in the context of recent maintenance and the impact of bad weather events on the existing infrastructure. This included:

- *‘How the use of existing infrastructure can be maximised.*
- *The role of connections to and from Ynys Mon in ensuring the movement of goods within and through Wales.*
- *How the connections to and from Ynys Mon can support our modal shift aims.*
- *How these connections fit in the wider context of transport connectivity across north Wales.*
- *Potential options for improvement in light of the above consideration, when taking a perspective of multi-modal transport across north Wales as a whole.*
- *Consideration of options that support modal shift and align to the purposes and conditions for investment set out in Welsh Government’s response to the Roads Review Panel’s recommendations’.*

¹ <https://www.gov.wales/welsh-government-response-roads-review.html>

2. Stakeholder engagement and themes

The commission engaged with stakeholders including MS and MP groups, local authority leadership, local interest groups, expertise, and the public in development of their findings. This predominantly included two phases of consultation following publication of the Interim Report and prior to publication of their final report.



Figure 2-1: NWTC summary of stakeholder engagement (Interim Report)

Key themes from this stakeholder engagements, along with more detailed summaries of responses from the public consultation are presented in the Interim and Final reports.

3. Reports

In the process of reaching their recommendations the commission published four reports, as follows:

- Progress Statement (January 2023)
- Interim Report (June 2023)
- Final Report (December 2023)
- Improving the Resilience of Connections Across the Menai Strait (December 2023)

3.1 Progress Statement

The progress statement was published in January 2023. This statement summarised the data collection and evidence carried out in support the commissions work to this point.

This included :

- *Key transport movement patterns and their origins and destinations.*

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- *Details for transport operations such as hours of operation, frequencies, and important connections and routes.*
- *Whether there are conflicts between policy and delivery at local and national levels.*
- *What initiatives and behaviours reduce the need to travel and encourage modal shift.*
- *The extent to which there are cost-effective/ affordable travel opportunities available for work, services, education and leisure for both car owning and non car owning families.*
- *How to provide better service levels from existing public transport infrastructure, including any improvements and modifications needed to the infrastructure.*
- *The extent to which improved walking and cycling (active travel) infrastructure can provide good opportunities for local everyday journeys.*
- *Potential incentives for reducing the proportion of current journeys being made by car, and particularly single occupancy cars.*
- *Methods of funding that could bring a better balance between the costs of travel by car and public transport.*
- *Points of traffic congestion during leisure and holiday peak times and assessment of the extent to which improved public transport or active travel could ease this pressure*

3.1.1 Regional analysis

This section consider the problems and challenges identified for the region through the work of the commission across the region as a whole.

Public transport

- There is a current lack of attractive or realistic sustainable transport alternatives to the private vehicle for journeys by residents, workers, and visitors in North Wales. This is contributing towards dependency on private vehicles and limiting social, economic and cultural connections
- public transport is not operating at the frequency or operational hours to make it an attractive alternative to car. This is true for both residents and visitors to North Wales
- integration between different transport modes, including physical interchange locations, timetabling and ticketing, prevent efficient multimodal journeys. Importantly, public transport is not affordable for some, reducing access to employment opportunities

Active travel

- Active travel networks are under-developed and disjointed and often return users to the carriageway in areas where separated infrastructure is needed the most, while ordinary pavements are sometimes not well maintained, and walking for short journeys is hampered by parking on pavements and a lack of convenient road crossings

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- National, regional and local policies are broadly aligned to with aspirations that seek to realise a sustainable integrated transport system in North Wales. However, there are instances where practice on the ground is at odds with these policies with ‘gaps’ between otherwise well-intentioned policies that potentially contradict or challenge these

Further discussion of demographic trends, journey analysis, and modal trends and challenges is summarised under separate subheadings on subsequent pages.

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Population data

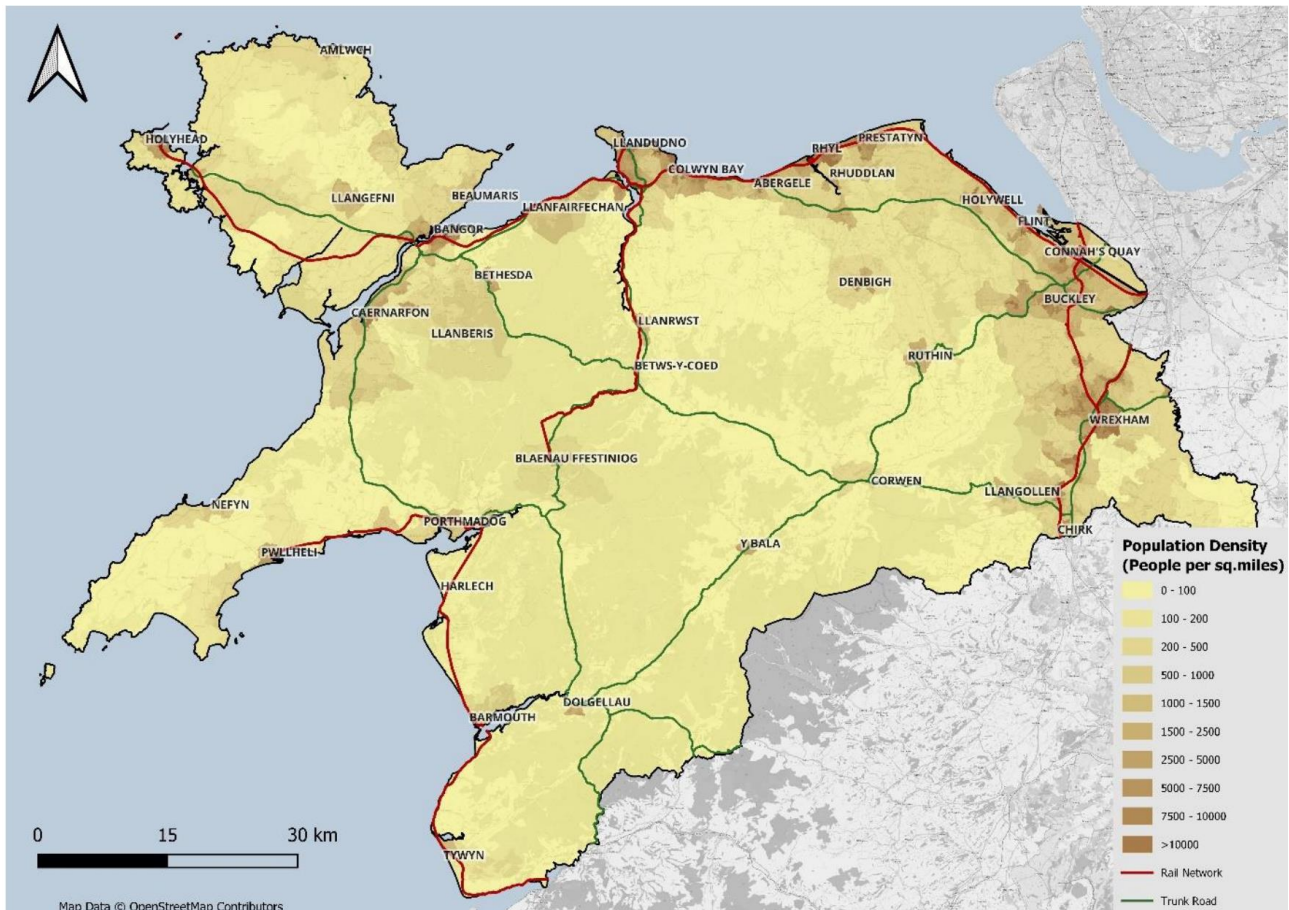


Figure 3-1: North Wales population data and principal road and rail network

Key findings:

- The region is predominantly rural with much of the urban areas centred along the north coast
- There are however major areas of population in the north east centred around Wrexham and Deeside.
- Rural areas generally further south than the coast have significantly fewer regular public transport services

Trip Origins and Destinations

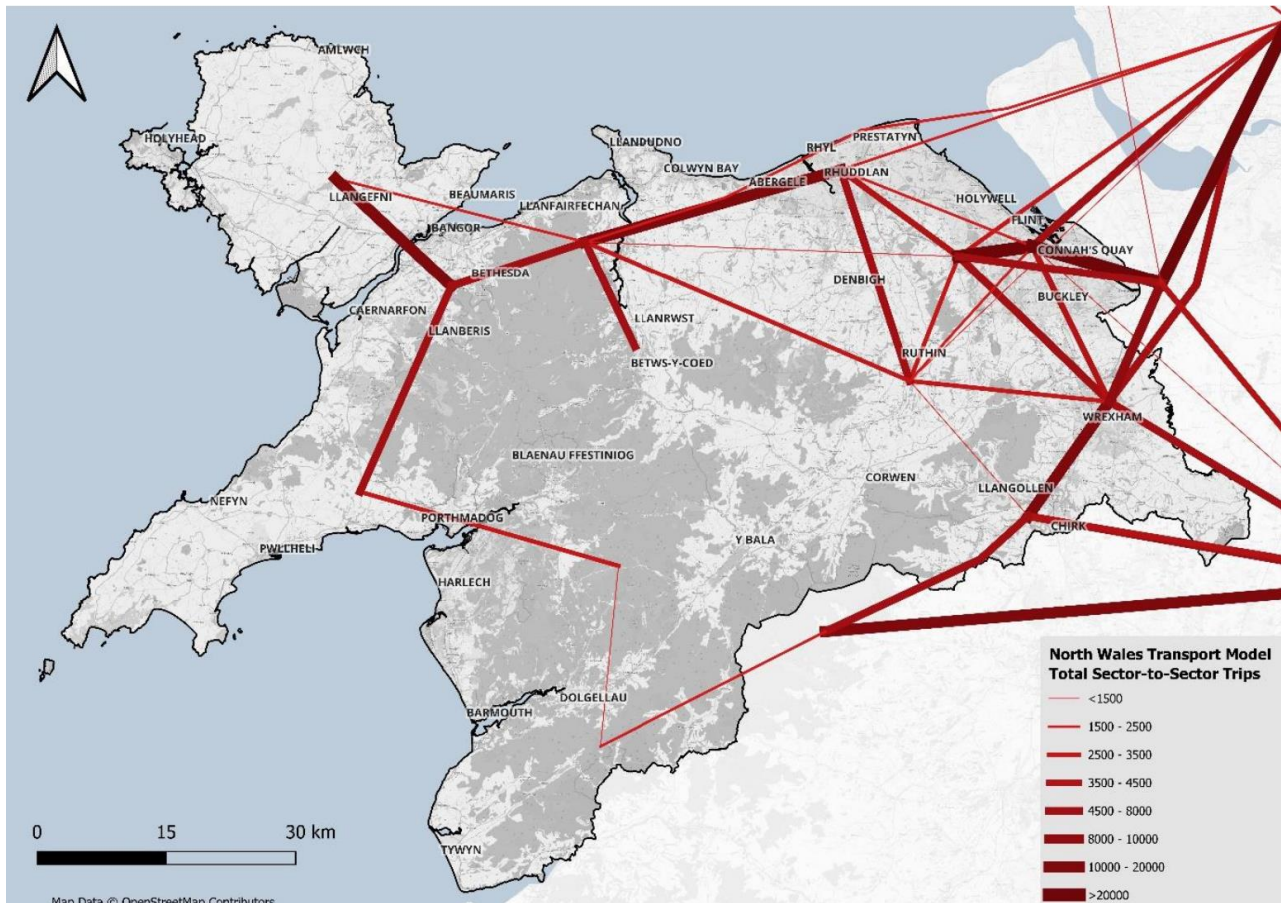


Figure 3-2: Primary trip movements by sector (NWTM)

Key findings:

- A lot of journeys are only of a short length, with about a third being less than 5km and more than two thirds being less than 15km
- Most journeys are within the same local authority area or to a neighbouring area, in particular many journeys that start in rural areas have destinations in nearby urban areas
- In general, the more urbanised areas have a higher proportion of short distance journeys below 5km, while the more rural areas have a lower proportion of short distance journeys
- For example, more than a third of journeys starting in the Wrexham urban area are less than 5km and more than three quarters are less than 15km. In contrast in the rural parts of Conwy, only 5-10% of trips are below 5km and half of journeys are less than 15km

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Mode share

Key findings:

- Despite most journeys being local, mode share shows a heavy skew to private car use as follows:
 - 79% of trips by car
 - 4% of trips by cycle
 - 7% of trips on public transport and
 - 10% of trips on foot.
- ‘Commuting’ is greatest during the morning and significantly reduces during the day but increases again in the evening. Return commuting trips are commonly over a longer period than outbound commuting due to working hours and overlap with the school run in the morning

Road congestion

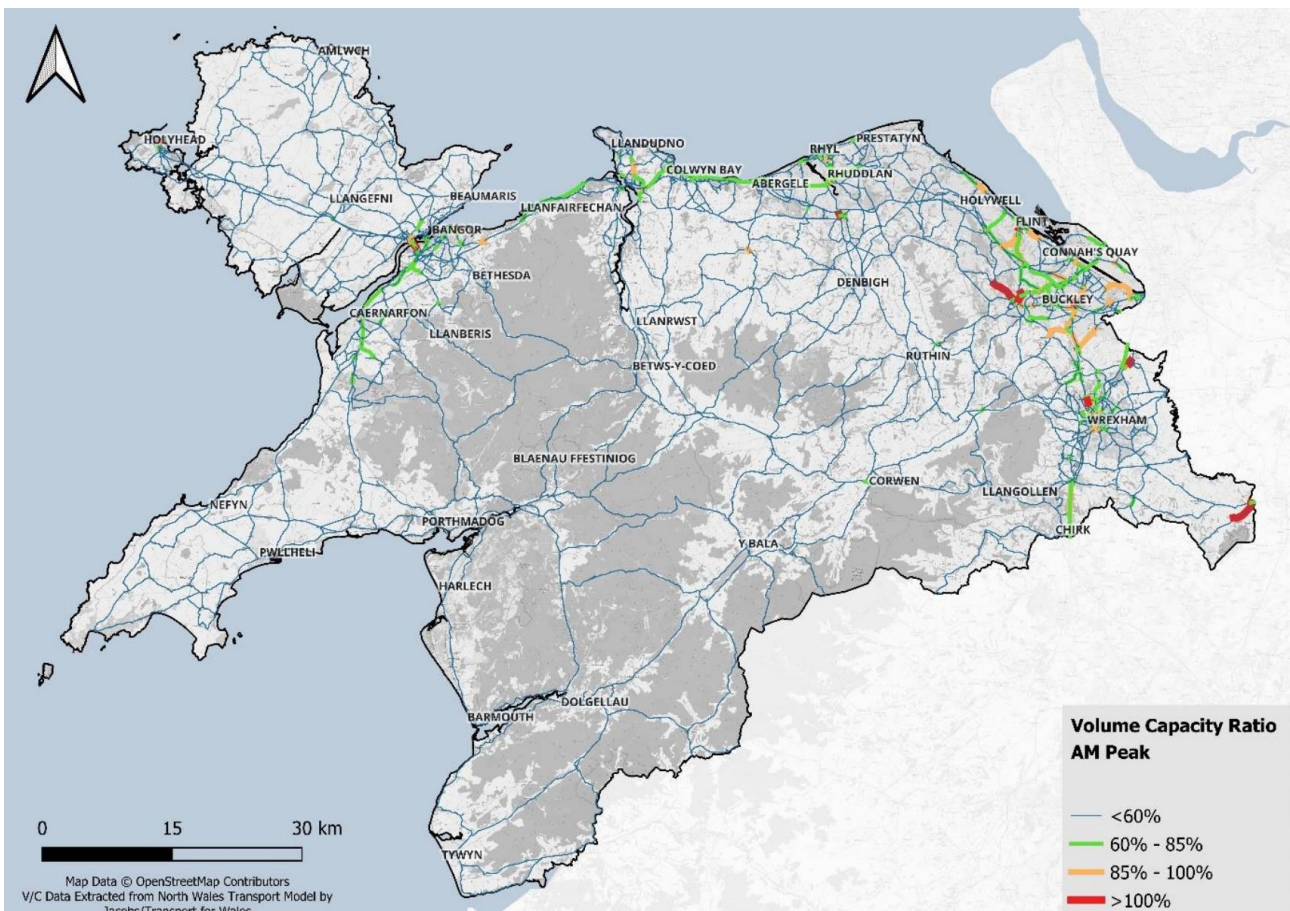


Figure 3-3: Volume of road links against capacity (NWTM)

Key findings:

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- The highway network in north Wales appears to generally function well, with relatively low levels of congestion, at most times of the day and year
- congestion does happen, notably on the A55 and the A483, and in the vicinity of the Menai Strait in the summer period
- shortcomings in bus and rail provision and active travel networks encourage the car to be the default mode of choice for many journeys for those with access to a car
- We observe significant increases in the numbers of journeys made over the summer, with large numbers of visitors making trips into and around the region. On average across the region, there are one third more journeys in summer than in spring

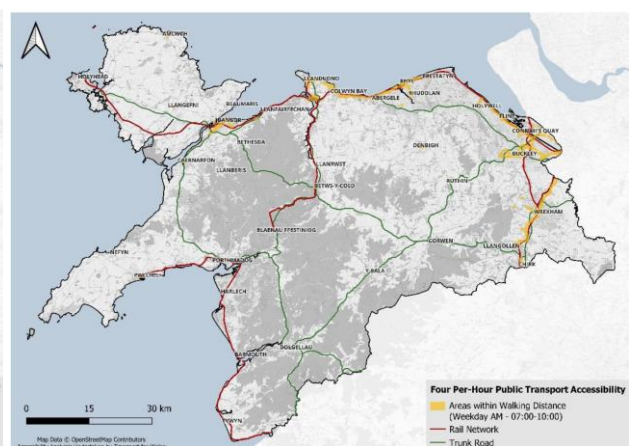
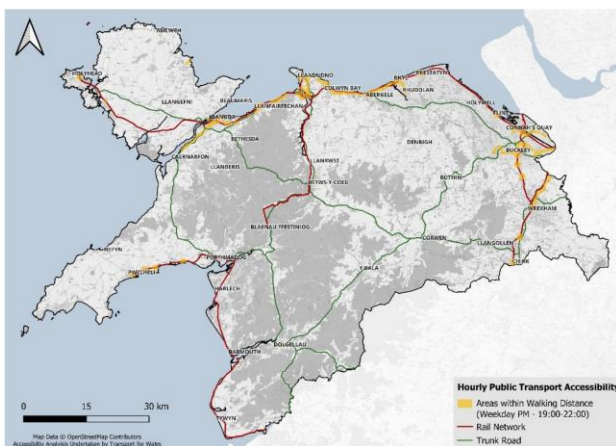
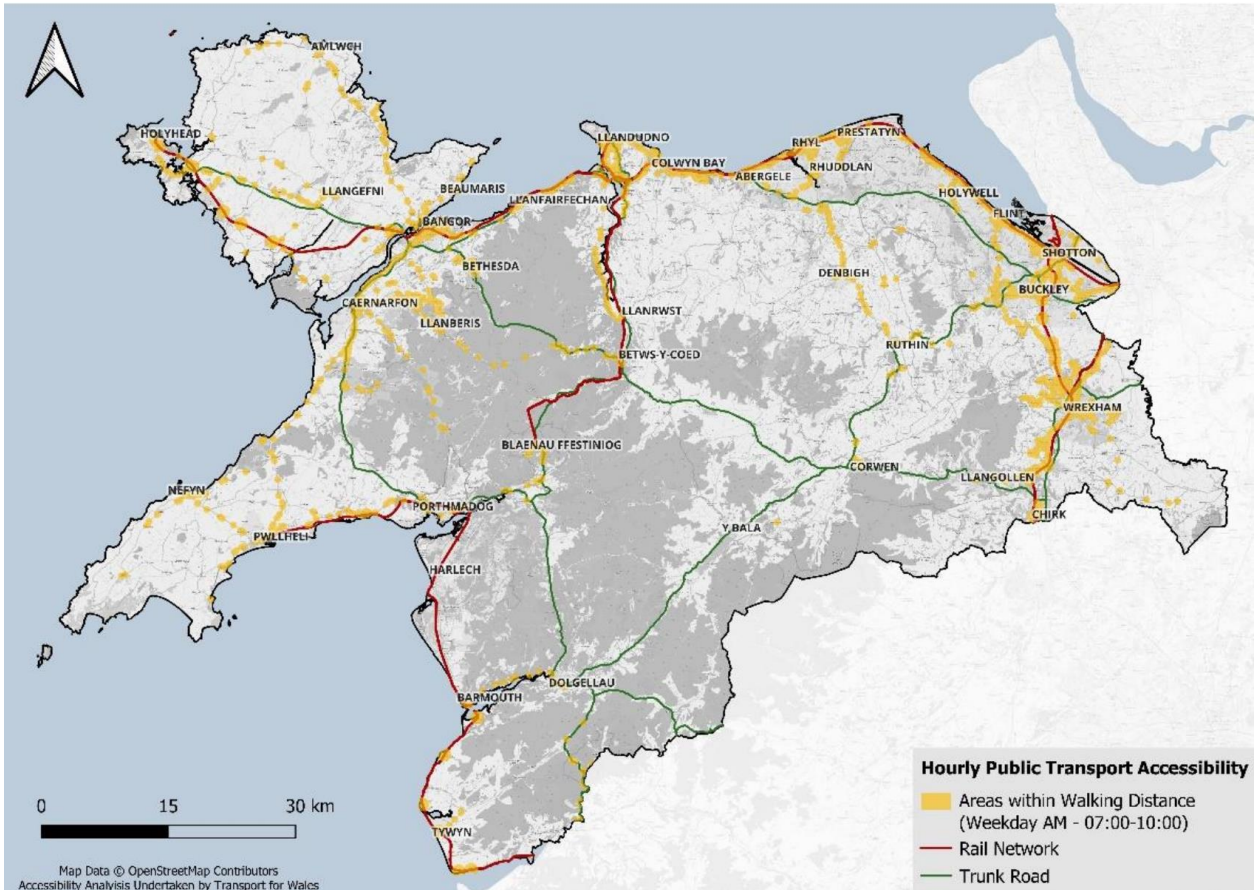
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3.1.2 Bus and rail



Key outcomes:

- Although a large proportion of the population is located within walking distance of a bus stop or train station, the service provision is often poor

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- In several areas there are infrequent services and a lack of evening or weekend options which do not meet people's needs – notably for accessing employment and leisure activities
- After 7pm, only one third of north Wales residents have access to an hourly public transport service
- only one in thirty residents have access to a fifteen minute frequency service
- the absence of intermediate stations and local services means the rail service does not always meet the needs of the current population for the purposes of daily work and leisure trips
- On the NWML the frequencies of trains east of Chester are inconsistent - in some cases they are every 20 minutes, in others hourly
- The Conwy Valley line that runs between Llandudno and Blaenau Ffestiniog has some stations with very low usage and a service of only five trains a day
- passenger rail services need to be improved to meet the current and future needs of the population

Active Travel

Key findings:

- Fewer than one quarter of the primary and secondary active travel routes in the north Wales region are classified as safe, attractive, comfortable, coherent, and direct enough to constitute adherence to active travel audit standards as based upon the Active Travel (Wales) Act Guidance 2021
- Routes are often disjointed or incomplete and do not extend far enough to be useful to reach ultimate destinations. New users are less likely to make a change to these sustainable forms of transport because of both incomplete networks and poor quality of the network
- There is also limited secure parking for bicycles in many areas

Visitor and Tourism travel

Key findings:

- The region receives the highest share of visits compared to other regions in Wales. North Wales saw an 8 per cent increase in the annual average volume of overnight domestic (within Great Britain) trips to 3.7 million between 2016-2018 and 2017- 2019
- 17.4 million visits were made to attractions in Wales which provided data in 2021 as found in Visits to Tourist Attractions in Wales 2021 (gov.wales)
- Key tourism sites within North Wales are generally located in rural or coastal locations
- localised congestion is predominantly an issue for small towns, villages, and countryside and coastal locations

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- tourism also has impacts on major transport corridors and gateways, particularly during spring and summer months, most notably, July and August.
- the issues in Eryri National Park are different to issues on the coast where traffic to the port of Holyhead, as well as longer stays and change over times, cause peaks of traffic on the A55
- Transport infrastructure and services needs to be improved - especially for those who do not own a car. New attractions should be planned and built that facilitate travel by sustainable means

3.1.3 Sub Regional Analysis

As part of their analysis the NWTC consider three sub-regions within north Wales:

- The west (the local authority areas of Gwynedd and the Isle of Anglesey)
- Central (Denbighshire and Conwy local authority areas)
- East (Flintshire and Wrexham local authority areas)

The west

General findings

- A significant proportion of the area's population is classed as rural (85%), which is the greatest proportion of the three sub-regions
- Main settlements on the Isle of Anglesey include Holyhead, Llangefni and Menai Bridge, with the port of Holyhead acting as a connection to Ireland. The most populated settlements in Gwynedd include Bangor, Caernarfon, Porthmadog and Pwllheli, and these are all located to the north of the authority area
- The sub-region is a destination for many visitors from England and tourism is an important part of the economy. This leads to some rural and semi-rural areas experiencing large increases in traffic volumes during seasonal peak periods, and these are times when the road infrastructure does not always cope well, leading to congestion and pollution for both residents and visitors
- The main travel movements are between Bangor, Caernarfon and Llandudno. Movements across Anglesey are fewer in number but centre around Holyhead and Llangefni, with movements to and from Bangor also being important
- a comparable proportion of journeys under 5km (25-26%) compared to the regional average (26-29%), although the proportion of journeys under 15km (61-64%) is the lowest of the three sub-regions, reflecting the rural nature of much of the region

Public Transport

- Access to public transport services is probably the worst of all the sub-regions, with only 62% of the population having access to hourly public transport services during the morning peak period, reducing to 18% during the weekday evenings (after 7pm), 44% on Saturdays (lowest of sub-regions), and 12% on Sundays

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- For six days of the week there is not a single service that runs four times an hour after 7pm in the whole sub-region
- Only 14% of the population have access to four services per hour during the weekday morning peak period, reducing to none during the weekday evenings (after 7pm), 9% on Saturdays, and none on Sundays
- There are 98 existing bus services in Gwynedd and 53 on the Isle of Anglesey. Bus services on the Isle of Anglesey are infrequent and have limited operating hours, although the operating hours in Gwynedd are the most extensive across the north Wales region
- The most popular rail station in north Wales is in this area - Bangor (over 600,000 entries and exits in 2019-20).
- 74% of all bus stops and railways stations in this sub-region are categorised as being in either the worst or second worst category, according to a PTAL (public transport accessibility level) assessment
- 97% of journeys to and from the west sub-region are to other parts of the north Wales region, with only a small proportion (about 2%) of journeys crossing the English border

Active travel

- There is a planned active travel network of proposed primary and secondary routes in the region of 1,100km, of which just under a quarter can be classed as 'existing'
- Several longer distance routes exist within the region, many of these using old railway alignments, particularly within Gwynedd. However, the routes may join highways, or do not extend to ultimate destinations, and this detracts from the overall usability of the network.

Central

General findings

- North comprised of urbanised coastal strip to the north with major settlements consisting of Prestatyn, Rhyl, Kinnel Bay, Towyn, Colwyn Bay, Rhos-on-Sea, Abergele, Llandudno, Llandudno Junction and Conwy
- South is more rural, 40% of the population in the central sub-region is classified as rural, which is significantly lower than the west sub-region
- The largest proportion of people aged 65 or above compared to the rest of north Wales
- It is also home to five of the 20 wards that were identified as the most deprived wards in Wales
- 96% of the central sub-region's journey destinations are within north Wales, with only approximately 4% of journeys crossing the English border. The main transport movements in this area are between Llandudno, Llandudno Junction, Conwy and Colwyn Bay

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-
- the central sub-region has the largest proportion of journeys under 5km (29-32%), and 67-73% of journeys under 15km, which are a slightly lower proportions than in the east sub-region.

Public Transport

- There are 117 bus services in Denbighshire and only 57 in Conwy. The frequency and operating hours of these services are low and restricted with short average weekly operating hours
- Many of the railway stations with the lowest usage in north Wales are in Conwy and are on the Conwy Valley Line. Conversely, three of the five busiest stations in north Wales are in the central subregion along the North Wales main line
- The proportion of journeys to work by car (81%) is broadly comparable with the north Wales regional average
- 74% of all bus stops and railway stations across the central sub-region are categorised as either the worst or second worst category, according to the PTAL assessment
- 71% of the local population have access to hourly public transport services during the morning peak period, reducing to 42% during the weekday evenings (after 7pm), and 63% on Saturdays, and 26% on Sundays
- Only 37% of the population have access to service frequencies of four or more per hour during weekday morning peak period, reducing to 5% during the weekday evenings (after 7 pm), 26% on Saturdays, and none on Sundays

Active travel

- The proposed active travel network of primary and secondary routes in the region is over 900 km in length, of which approximately 30% is classed as 'existing'.
- Key longer distance routes include parts of the National Cycle Network Route 5 along the Northern Coast, Route 84 between Rhyl and St Asaph, Route 85 in the Dee Valley and connections along a former railway alignment between Prestatyn and Dyserth

3.1.4 Interim Report

The Interim Report was published in June 2023. This statement summarised the draft findings of the commission and the outcomes of stakeholder engagement. This report built on the analysis carried out to inform the progress statement, however any additional analysis and findings are summarised below:

Visitor economy

Key findings:

- The visitor economy accounts for 13.0% of employment in north Wales compared with 11.3% in Wales overall. There is variation within the region, with 21.7% 18.6% and 19.6% in Ynys Môn, Gwynedd, and Conwy respectively, and 8.2% and 8.7% in Flintshire and Wrexham respectively

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- Visit Wales reported in 2022 that six of the top ten most popular free attractions are in north Wales, with seven of the top ten most popular attractions (free and paid for) also being in the region

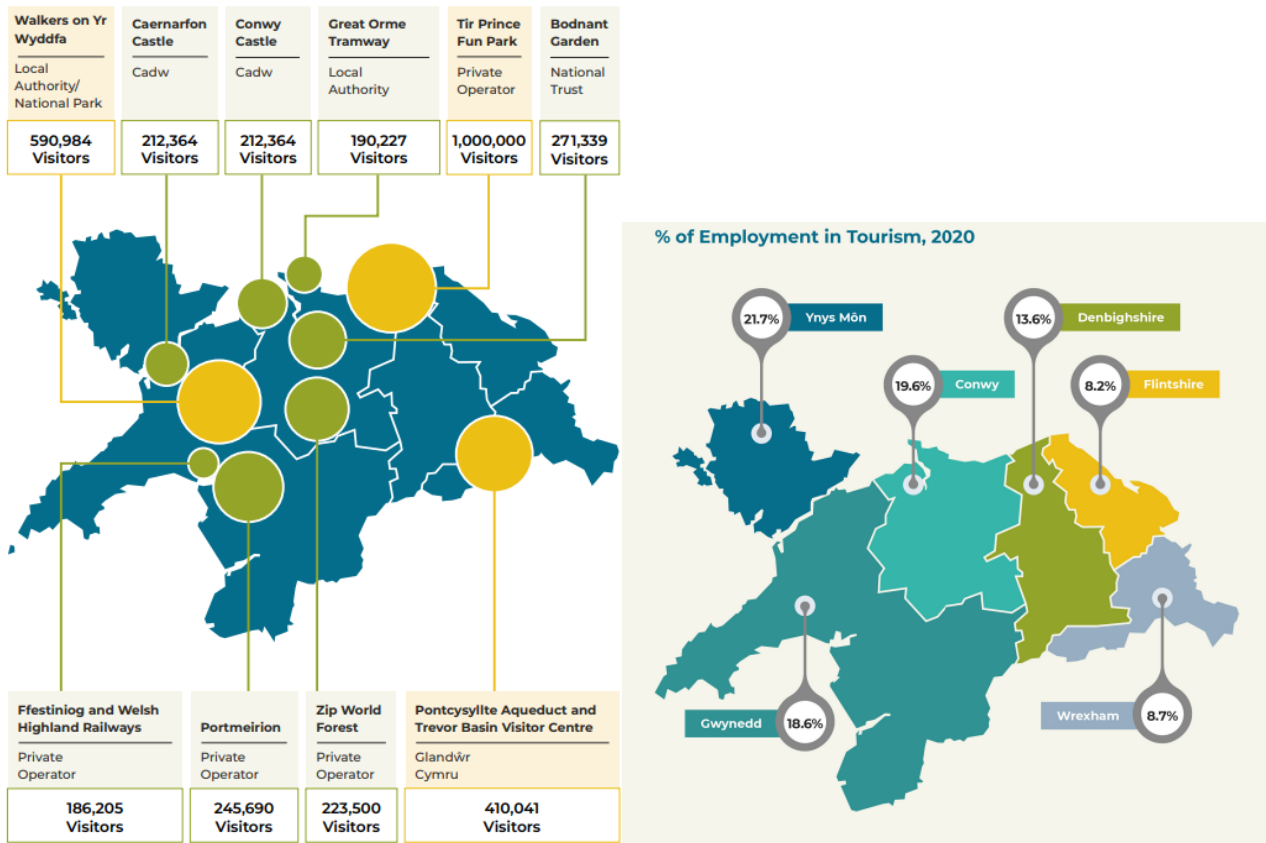


Figure 3-4: Analysis of visitor economy

Digital connectivity

Key findings:

- There are a higher proportion of digitally excluded people in older age groups and with disabilities, and therefore improving digital literacy in these groups, or providing them with digital assistance is important. This is especially relevant in north Wales because approximately 23% of the population are aged 65 and above, compared with 21% in Wales. Conwy has the highest proportion of people aged 65 and over in the country (28%).

Active travel

Key findings:

- There are currently no mass cycle hire schemes located in north Wales

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- As already noted, the geography and topography in the region can make the creation and use of active travel routes challenging. E-cycles significantly enhance the range people can cycle and the gradients they can ascend

Population data

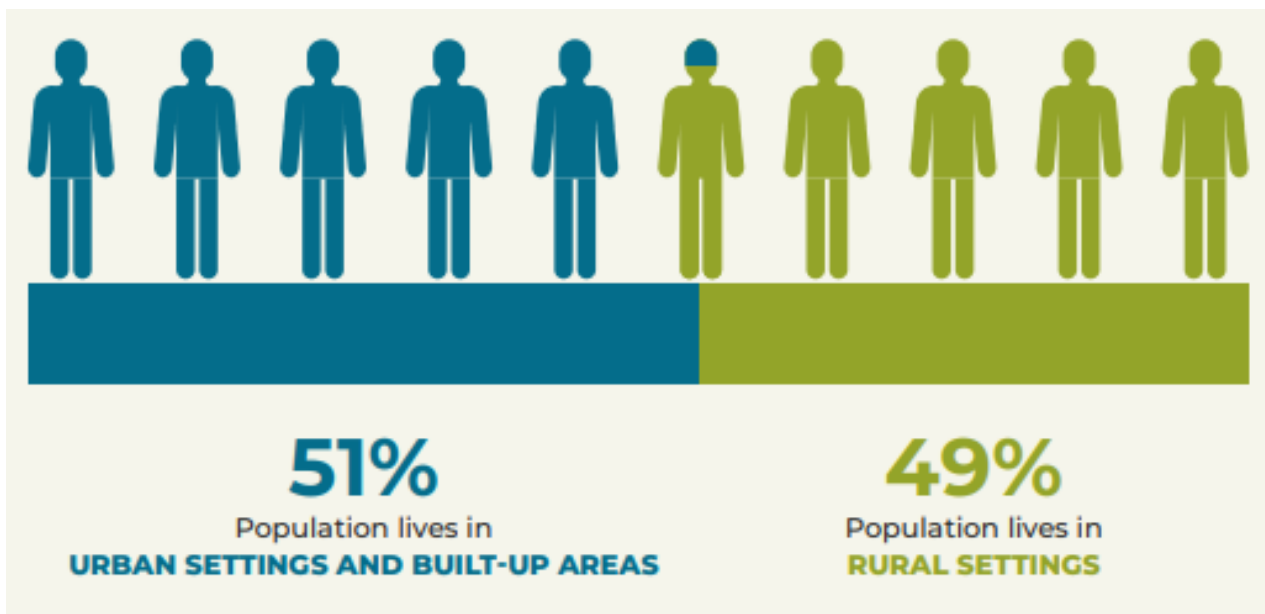


Figure 3-5: Urban and rural population distribution in north Wales

Key findings:

- 51% of the population live in urban setting or built up areas
- 49% of the population live in rural settings

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Public transport

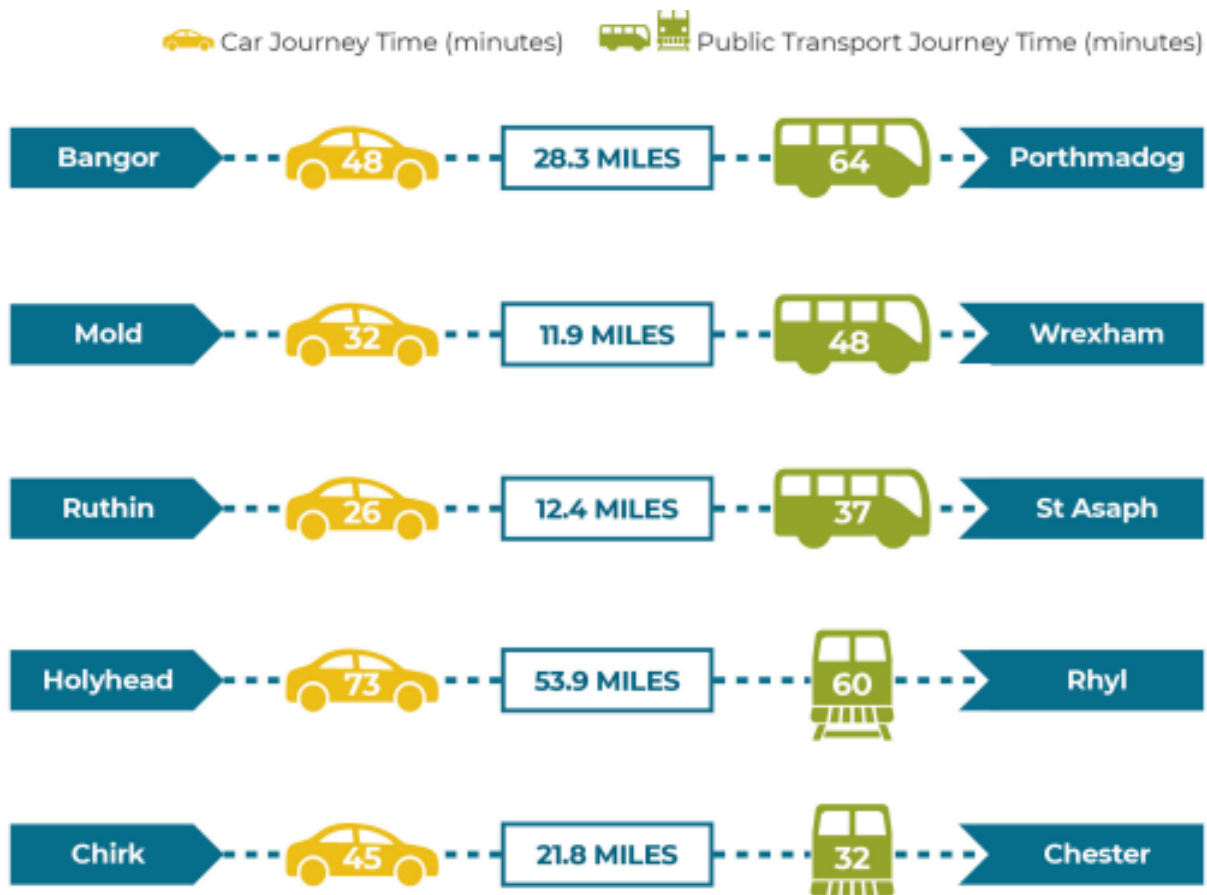


Figure 3-6: Comparison of journey times between key destinations (car v public transport)

Key findings:

- Journey times by public transport are often uncompetitive with cars, particularly in locations remote from the coastline. This is a particular issue for bus services, with routes often diverting to serve small, isolated communities in rural areas reducing the attractiveness of travelling by bus for longer-distance journeys between larger settlements.
- Existing public transport services typically operate at relatively low frequencies, both in urban and rural areas, and have limited hours of operation. For example, only 29% of the population of the region are within walking distance to an hourly public transport service after 7pm

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Freight

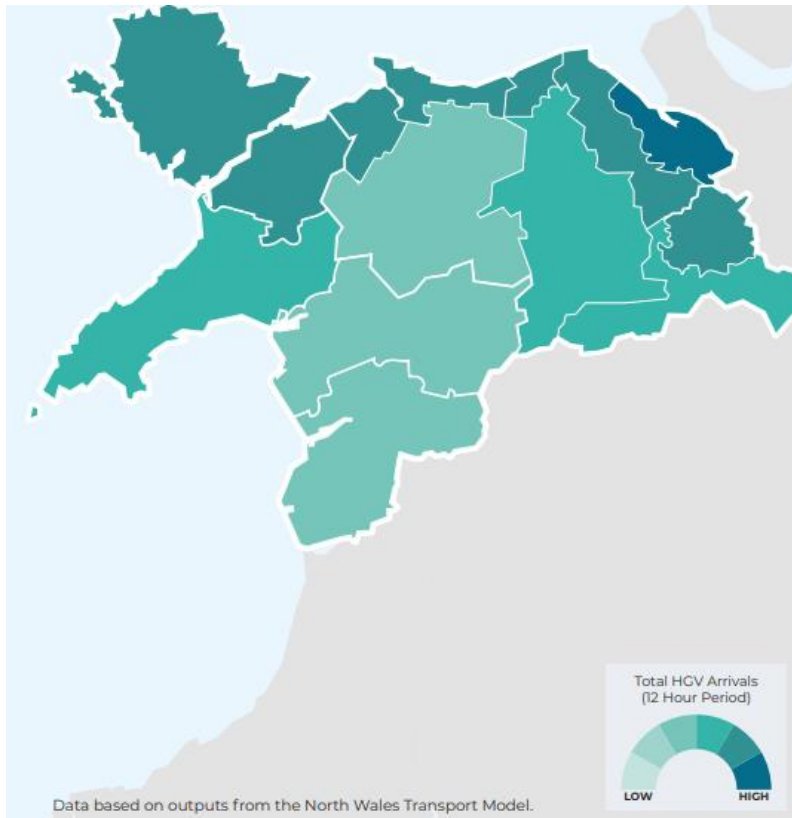


Figure 3-7: Total HGV arrivals (12hr) (NWTM)

Key findings:

- The predominant flow of road-based freight within the region is east-west, along the A55 from Holyhead in the west to the A494 and the English border. There are also freight movements south from the A55, including along the A483 in the County Borough of Wrexham and then towards the Midlands, and the A487 / A470 corridor
- freight trips are primarily focused along the coastal arc, which matches the principal population centres in the region and the existing principal highway network. The North Wales Transport Model suggests that there are concentrations of freight flows in Deeside and Wrexham, and this is linked with major manufacturing sites and industrial estates, including Airbus, JCB, and Iceland
- there has been a 37% increase in light goods vehicle (LGV) mileage between 2010 and 2019
- In 2020, over 80.0% of goods carried on Irish registered heavy goods vehicles (HGVs) between Ireland and Europe passed through Welsh ports, equivalent to 0.5Mt. 72.5% of the total volume passed through Holyhead port

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3.1.5 Final Report

The commission's final report was published in December 2023. The report sets out the commission's final recommendations to provide an integrated and sustainable transport network for the region.

All recommendations, including priorities, are discussed in Section 4 of this report and summarised in Annex A.

This report sets out their ways of working and policy context. Their process of developing final recommendations is summarised below:

The main body of evidence and data have been summarised in the work carried out for the interim report and progress statement however a summary of their general findings is provided below:

- *'Data Analysis and Modelling - The Commission's work has been informed by the analysis of a significant amount of data and analysis. We have been presented with technical studies and transport modelling carried out on our behalf, along with the considerable number of previous studies that have been undertaken in the region to identify the issues and opportunities relating to transport.*
- *The Commission visited different parts of the region to understand local areas and the ways in which issues and solutions must be tailored to suit the specific needs of communities. Each site visit was based at a key location that allowed us to travel extensively in the region – seeing places in person to understand issues better. We made four visits based in Wrexham, Llandudno and North East Wales, Bangor and Menai Bridge. We met local representatives and officials.*
- *We wanted to know what has been achieved internationally and within the UK in regions similar to north Wales, which has a diverse economy, a sometimes-challenging topography and significant rural areas. We commissioned a desktop review to provide evidence. The review allowed us to understand what the components of an integrated sustainable transport network should be, to demonstrate delivery is possible, and to learn lessons for north Wales.*
- *One of our priorities has been to ensure we speak to stakeholders throughout the process to refine our knowledge and understanding of the issues, challenges and opportunities facing the region. We have spoken with people who live in and are familiar with north Wales. Listening to local people and organisations has greatly improved our understanding of the issues.*

3.1.6 Outcomes of stakeholder engagement

The stakeholder engagement (summarised in Section 2 of this report) found the following:

- The public survey received 268 responses (253 from individuals and 15 from organisations/businesses).
- Meetings were held by the Chair, Commissioners and/or the secretariat. Feedback was received from 24 organisations as part of these meetings and through written responses.
- The survey shows that the people of north Wales are unhappy with the current state of transport in north Wales. Asked whether existing services were effective in serving the needs of the north

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Wales population, 80% disagreed for rail, 77% disagreed for bus, and 57% disagreed for Active Travel.

- Of those who responded to the public survey and had read the Commission's interim report 48% felt the Commission's recommendations effectively represent the priorities for rail in north Wales. Similarly, the results were 68% for bus, 51% for active travel, and 71% for integration.

These stakeholder responses also identified themes that were considered as part of the recommendations under separate subheadings as follows:

Stakeholder engagement

- **Finance:** There was concern about finances and current budget constraints, particularly for revenue finance for maintaining infrastructure such as active travel paths and maintaining bus routes once established.
- **Delivery:** respondents indicated that they would like to see specific suggestions from the Commission about how recommendations should be delivered
- **Public transport:** agreement that public transport in north Wales was not good enough in terms of frequency, operating hours and cost. This was also supported by the results of the public survey.
- **Cross-border travel:** emphasised the need for Welsh Government, Transport for Rail, Network Rail, UK Government, and others to work together. Respondents had concerns about cross-border bus services and how they would work under Welsh Government's proposed franchise model
- **The car and road transport:** respondents felt that the Commission did not give enough consideration to the impacts of the Roads Review and the role of the car in north Wales. It was also felt that the Commission should recognise the importance of roads in enabling better public transport and active travel, and the car to rural communities.
- **Rural:** Respondents noted the transport challenges of rural communities and wanted to see the Commission recognise the importance of roads to rural communities.
- **Active travel:** serious concern about funding for the ongoing maintenance of active travel paths. Some stakeholders were also concerned that the active travel component of projects halted following the roads review could be lost. Stakeholders also believed that delivery of active travel had not met the aspirations of the Active Travel (Wales) Act 2013.
- **Resilience of the Menai crossings:** stakeholders felt that a third crossing was the only option, with the other options historically suggested being insufficient to maintain the island's resilience. However, other stakeholders made suggestions for improving the resilience of the existing crossings, such as: doing more to support rail west of Bangor; using road user charging to smooth out peaks in demand; and three-lane tidal flow on Britannia Bridge.
- better coordinated with other modes, to support end-to-end journeys by sustainable modes.

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Public survey

- **Public transport:** Most respondents highlighted that there is a lack of confidence when using public transport services at present, with little trust in its reliability. Respondents felt that the cost of public transport is high compared to the cost associated with using a car and this needs to also be addressed.
- **Rail services:** t train services should be more frequent and operate longer hours, particularly into the evenings. Alongside this it was suggested that the current rail fleet capacity is insufficient, with train services at present not providing enough space for passengers, and that more carriages should therefore be provided to meet demand.

Public support for reopening previously existing stations and rail lines. Reopening the Bangor – Caernarfon line was most mentioned. Some people also highlighted that areas in north-west Wales (Holyhead, Ynys Môn, Gwynedd) are underserved, and that the frequency of train services in these rural areas with limited areas should be increased

Respondents were also supportive of more direct services to key locations such as London, Cardiff, Manchester, Liverpool and nearby airports, with north-south Wales connectivity noted several times as being important

Respondents also suggested upgrading station facilities, such as parking provision and toilets, and ensuring that stations are accessible for all, as well as for improving connections between modes

- **Bus services:** buses should be more frequent and reliable, as current services do not meet expectations. Complementing this, respondents suggested that operating hours should begin earlier in the mornings and continue to run later in the evenings, whilst enhanced Sunday services should also be considered.

Respondents often highlighted how this was particularly relevant for rural areas, alongside increased service frequency, due to the longer distances for journeys in these areas.

Routes could be more direct, reducing journey times, and should capture where people really want to go. To support this, respondents wanted to see timetables better coordinated with other modes, to support end-to-end journeys by sustainable modes

- **Active travel:** Most respondents wanted to make active travel routes in north Wales safer. Respondents felt that the existing routes are not as safe as they could be, and that any new routes should prioritise safety in their design. There were also a number of responses that suggested that routes should shield pedestrians and cyclists from road traffic, primarily through physical separation.

The geography of north Wales was commonly referred to as one of the main reasons why people avoid walking or cycling, especially for those users with accessibility needs and those of an older age.

For the active travel routes that currently exist, respondents also suggested improved maintenance, to ensure that active travel infrastructure is well-lit, clear and of good quality.

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- **Integration:** importance of providing secure cycle storage at destinations and on bus and rail services. The current facilities for cycle storage on services was noted as being particularly poor. Respondents highlighted that they would like to see integrated timetabling between public transport modes, so that there are minimal waiting times when interchanging. Respondents wanted this improved integration to be supported by more reliable services, so that they do not risk being stranded at interchange points. They also suggested that this should be supported by an affordable, integrated ticketing option that covers all modes, is well advertised, easy to understand and is available in-person and online (including for cross-border travel)
- **The car and road transport:** Road infrastructure improvements were also highlighted by respondents as being important to alleviating congestion, particularly along the A55.
- **Freight:** highlighted that moving freight to rail would bring significant benefits as this could reduce congestion on key highway routes and reduce the impact of transport on the environment
- **Visitor economy:** A number of respondents also commented on how visitors find it difficult to connect between major attractions by sustainable modes. there should be a focus on how to change the perception that people require a car as a visitor to the region and that car-free holidays could be promoted through measures such as rail and bus transfers to tourist hotspots, and park-and-rides
- **Resilience of the Menai crossings:** Some respondents also outlined their support for a Third Menai Crossing, and highlighted improvements to the A55 as being important to the region as a whole. Others also reiterated their support for the reintroduction of railway lines across the region.

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3.1.7 Improving the Resilience of Connections Across the Menai Strait

This report was published alongside the commission's final report in December 2023 following the extension to their remit described in Section 1 of this report.

Key findings:

- The Port of Holyhead plays a vital role in freight and cargo transportation to Ireland and is the next busiest roll on /roll off (RORO) port in the UK after Dover
- major employers include Bangor University, Coleg Menai, Ysbyty Gwynedd and the two local authorities. As well as being major employers, these organisations (along with the emergency services) provide essential services and infrastructure that are crucial to the residents of Ynys Môn. Approximately one third of the over 3,700 staff at Ysbyty Gwynedd live on Ynys Môn, and therefore regularly cross the Menai Strait
- There have been 27 occasions in the five years from 2017 to 2021 when a Stage 3 or 4 closure has occurred, that is an average of just over five occasions a year. There may be fewer Stage 3 restrictions in future because of the higher wind speed of 62 mph now being used for such a closure. However, this may be offset by climate change which may create more occasions with higher wind speeds
- The collision rate at the A55 Britannia Bridge is around twice as high as other sections of the trunk road network in north Wales.
- There are slightly more collisions in the westbound direction compared to the eastbound direction in the ratio of approximately 60/40
- Weekday traffic flows on both bridges are characterised by a peak during the morning and evening periods, with the evening peaks being over a longer period than the morning peaks. These patterns indicate a significant amount of commuting. Around 80 percent of journeys occur in the 12-hour period from 7am to 7pm. Over a 24-hour period, total flows are higher westbound on Britannia Bridge and eastbound on the Menai Suspension Bridge, which indicates different route choices at different times of day
- Origin-Destination data for trips across the Menai Strait have been obtained from the North Wales Transport Model. Trips to and from the Bangor and Caernarfon area using Britannia Bridge are estimated at between 51 and 62 percent of the total bridge crossings, depending on direction and time of day. In contrast, trips to and from the Bangor and Caernarfon area on the Menai Suspension Bridge are estimated at between 82 and 97 percent of the total, demonstrating the more local nature of trips on this bridge
- Ynys Môn has six train stations on the North Wales Main Line, providing direct train services to various cities in the UK, including London and Cardiff. Of these only Holyhead has significant footfall, with none of the other five exceeding 10,000 entries and exits annually according to 2021-22 data

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- Walking across Britannia Bridge is prohibited. Cycling is permitted on the carriageway across Britannia Bridge but there is no separation provided from the carriageway for cyclists. Consequently, conditions are suited to only the most confident and experienced cyclists. Only 24 cycle trips were recorded on Britannia Bridge in 2019.

3.1.8 North Wales Transport Model (Source: North Wales Transport Model – Rail and Bus Scenario Testing note prepared by TfW for the NWTTC)

To inform their analysis and recommendations the commission used the North Wales Transport Model, via TfW and their consultant team. The North Wales model is validated to 2019 base year, following UK Transport Analysis Guidance (TAG), with forecast years of 2027 & 2042

The use of the NWTM informed the baseline assessment of conditions in the region, as well as providing the basis for assessment of proposed bus and rail interventions.

Scenarios

Foundation cases were considered which included committed scheme and service enhancements. Subsequently, improvement packages were considered.

Three packages were modelled:

• Package A: Rail

- Additional 2tph Holyhead – Llandudno Jn, calling all stations. Extend 1tph beyond to Blaenau Ffestiniog
- Additional 1tph on the NWML, calling all stations Llandudno – Crewe
- Additional 0.5tph (1 per 2hrs) express service Holyhead – Chester calling at Bangor, Llandudno Jn, Colwyn Bay, Rhyl, Flint
- Borderlands line increased from 2tph (committed) to 4tph (comprising 2tph Shrewsbury-Bidston limited stop and 2tph Wrexham Cen-Liverpool loop all stations (NB 2tph extension to Shrewsbury calls at all stations south of Wrexham General - Ruabon, Chirk, Gobowen)
- Additional 2tph Wrexham General – Chester – Crewe
- Shuttle services Llandudno Junction to Llandudno

• Package B:, Bus

The Bus Improvement package modelled approximates to a future revised bus network and frequencies as follows, although modelled network changes have focused on the higher frequency routes:

- National services – TrawsCymru – providing strategic long-distance services, connecting into railheads and operating between 7am and 7pm with a frequency of 2 hourly or better

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- Superbus – 15 minute frequency along high trip demand corridors, operating early until late or better
- Regional – inter-county services operating early until late with an hourly frequency or better
- Local feeder services
- Other such as the Eryri Sherpa service

- **Package C: Rail and Bus combined.**

All of the intervention described above combined.

Results and impact of interventions

Package A: Rail

Modelling indicates that the Rail Improvement package would result in an increase of c110 percent in rail trips per 24 hours from 9,537 to 20,050. The number of rail trips increases for all journey purposes with the largest increase (122.6 percent) being in trips to and from work. The greatest increase in rail demand occurs in the inter-peak and PM peak periods.

The model suggests small impacts on bus, walk and cycle with slight increase in bus use and a very small decrease in end-to-end walk and cycle trips. However we would expect there to be an increase in walking and cycling overall, but as part of a trip to/from rail stations.

Car trips are reduced by 9,159, a reduction of 0.7 percent, but total car trips remain very high at 1,247,592. Car commuter trips reduce by 0.5 percent with the highest percentage reduction in car journeys being for education trips at 1.5 percent. The greatest reduction in highway vehicle Kms occurs in the AM peak with a reduction of 59,072 Veh Kms which equates to -1.8%.

With the Rail package in 2042 mode share is as follows:

- Car 83.2%
- Rail 1.3%
- Bus 4.9%
- Walk 7.7%
- Cycle 2.9%

Package B: Bus

Modelling indicates that the Bus Improvement package would result in an increase of c18.2 percent in bus trips per 24 hours from 72,740 to 85,956. The number of bus trips increases for all journey purposes with the largest increase (24.2 percent) being in commuter trips. For all journey purposes combined the greatest increase in bus demand occurs in the PM peak period.

There are very small decreases in trips by rail, walk and cycle suggesting the potential for some transfer of trips to bus from these modes.

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Car trips are reduced by 10,386, a reduction of 0.8 percent, but total car trips remain very high at 1,246,365. Car commuter trips reduce by 0.6 percent with the highest percentage reduction in car journeys being for education trips at 2.3 percent. The greatest reduction in highway vehicle Kms occurs in the PM peak with a reduction of 42,297 Veh Kms per hour which equates to -1.12 percent. however the percentage reduction is higher in the interpeak at -1.35 percent.

With the Bus package in 2042 mode share is as follows:

- Car 83.1%
- Rail 0.6%
- Bus 5.7%
- Walk 7.7%
- Cycle 2.9%

Package C: Bus and Rail

Modelling indicates that the combined package would result in an increase of 95.9 percent in rail trips per 24 hours from 9,537 to 18,680 and an increase in bus trips of 19.8 percent from 72,740 to 87,120 over the same period. Interestingly, the increase in rail trips is smaller than with the rail package alone, whereas the increase in bus trips is greater than with the bus package only.

This is due to the competition between rail and bus on some corridors, where in some places the higher frequency buses provide more convenient and direct public transport than the rail alternative. For all journey purposes the greatest increase in rail demand occurs in the inter-peak and for bus demand the greatest increase is in the PM peak period.

There are reductions of 2.6 percent and 2.3 percent in end-to-end walk and cycle trips respectively. However we would expect there to be an increase in walking and cycling overall, but as part of a trip to/from rail stations.

Car trips are reduced by 19,494, a reduction of c1.6 percent, with total car trips at 1,237,257. Car commuter trips reduce by 1.2 percent with the highest percentage reduction in car journeys being for education trips at 3.7 percent and the highest absolute reduction for shopping trips. The greatest reduction in highway vehicle Kms occurs in the AM peak with a reduction of 95,923 Veh Kms which equates to -2.9%.

With the Rail and Bus packages in 2042 mode share is as follows:

- Car 82.5%
- Rail 1.3%
- Bus 5.8%
- Walk 7.6%
- Cycle 2.8%

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Summary of findings

The analysis found that: *“The combined rail and bus package has the greatest impact on mode share. Whilst bus gained the most trips, rail achieved the highest percentage increase, however this was from a very low base. As may be expected rail has more impact on achieving a reduction in highway vehicle KMs, and hence on carbon reduction, given its attractiveness for longer distance journeys. The bus package has a greater impact on car mode share due to the higher number of trips transferred.*

Car mode share remains high which suggests further complementary actions may be required such as new and improved active travel paths, public transport fare reductions, behaviour change initiatives and demand management measures to achieve Welsh Government’s mode share and carbon reduction ambitions”.

Car use

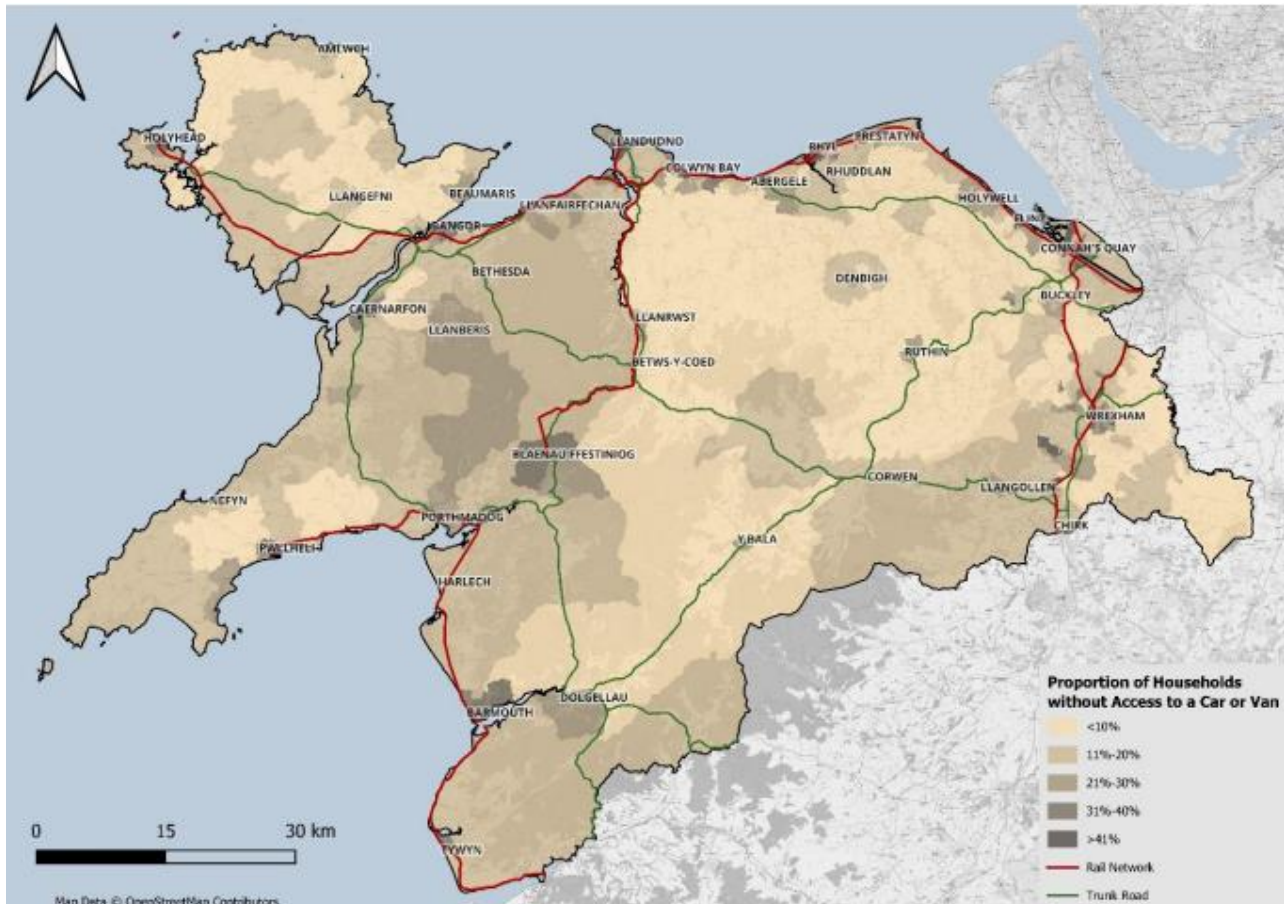


Figure 3-8: % of households without access to a car or van (2011 census)

Key findings:

- there are generally reasonably good conditions for travel by car, including relatively low levels of congestion, while noting that localised and seasonal congestion does occur
- Car users also benefit from often low-priced or free car parking, with many destinations set up for car users, such as out-of-town retail facilities
- There are some bottlenecks on the highway network that cause particularly high levels of congestion. Congestion can also occur because of road closures, such as the current Menai Bridge closure
- Car ownership in North Wales is generally high, with around 4 in 5 households having access to a car according to Census 2011 figures. Car ownership is lower in urban areas

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4. NWTC Recommendations

The commission made a total of 60no. recommendations. These were categorised into:

- Rail
- Buses and coaches
- Providing for active travel
- The car and road transport
- Integration
- Planning and management
 - Land use planning
 - Digital connectivity
 - Enabling change in travel behaviour

A summary of these recommendations is presented in Annex A.

4.1 Priority schemes: Final Report

The Final Report identified next steps for scheme development and delivery.

These next steps reflect either:

A. Priority: The strategic importance and effectiveness of the scheme to achieve the Commission's desired outcomes.

And/or

B. Deliverability: The ability to commence work at pace following publication of the Commission's recommendations.

In identifying these actions, we hope to make sure that momentum on progress can be maintained.

Figure 4-1: NWTC Final Report Next Step Rationale

These priorities were listed under the following headings.

Rail

- Address North Wales Main Line Phase 1 infrastructure constraints to enable five trains per hour, including one express service, to operate.

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- Implement rail capacity improvements at and around Chester Railway Station to enable five trains per hour, including one express service, to operate effectively and improve cross border travel.
- Remove the rail capacity constraint at the Padeswood Cement Works to enable more frequent and reliable passenger services on the Borderlands line, to link north Wales to Merseyside.
- Implement a signalling improvement scheme at Gobowen and address capacity constraints to enable two trains per hour to operate effectively on the ShrewsburyWrexham-Chester line.

Bus

- Develop and begin implementation of the enhanced bus network and frequencies developed by TfW and the local authorities, supported by a commitment to multi-year funding for the transformation bus network (including Fflecsi services), in advance of legislative changes relating to the franchising model.

Integration

- Develop a pilot for a ticket covering all modes of public transport in north Wales with a maximum fare, supported by tap-on/off infrastructure.

Active travel

- Development of the highest impact active travel routes, supported by a national prioritisation matrix, connecting key employment areas and population centres.
- Establish active travel delivery units in TfW to work closely with local authorities and expand the pace of network development.

Roads

- Produce guidance for local authorities on developing a balanced parking management strategy, including all types of on-street and off-street parking.

Planning

- Welsh Government to review and update TAN18 guidance to ensure policy intent translates to implementation. This should include guidance on car parking standards and design in new developments and support developments focussed on active travel and public transport rather than building in car dependency.

Enabling changes in travel behaviour

- Develop strategic partnerships with local authorities and major employers at the Deeside and Wrexham Industrial and BangorCaernarfon- Ynys Môn areas to:
 - Remove barriers facing employees travelling to and from these locations;
 - Identify how public partners can support these employment areas; and
 - See what businesses and organisation can do to promote sustainable transport.

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4.2 Priority scheme: Menai crossings

The NWTC made a total of 16no. recommendations in relation to the Menai crossings. These are as follows:

1. *We recommend a scheme is developed and delivered to provide wind deflectors on Britannia Bridge with the aim of reducing the number of times the bridge needs to be closed.*
2. *We recommend the introduction of a system for temporarily lowering the mandatory speed limit on Britannia Bridge and the management of the reduction in speed of traffic on the approaches to the bridge. This will involve using variable mandatory speed limit signs with enforcement by average speed cameras, which will reduce the probability of collisions and mitigate the effect of high wind on moving vehicles.*
3. *We recommend a study to consider layout changes to the mainline across Britannia Bridge, the position of lane drops, and the merges and diverges at Junction 8, Junction 8A and Junction 9, with the purpose of smoothing flow and reducing the probability of collisions.*
4. *We recommend that a study is undertaken to investigate improvements to traffic management at both roundabouts at Junction 9 to assist particularly when there is a bridge closure and create priority for buses.*
5. *We recommend that a study is undertaken to investigate improvements to the layout and control of the A55 slip roads with the A5 at Junction 8A*
6. *We recommend that the Multi-agency Response Framework relating to Britannia Bridge and Menai Suspension Bridge incidents and closures is updated and enhanced particularly in relation to leadership, communication, and traffic management.*
7. *We recommend increasing the frequency of trains calling at LlanfairPG station to enhance frequency between Ynys Môn, Bangor, Llandudno and beyond.*
8. *We recommend the introduction of the enhanced bus network and frequencies for Ynys Môn developed by Transport for Wales supported by multi-year funding.*
9. *We recommend that locations where buses may be delayed are identified and bus priority schemes developed and implemented accordingly.*
10. *We recommend that opportunities to develop new or improved park and ride sites are explored on Ynys Môn to complement the enhanced bus network.*
11. *We recommend that an active travel route is provided across Britannia Bridge preferably at rail deck level but possibly on a cantilever structure at road deck level.*
12. *We recommend a ban on overtaking along the full length of the Menai Suspension Bridge.*
13. *We recommend investigating the potential for implementing signal-controlled gating to allow cycle traffic to cross the Menai Suspension Bridge separately from motor traffic.*
14. *We recommend the development of a comprehensive, comfortable, attractive and safe active travel network extending from both ends of both bridges to connect communities and important destinations in Ynys Môn and north Gwynedd.*
15. *We recommend the development of comprehensive partnership working between the public, private and third sectors to develop and deliver travel behaviour change measures including travel planning partnerships, local work hubs, cycle and e-cycle hire schemes, support for e-cargo bikes for local deliveries, and provision of dedicated multiyear (5-6 years) revenue funding.*

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16. We recommend that a study is undertaken for Britannia Bridge of a three-lane tidal system with and without a moveable barrier so that such a system could be deployed quickly if appropriate for resilience and incident management in the future.



- | | |
|-------------------------------------|---|
| 1 Wind deflectors. | 10 New and improved park and ride facilities. |
| 2 Speed reduction. | 11 Active travel route. |
| 3 Layout changes. | 12 Restriction on overtaking. |
| 4 Junction improvement. | 13 Cycle priority measures. |
| 5 Traffic signal control. | 16 Three-lane tidal flow system. |
| 7 Increased rail service frequency. | |

General-non location specific

- | | |
|--|--|
| 6 Improved multi-agency response. | 14 Implement active travel network map proposals. |
| 8 Improve bus service frequency and operating hours. | 15 Behaviour change measures delivered through partnership working between the public, private, and third sectors. |
| 9 Bus priority infrastructure at pinch points. | |

Figure 4-2: NWTC recommendations to improve resilience of Menai crossings

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5. Welsh Government Response

Julie James, Minister for Climate Change, provided a written response to the NWTC's Final Report on 14th December 2023. This statement acknowledged the need for further development work to continue and highlighted the importance of the Wales Rail Board in agreeing rail funding priorities. The statement requested Transport for Wales (TfW) to work collaboratively with Network Rail,, DfT, and other stakeholder to support ongoing development work.

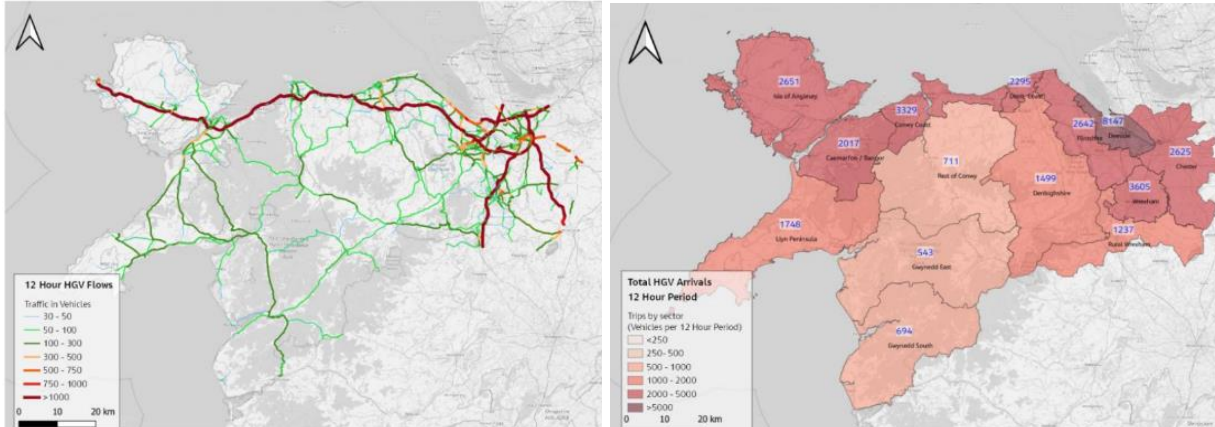
Lee Waters MS Deputy Minister for Climate Change responded to the NWTC's findings on 27th February 2024 via an oral statement to the Senedd². This statement announced the north Wales Delivery Group supported by Ashley Rogers and Emeritus Professor John Parkin, who were part of the NWTC.

6. Data and evidence available to NW CJC

6.1 Topic papers

The secretariat for the NWTC presented a series of 'topic papers' to the commission. Each paper provided baseline and context for the topic before considering intervention to address identified issues and opportunities in N Wales. The following have been provided to the CJC to date:

6.1.1 Freight and logistics paper



Key findings:

- 3.2 billion vehicle miles were covered by LGVs across Wales in 2021, with 700 million vehicle miles covered by HGVs
- Implications of the UK leaving the European Union have had a major negative impact on the popularity of the UK Land Bridge, due to it being less economically viable for the road haulage industry. Between 2016-2020, there was a greater flow of freight traffic moving goods within Wales compared to goods being exported from Wales. Despite the vehicle miles covered by LGV's increasing between 2020-2021, the volume of goods lifted across Wales between 2004-2020 by GB registered HGV's has dropped significantly

² <https://record.senedd.wales/Plenary/13714#A85864>

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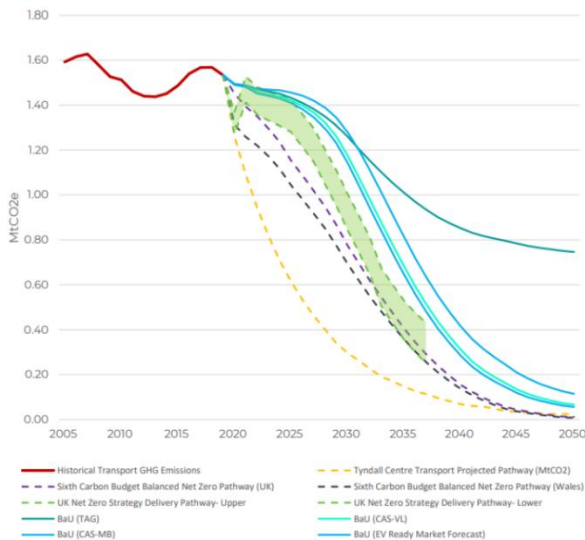
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- The number of daily trips made by HGVs to Deeside is over double the number shown for Wrexham, which is situated just to the south of Deeside. Generally, the concentration of HGV movements are destined for sites within a 10-20km either side of the A55

6.1.2 Baseline carbon assessment



Local Authority	Total Transport related GHG emissions (2005)	Total Transport related GHG emissions (2019)	Net Change in GHG emissions since 2005	% Increase / Decrease since 2005
Conwy	278.8	277.3	-1.5	-1%
Denbighshire	208.8	196.9	-11.9	-6%
Flintshire	433.8	395.7	-38.1	-9%
Gwynedd	281.1	271.8	-9.3	-3%
Isle of Anglesey	135.1	137.5	2.4	2%
Wrexham	254.6	254.6	0	0%
NWTC Total	1592.2	1533.8	-58.4	-4%
Wales Total	7064.3	6629.4	-434.9	-6%

Source: Department for Business, Energy and Industrial Strategy

Key findings:

- Tyndall Centre Decarbonisation Pathway** - With 0.3 MtCO₂e of carbon emissions being emitted by all Local Authorities in North Wales in 2030, this shows that from the 2019 baseline it would be expected that there would be a 80% reduction in emissions by 2030.
- CCC Sixth Carbon Budget Balanced Net Zero UK Pathway** - According to the Sixth Carbon Budget UK pathway, Wales would be on track to successfully meet national statutory carbon budgets and achieve Net Zero by 2050, with 0.1 MtCO₂e of carbon emissions being emitted by all Local Authorities in North Wales by 2042.
- CCC Sixth Carbon Budget Balanced Net Zero Wales Pathway** - According to the Sixth Carbon Budget Wales pathway, Wales would be on track to successfully meet national statutory carbon budgets and achieve Net Zero by 2050, with 0.2 MtCO₂e of carbon emissions being emitted by all Local Authorities in North Wales by 2042.
- UK Net Zero Strategy Delivery Pathway** - This means that by 2037, for both UK Net Zero Strategy delivery pathways, an emissions gap will still exist therefore Net Zero will not yet be achieved, however the pathway does put the UK on a path to Net Zero by 2050.
- Department for Business, Energy & Industrial Strategy Business as Usual Forecast Emissions** - Within the TAG forecast carbon emissions reduce from 1.53 MtCO₂e in 2019 to 0.79 MtCO₂e in 2050, whilst in the Common Analytical Scenario (CAS) forecasts, carbon emissions reduce to 0.06 MtCO₂e in 2050.
- Summary of Decarbonisation Pathways and Forecast Scenarios** - For each of the BaU forecast scenarios will still be a gap in projected carbon emissions ranging from 0.1 to 0.8

MtCO2e in 2050. Suggesting that additional measures to reduce carbon emissions will be required beyond those considered in the BaU forecast scenarios.

6.1.3 Climate resilience

2012 – 2021 was:



0.2°C warmer than 1991-2020
1.0°C warmer than 1961-1990



2% wetter than 1991-2020
10% wetter than 1961-1990



2% sunnier than 1991-2020
8% sunnier than 1961-1990



2% more growing days than 1991-2020
17% more growing days than 1961-1990

Figure 1. Changes in Climate variables between 2012-2021 compared to 1991-2020 and 1961-1990²

Table 1. Climate Projections for temperature and precipitation variables for North Wales until the end of the 21st century

Climate Variables		RCP2.6		RCP8.5	
		2041-2070	2071-2100	2041-2070	2071-2100
Temperature	Average summer temperature (°C)	+0.4°C to +2.1°C	+0.3°C to +2.9°C	+0.8°C to +3.3°C	+2.0°C to +6.5°C
	Average winter temperature (°C)	+0.1°C to +1.7°C	+0.1°C to +2.1°C	+0.6°C to +2.7°C	+1.2°C to +4.6°C
	Met Office heatwave events (days/year)	+0.5 to +1.4 days/year	+0.5 to +1.8 days/year	+0.7 to +2.5 days/year	+1.3 to +5 days/year
Precipitation	Average summer rainfall (% change)	-28.4% to +4.5%	-33.8% to +0.2%	-34.5% to +1.3%	-46.6% to -7.0%
	Average winter rainfall (% change)	-1.4% to +11.4%	-3.6% to +15.0%	-0.7% to +16.1%	+1.1% to +29.2%

Source: UK Climate Resilience Programme (2022)

Key findings:

- Climate change poses a risk to all forms of transport in North Wales. The Climate Change Act 2008 allows DEFRA5 to ask certain organisations to produce reports on the current and future predicted effects of climate change on their organisation and their proposals for adapting to climate change. This is known as the Adaptation Reporting Power (ARP). In 2021, major organisations across the UK reported to DEFRA under the third round of ARP (ARP3). Those reporting included strategic airport operators, road and rail, harbour authorities relating to ports and public bodies.
- **Road** - In 2018, temperatures over 30oC in North Wales led to the A543 between Pentrefoelas and the Sportsman’s Arms on the Conwy-Denbighshire border to be closed due to melting and sticky road surfaces¹².
- **Rail** - The February 2022 storms led to major flooding and closure of the Cambrian line between Welshpool and Newtown, North Wales. Surveys determined that 33 major

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washouts (an event caused by constant or heavy rain) occurred across a half-mile section of the railway.

- **Air** - An extreme cold snap in 2018, led to extreme freezing temperatures and heavy snow across the UK. This resulted in widespread disruption, including at Cardiff Airport, where interruptions to surface transport forced the airport to close despite the runway kept open for Aircraft Operations. In February 2020, Storm Ciara brought winds gusts of over 60Kt causing widespread disruption to the UK with hundreds of flights being cancelled and damage to aircraft hangers. One week later, heavy and persistent rain across much of Wales and Western England caused widespread flooding across the South of Wales.

6.1.4 Demand management

General						
Option No.	Intervention	Planned	Implemented	Location	Details	Information Source
1	Multi-Operator / Multi-Modal Ticketing		✓	Region-wide	1Bws & PlusBus	
2	Multi-Modal Public Transport Timetabling					
3	Park & Ride sites	✓	✓	Deeside & Eryri / Snowdonia (referred to as Snowdonia hereafter)	Proposed Deeside Parkway station, which would in effect operate as a Park & Ride rail site. New Deeside Industrial Park bus park and ride site. Existing Park & Ride site in North Wales - Parc-y-Pass, Snowdonia	
4	Improved Frequency Services	✓		Region-wide	NWML to 4 trains per hour (tph) (stopping) and 1 express to Holyhead. Includes hourly Liverpool to Llandudno, extended Manchester Airport to Llandudno service to Bangor. Increased Borderlands line frequency between Wrexham and Bidston to 2tph, including hourly direct Wrexham to Liverpool service. A planned bus network with higher frequencies.	TTW Bus Network Plans - Meeting 5 Paper 1
5	Extended Core Network Hours	✓		Region-wide	Plans to optimise bus services to a lesser number of services but with longer operating hours	TTW Bus Network Plans - Meeting 5 Paper 1
6	Bus & Rail Station Improvements	✓	✓	Various locations	Station gateway projects at Bangor, Wrexham, and Holyhead - station improvement plans developed. Bus station improvements provided at Bangor and elsewhere.	
7	Upgraded fleet	✓	✓	North Wales Main Line and Borderlands	Refurbished Borderlands, new NWML	New Trains for Wales - BusAndTrainUser

Table 1: Push and pull factors

Push	Pull
Benefits <ul style="list-style-type: none"> • Makes private vehicle journeys less attractive • Restrictive approach • Effective in reducing car use, particularly within designated areas Considerations <ul style="list-style-type: none"> • Generally low initial public support • Must ensure accessibility needs are still catered for 	Benefits <ul style="list-style-type: none"> • Enhance travel choices and behaviour options • Generally accepted within communities and do not elicit public criticism Considerations <ul style="list-style-type: none"> • Less impactful when trying to reduce private vehicle use within identified areas



Key findings:

- There are currently no Air Quality Management Areas in North Wales, which could be a barrier to justifying delivery.
- North Wales is a generally deprived region, and therefore many people do not have the money to purchase low emission vehicles, and therefore a Clean Air Zone could unfairly penalise some people.
- Generally, for every 1mph reduction in average speed, collision frequency reduces by around 5%. Research shows that barriers to walking and cycling includes the perceived safety of the route.
- Research undertaken by RTP and Bilfinger GVA found that only 13% of housing units were located within walking distance of a railway or metro station, emphasising the need to start planning effectively with regards to active travel and public transport connections.
- Increasing car occupancy from current levels of 1.55 people to 1.7 could save nearly 3 million tonnes (Mt) of CO2 emissions per year by 2030 (UK Government, 2022).

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- CoMoUK research indicates that 20 private cars were replaced by each car club vehicle in the UK in 2021 and the average car club car produces 27% less emissions compared to an average UK car. The carbon savings as a result of car clubs existing in the UK are equivalent to the lifetime CO2 equivalent absorption of around 5500 trees.

6.1.5 Sustainable travel modes

Figure 1: North Wales Urban-Rural Split

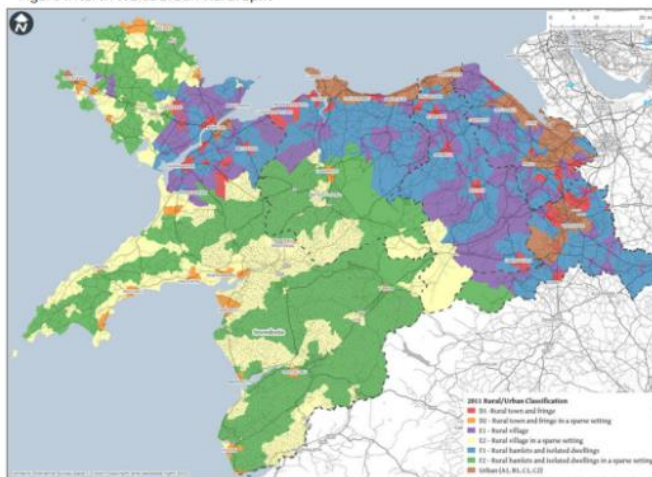
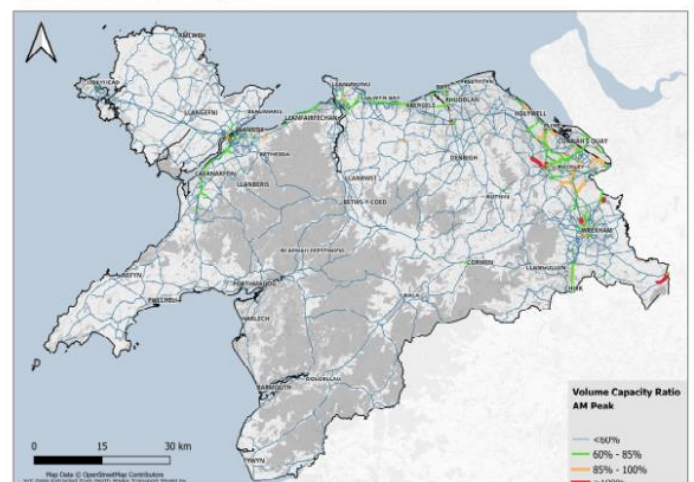


Figure 2: Locations of Typical Congestion



Key findings:

- It has been estimated that the current proportion of journeys using sustainable transport modes across North Wales is approximately 21% (7% public transport, 4% cycling, and 10% walking).
- **Propensity Trends** - In the central sub-region of North Wales, the groupings are largely older groups – retirees living in areas with a sense of community and good public transport links. To the East there is a more ‘family based’ demographic these groups have adequate public transport connectivity. There is a higher proportion of renters in urban areas, particularly Bangor and Wrexham. Typically renters, and particularly student renters, demonstrate a high propensity to use more sustainable modes, including shared mobility.
- **Congestion** - Typically, the North Wales road network experiences some localised congestion in the eastern sub-region, with isolated pockets to the west such as on the A55 around Colwyn Bay. Despite this, congestion during typical peak periods is not considered a significant issue and is much less prevalent than in other regions.
- **Public Transport** - Despite the reasonable spatial coverage of the bus network, operating hours are poor and the disjointed nature of the network discourages usage. It is understood that passenger numbers have fallen steadily across most routes in Wales.
- **Active Travel** - Analysis undertaken, during the process of drafting the Progress Statement, has identified that only approximately 24% of the desired active travel network is developed across the region, when considering the draft Active Travel Network Maps (ATNMs).

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6.1.6 Britannia bridge options

No.	Intervention	Information Source/Report Name	Consultant
1	Three Fixed Lanes	A55 Britannia Bridge Improvements Phase 2 Summary Study Report (2008)	Atkins
2	Three Lane Tidal Flow		
3	Four Lanes Between Existing Parapets		
4	Compact Dual Carriageway		
5	Standard Dual Carriageway		
6	Cycle Track Alongside Road Shared with Pedestrians	A55 Britannia Bridge Pedestrian and Cycle Route (2022)	Mott MacDonald
7	Widened Structure off Side of Bridge at Rail Deck Level		
8	Rail Deck Route Providing a Pedestrian and Cycle Route		
9	Wind Mitigation	A55 / A494 Network Resilience Study (2021)	WSP
10	Reduce Number of Junctions		
11	Gantries		
12	Wind Deflectors		
13	Incident Management	A55 3 rd Menai Crossing: WelTAG Stage 2 Report	AECOM
14	2-lane Carriageway		
15	4-lane Carriageway		

No.	Intervention	Progressed	Reason
1	Three Fixed Lanes	x	<ul style="list-style-type: none"> No active travel provision due to narrower lanes impacting safety A lower speed limit would impact negatively on journey times
2	Three Lane Tidal Flow	x	
3	Four Lanes Between Existing Parapets	x	<p>The Welsh Government Assembly wanted only one of the three widening options to go to Public Consultation. Option 5 was ruled out due to the associated significant strengthening works and since Option 3 was ranked 7th out of 8 at the stakeholder workshop whilst Option 4 was ranked 1st, Option 4 was preferred.</p> <p>After being put forward at the public consultation stage, the majority of stakeholders deemed the removal of the original stone towers of Stephenson's Bridge, as proposed in Option 4, as unacceptable. Instead, the option to construct a new bridge was favoured.</p>
4	Compact Dual Carriageway	x	
5	Standard Dual Carriageway	x	
6	Cycle Track Alongside Road Shared with Pedestrians	✓	
7	Widened Structure off Side of Bridge at Rail Deck Level	x	
8	Rail Deck Route Providing a Pedestrian and Cycle Route	x	Scored unfavourably against impact on environment and heritage assets
9	Wind Mitigation	x	<p>These options would provide potential benefits to resilience of the network across the Britannia Bridge. However, at that time, if the Third Menai Crossing was constructed, the need for these improvements is reduced. It was proposed that these options be deferred, subject to confirmation that the Third Menai Crossing progressing.</p>
10	Reduce Number of Junctions	x	
11	Gantries	x	
12	Wind Deflectors	x	
13	Incident Management	x	
14	2-lane Carriageway	x	Option 15, 4-lane carriageway, outweighs the benefits provided by a 2-lane carriageway (see option 15)
15	4-lane carriageway	✓	4-lane bridge options generate additional economic benefits which offset the increase in cost, whilst providing additional benefits in terms of network resilience and the ability to locate the segregated walking/cycling link on the Britannia Bridge.

Key findings:

- Data analysis of recent traffic counts shows that the bridge is at capacity during peak hours, which leads to congestion and queueing on the bridge itself and along the A55.
- During high winds, the use of the bridge is restricted. Dependent on the wind speed, this includes speed restrictions to all vehicles, closure of the bridge to high sided vehicles and the full closure of the bridge. This causes disruption to the wider network as a result, particularly for HGVs and larger vehicles.

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6.1.7 Menai crossing casualty rates

Location	Casualty Rate per Billion Vehicle Miles	Location	KSI Casualty Rate per Billion Vehicle Miles
A55 Britannia Bridge	140.4	A55 Britannia Bridge	20.1
A5 Menai Suspension Bridge	0.0	A5 Menai Suspension Bridge	0.0
Great Britain (Rural Roads)	320.9	Great Britain (Rural Roads)	88.6
A55 J19-J20 (Llandudno)	37.3	A55 J19-J20 (Llandudno)	5.3
A55 J32-J33 (Northop)	27.1	A55 J32-J33 (Northop)	1.7
A494 Aston Hill (Deeside)	35.2	A494 Aston Hill (Deeside)	5.9
A483 J5-J6 (Wrexham)	32.5	A483 J5-J6 (Wrexham)	7.2

Key findings:

- It should also be noted that no collisions were recorded between the two roundabouts on either side of the A5 Menai Suspension Bridge between 2017 and 2019. On this basis, the casualty rate for this crossing has been considered as zero.
- Annual Number of Casualties:
 - Slight – 6.0
 - Serious – 0.7
 - Fatal – 0.3
- All casualties – 140.4
- KSI casualties – 20.1
- It should be noted that the rural roads casualty rate is less than half the equivalent for urban roads (716.8), although it is significantly larger than the rate for motorways (94.3).
- The analysis has identified that the casualty rate for the A55 Britannia Bridge is more than four times higher than all other sections of the strategic road network analysed in North Wales.
- The KSI casualty rate for the A55 Britannia Bridge is comparably large in the context of the region. On this basis, an intervention in this location that improves safety could have quite significant benefits, reducing the potential for incidents that cause significant disruption to the strategic road network.

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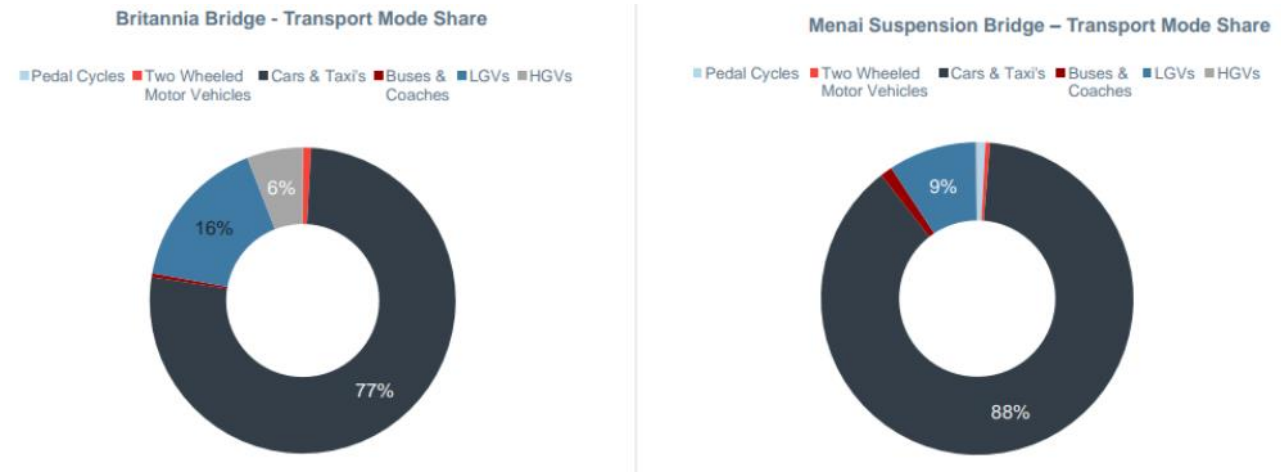
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6.1.8 Menai crossing data

Key findings:



Britannia and Menai Suspension Bridges Closure Data (January 2017 – January 2022) (hh:mm:ss)					
	Stage One	Stage Two	Stage Three	Stage Four	Police Incident
	Winds > 30mph; • 30mph speed limit applied to the bridge	Winds over 40mph; • In addition to stage 1, restriction in place to motorcycles, caravans and bicycles	Winds over 63mph; • In addition to stage 2, only cars and car derived vans able to use the bridge & failure to adhere to 30mph speed limit may lead to complete bridge closure	Winds over 70mph; • Complete bridge closure to all vehicles	• Bridge Closure
Count	93	111	25	4	7
Average Closure Time	06:43:02	08:56:25	07:49:08	07:17:15	01:06:36

- Based on the Design Manual for Roads and Bridges, the capacity of the Britannia Bridge is ~1800 vehicles per hour. During the AM peak hour in the southbound direction and the PM peak hour in the northbound direction the bridge is operating close to capacity.
- Based on the Design Manual for Roads and Bridges, the capacity of Menai Suspension Bridge is ~1000 vehicles per hour. During the AM peak hour in the southbound direction the bridge is over capacity. During the PM peak hour in the northbound direction the bridge is operating close to capacity.
- **2022 Menai Bridge Closure** - Numbers show that approximately 51% of the daily weekday journeys that usually travel via Menai Suspension Bridge now travel via the Britannia Bridge, whilst the remaining 4,556 are either not making the journey or using other modes.
- **Post Bridge Closure** - Now that the Menai Suspension Bridge has reopened, the traffic flow appears to be consistent with 2022 and therefore no significant changes in permanent traffic patterns are obvious.
- **2019 & 2022 Average Speeds** - The most significant decrease in average speeds is by between 75% and 100% compared with free flow speeds. This decrease has been recorded at the northbound and southbound merges to one-lane across the bridge.
- **2019 & 2022 Average travel Times** - In August, no increase in travel times during the AM peak is observed. However, a significant increase is observed during the inter-peak period,

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with southbound travel times in 2019 almost doubling to around 11 mins from the free-flow six mins. This is the largest increase in any scenario.

- **2022 & 2021 Bridge Closure Average Speeds** - It is evident that the Menai Suspension Bridge closure had a significant impact on average speeds through the study area, with the greatest impact southbound during the AM and IP periods, and northbound during the PM peak.
- **2022 & 2021 Bridge Closure Average Travel Times** - It is evident from the data that the Menai Suspension Bridge closure significantly increased average travel times along the A55. The impact was particularly significant in a southbound direction.

6.2 Other North Wales Transport Model Outputs

TfW have shared other outputs from the North Wales Transport Model that are currently in draft. This work considers the impact of the North Wales Transport Commission's infrastructure recommendations alongside other proposals, such as changes in fares and frequencies. Outputs have been requested for use in support of the development of the RTP and SDP and will be reviewed in due course once the results and analysis are finalised.

Annex A: Summary of North Wales Transport Commission Findings

Item	Name	Description	Transport mode(s)/service area
1	North Wales Mainline Infrastructure improvements (Chester Station Improvements)	Electrification of North Wales Mainline with 5 trains per hour	Rail
1	North Wales Mainline Infrastructure improvements (Phase 1): Crewe to Llandudnu Junction	Improvements required include: <ul style="list-style-type: none"> - Upgrades to level crossings - A new platform at Llandudno junction - Improvements to track, switches and crossings and signalling necessary for electric trains - Additional crossover to the east of Bangor 	Rail
1	North Wales Mainline Infrastructure improvements (Phase 2 & 3): Llandudno junction to Bangor and Holyhead	Improvements required include: <ul style="list-style-type: none"> • Re-signalling between Llandudno Junction and Bangor. • Addressing capacity constraints at the Britannia Bridge. • Upgrading level crossings. • Providing an additional platform at Bangor. • Improvements to track, switches and crossings, and signalling necessary for electric trains. 	Rail
1	Deliver electrification of the North Wales Mainline	Deliver electrification of the North Wales Main Line in a phased manner consistent with the infrastructure development Phases 1 to 3. To be ready for electrification, development work must be undertaken, and a business case established	Rail
2	The Borderlands improvements Phase 1 (Improvements at Padeswood Cement Works)	Need to remove the rail capacity constraint at the Padeswood Cement Works south of Buckley Station on the Borderlands Line. Proposals are summarised in Network Rail's Wrexham to Bidston Congested Infrastructure Capacity Enhancement plan, they are as follows: <ul style="list-style-type: none"> • Provide direct access to the sidings from the main line, eliminating shunt moves on the main line. • Incorporate 24 cement wagons (supporting 2,400 tonne operation). • Optimise the turnout speed, to enable timely access and egress. 	Rail
2	The Borderlands improvements Phase 2 (2 trains per hour Wrexham to Liverpool)	Intermediate block signals required to be inserted to reduce headways.	Rail
2	The Borderlands improvements Phase 3 (4 trains per hour Wrexham to Liverpool)	Other infrastructure improvements required to unlock 4 trains per hour are as follows: <ul style="list-style-type: none"> - Resignalling - Level crossing improvements - Line speed improvements 	Rail
3	Integration of Borderlands and Merseyrail network	NWTC recommend strengthened collaborative working with Liverpool City Region and Merseyrail as proposals on the Borderlands Line are developed and implemented. This will maximise the value of the Borderlands Line, and integration with the wider regional rail network including access to Liverpool	Rail
4	Rail station at Deeside Industrial park	Provide a station in Deeside Industrial Park on the Borderlands Line with supporting active travel and public transport access to the station	Rail

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Item	Name	Description	Transport mode(s)/service area
5	Shotton Interchange improvements	Develop and implement proposals at Shotton Station to create a high quality and fully accessible interchange between the Borderlands Line and North Wales Main Line to improve active travel and public transport access.	Rail
6	Increase frequency of Shrewsbury-Wrexham-Chester Line to two trains per hour	Implement a signalling improvement scheme at Gobowen on the Shrewsbury-Wrexham-Chester Line and dual tracking between Wrexham and Chester to address capacity constraints to enable two passenger trains per hour and freight services to operate effectively and reliably	Rail
7	Line capacity enhancements on Conwy Valley and Cambria Coast Lines	Consider line capacity enhancements, increased service frequencies and train capacity enhancements on the Conwy Valley and Cambrian Coast Lines	Rail
8	Increase service capacity during peak visitor season on Conwy valley and Cambrian Coast lines	Develop a plan for further increases of service capacity during the peak visitor season on the Conwy Valley and Cambrian Coast Lines	Rail
9	Re-allocate the rolling stock for North Wales to adequately supply high demand services	Improve the allocation of the rail fleet in north Wales in the short term to ensure rolling stock meets user needs for the types of journey people are making and procure additional trains including an electric fleet for the North Wales Main Line in the medium term.	Rail
10	Safeguard former rail lines for active travel routes	Safeguard former rail lines from future development and develop walking and cycling routes along them where appropriate, with high quality bus services for the communities alongside them.	Rail
11	Develop options for rail based light logistics freight services	Consider locations for and methods to develop rail based light logistics freight services.	Rail
12	Introduction of bus franchising in North Wales		Bus
13	Implement the Bus Transformation Network	Bus Transformation Network would have higher frequencies and longer hours of operation, which will allow for a higher number of journeys that better fit with people's travel needs and that will be more attractive for everyday travel use.	Bus
14	Regional coastal bus network	Implement a network of regional coastal bus services with a frequency of 2-4 buses per hour extending into the evenings that link major settlements, employment sites and transport interchanges	Bus

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Item	Name	Description	Transport mode(s)/service area
15	Regional rural bus network	Introduce a network of regional rural bus services with an hourly service frequency extending into the evenings that link rural settlements and are operated by a fleet of buses that are comfortable for longer journeys.	Bus
16	Trwas Cymru service enhancements	Enhancements to Trwas Cymru routes, service frequencies and hours of operation are carried out in the short term. It is proposed that the service hours are extended and, where there is demand, service frequencies are increased. NWTC also support additional routes where there is demand. In many cases, the Trwas Cymru services work similar routes to the proposed regional rural bus network and the service patterns need to be coordinated.	Bus
17	Local bus service development	Development of local bus services in preparation for franchising.	Bus
18	Expand and consolidate Fflecsi services	We recommend making suitable pilot Fflecsi Dynamic Demand Responsive services permanent, and introducing additional Fflecsi services in other areas where experience from the pilot and other schemes suggest they would be a good complement to scheduled bus proposals. Schemes should be designed with local community involvement	Bus
19	Deliver community transport services	We recommend that TfW and local authorities collaborate with communities, particularly in rural areas, to help fund and deliver community transport services that meet otherwise unmet need	Bus
20	Total transport services	Pilot a contract that combines education, non-emergency patient and social services transport into one comprehensive contract called "total transport service". This would involve pooling budgets and fleets to provide the above services.	Bus
21	Run a coach service between Bangor and Camarthen	We recommend that the current proposal for a coach service between Bangor and Carmarthen is progressed together with its required interchange infrastructure. In addition, we recommend a study is undertaken of other potential north-south and cross-border coach routes	Bus
22	Implement bus priority proposals	We recommend that local highway authorities and NMWTRA (on behalf of Welsh Government) implement bus priority proposals and review proposed bus service improvements to identify and implement further required bus priority measures	Bus
23	Make Sherpa services permanent and provide long term funding for Sherpa services	We recommend making the Sherpa'r Wyddfa bus services permanent, provide long term funding for them and investigating how services can be integrated further with the wider bus and railway networks	Bus
24	Creation of partnership to support alternative funding streams for	We recommend the creation of a partnership where Sherpa'r Wyddfa and other public transport services can be supported by innovative sources of funding including parking revenues if available and appropriate.	Bus

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Item	Name	Description	Transport mode(s)/service area
	sherpa and other public transport services		
25	Identify opportunities to extend Sherpa type services to other locations	We recommend an investigation of the benefits of seasonal and tourist bus services, like the Sherpa'r Wyddfa, in other locations in north Wales to support the visitor economy and promote integration with wider rail and bus networks.	Bus
26	Prioritise pedestrians crossings, junctions and other infrastructure with the most potential for ncreasing Active Travel.	Priority should be given to the construction of junctions, crossings and other infrastructure that have the greatest potential for creating the most increase in use, these could be new or upgraded existing facilities.	Active Travel
27	Establish a North Wales Active Travel Unit	We recommend that a North Wales Active Travel Unit is established to work with local authorities, the North Wales CJC, Welsh Government Strategic Road Network division and the NMWTRA to deliver active travel networks that are ambitious, in line with the Sustainable Transport Hierarchy and are delivered at pace.	Active Travel
28	Development of multi-year elivery programmes for active travel schemes by local authorities	We recommend that local authorities develop multi-year delivery programmes for their active travel schemes and engage all relevant departments in scheme development and delivery.	Active Travel
29	Local authorities to adopt TfW's route prioritisation method	We recommend that TfW's method for route prioritisation is adopted by local authorities and TfW to target investment to maximise use of the active travel network	Active Travel
30	Prioritise high quality active travel routes to target investment to schemes that maximise use	We recommend that high-quality active travel routes should be prioritised using TfW's prioritisation method to target investment to schemes that maximise volume of use of the network and link population entres with major employment sites.	Active Travel
31	Include Active travel managemet provision in the conditions for Active Travel Fund grants	We recommend that local authorities are required to set out how they plan to manage and maintain active travel networks as a condition of receiving Active Travel Fund grants	Active Travel
32	Connect housing developments, urban centres and employment sites by active travel	We recommend the development of exemplar urban active travel schemes in north Wales that connect communities and housing developments to urban centres and employment sites	Active Travel
33	Re-allocation of road space and prioritisation of juncions for walking and wheeling users.	We recommend a programme of works is instigated to implement changes to the existing highway network in urban areas to reallocate road space and prioritise junctions for people walking and cycling	Active Travel

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Item	Name	Description	Transport mode(s)/service area
34	Develop a rural network of active travel routes to connect with NCN route 5 and an Inter-urban route between Deeside and Wrexham.	We recommend planning and developing the rural network of routes that connect with National Cycle Network Route 5 on the northcoast, and an inter-urban route between Deeside and Wrexham	Active Travel
35	Improvement of rights of way routes to increase everyday active travel use.	We recommend that routes forming part of the rights of way network are improved to a standard suitable for everyday active travel journeys where that would increase everyday active travel use.	Active Travel
36	Implement Quiet Lanes to extend the active travel network	We recommend implementation of Quiet Lanes by local authorities where this will help create a more extensive active travel network, and therefore the ability to designate Quiet Lanes in Wales should be formalised.	Active Travel
37	Investigate funding opportunities beyond the Active Travel Fund	We recommend that funding streams additional to the Active Travel Fund are investigated so that active travel routes can be developed to visitor attractions	Active Travel
38	Develop high impact active travel components of schemes designated by the Roads Review.	We recommend that high impact active travel components of schemes paused by the Roads Review are developed in line with the Review Panel's recommendations	Active Travel
39	Develop pedestrian and cycle routes to bus and rail interchanges	We recommend that all bus and rail stations and interchanges are served by direct, high-quality pedestrian and cycle routes that have priority, and have more and better cycle parking	Active Travel
40	Develop schemes to increase e-cycle ownership	We recommend developing methods to increase e-cycle ownership, including loan and grant schemes.	Active Travel
41	Investigate options for a cycle hire scheme in Wrexham	We recommend that a public cycle hire scheme is further investigated in Wrexham and other locations, and community cycle hire schemes are investigated for other locations in the region	Active Travel
42	Ensure sufficient electric vehicle charging points at new residential and non-residential developments.	We recommend that parking strategy and standards and planning consents should ensure that new residential and non-residential developments provide sufficient electric vehicle charging points to meet future demand and incentivise electric vehicle uptake.	Cars and vans

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Item	Name	Description	Transport mode(s)/service area
43	Increase the number of car clubs	We recommend increasing the number of car clubs through joint working with car club providers, including community car club providers, in urban and rural areas and at stations, in workplaces and at mobility hubs	Cars and vans
44	Welsh government to produce guidance on parking management strategies for local authorities	We recommend that Welsh Government produces guidance for local authorities on developing a parking management strategy, including all types of on-street and off-street parking and advice on charging	Cars and vans
45	Develop a network of roadside HGV facilities	We recommend development of a network of suitable HGV road-side facilities in the region	Road freight
46	Co-operation between TfW, LAs and bus operators to improve interchange opportunities and increase bus frequencies	We recommend that TfW, local authorities and bus operators should work together ahead of bus franchising to develop and introduce timetables with increased frequencies and better interchange possibilities	Public transport integration
47	Develop fully integrated ticketing across bus, rail and community transport.	We recommend the development of fully integrated ticketing across rail, bus, and where possible community transport, using a digital platform and app. Welsh Government and TfW should set up the necessary processes with timescales for delivery of a digital platform and app that provides this full integration, once franchising has been introduced.	Ticketing
48	Introduce a maximum daily fare on an all-mode ticket across North Wales	We recommend a maximum daily fare, supported by tap-on/off infrastructure for all bus and rail is trialled in north Wales to act as a pilot for a countrywide system.	Ticketing
49	Develop placemaking and wayfinding at stations and bus stops	We recommend placemaking and wayfinding at stations and bus stops that is undertaken in consultation with local and community organisations, including disabled people's organisations	Interchange
50	Introduce mobility hubs at rail stations	We recommend that mobility hubs are created at rail stations, prioritising those that are redeveloped.	Interchange
51	Prioritise active travel networks and cycle parking over park and ride sites	We recommend that park-and-ride sites should in general be provided only after active travel networks and cycle parking are developed and where the public transport leg is the longest part of the journey	Active Travel
52	Develop a guest card to combine travel offers with tourist attraction tickets	We recommend joint working between transport service providers and tourist related businesses to develop a guest card that offers visitors a package of sustainable travel offers, attraction entrance and goods and services discounts	Ticketing
53	Review TAN18 guidance to ensure policy translates to implementation and to include specific guidance on planning of active travel, bus and car parking.	We recommend Welsh Government reviews TAN18 guidance to ensure policy intent translates to implementation and that the review leads to inclusion of specific guidance on planning for active travel, provision for buses, and scale of provision of car parking.	Guidance and policy

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Item	Name	Description	Transport mode(s)/service area
54	Support for Digital Literacy schemes	We recommend support for digital literacy schemes, such as the Digital Communities Wales programme, ⁴¹ and would like to see campaigns to raise awareness of their existence	Behaviour change and inclusion
55	Welsh Government to develop Strategic Transport Partnerships for organisational travel planning	We recommend that Strategic Transport partnerships for organisational travel planning should be developed by the Welsh Government working with local authorities, the North Wales CJC and major employers in the employment areas in north-east Wales (Deeside and Wrexham) and north-west Wales (centred on Bangor).	Behaviour change and inclusion
56	Introduce a Health Travel Charter for employers in North Wales	We recommend that employers in north Wales are given the option to sign up to a Healthy Travel Charter, following the south Wales model.	Behaviour change and inclusion
57	Expand work with schools and parents to encourage sustainable travel to and from schools	We recommend that local authorities should expand their work with schools and parents to encourage and support sustainable travel for children, parents and staff.	Behaviour change and inclusion

File Note

Project title North Wales Corporate Joint Committee RTP/ SDP Consultancy Support
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cc
Prepared by [REDACTED]
Date 10 April 2024
Subject Road to Bus Reform

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1. Background and context

Vision: The Welsh Government and Transport for Wales are building an integrated transport network. The network will bring together walking, wheeling, cycling and public transport to make sustainable transport the easiest way to travel. Buses are a key part of this vision. We want to encourage more people to take the bus. The people of Wales need a reliable affordable, flexible and easy to use bus network.

Currently, the Welsh bus network is not fulfilling its potential. There are barriers to travelling by bus which can put people off travelling by bus altogether. These barriers include poor reliability, ticketing issues, lack of information and services not being effectively integrated.

The current system makes it difficult to bring together commercial and socially necessary bus services in a way that puts the customer at the heart of the bus network. Under franchising local authorities, CJsCs, bus operators, TfW and the Welsh Government will work together to design better bus networks and services.

2. Summary

Part 1: Improving rural and urban bus services

- A third of people in Wales live in rural areas, the majority of which live on transport corridors, near settlements with shops and facilities. For these people, we can sustainably provide good ways to get to local towns and villages without relying on a car.

Improving rural and urban bus services:

- Our Rural Pathway will help those in the most isolated communities better access their local village or town. From there they will have a wider range of public transport and active travel choices to travel locally or to connect with other services for longer journeys.
- Buses have a crucial role to play in this model, particularly demand responsive services such as Fflecsi, and the community transport sector.

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- There is a need for these services to work seamlessly with a range of other transport options, including e-bikes and electric car clubs, to help people travel in rural areas.
- Franchising will help us integrate buses with the wider transport network. Having oversight of rail and bus timetables will enable Transport for Wales to coordinate a national public transport network. By working closely with local authorities, we will ensure local barriers to integration can be addressed.

Better Bus Services:

- We have three objectives for the new bus system, which, when combined, support our modal shift ambitions:
 - o A bus network which is linked in with the rest of public transport in Wales and easy to navigate (One Network).
 - o Coordinated timetables which are easy to use and allow connection across public transport in Wales (One Timetable).
 - o Simpler ticketing which enables travel across public transport in Wales with affordable and consistent fares (One Ticket).

Part 2: Delivering our vision together.

Ways of Working:

- Bus reform means there will be a change in the ways things are run, and how we work together. But the need to work together remains essential to achieve better outcomes. Local and regional collaboration is at the heart of our plans to franchise buses.
- These five ways of working underpin our approach to bus franchising:



Collaboration

Collaborating and co-developing franchising will be essential.



Integration

Better public transport can directly benefit all seven well-being goals. We need to continue considering the wider benefits of bus franchising as we move forward.



Involvement

It is important that we involve people with an interest as part of the planning and delivery process.



Long-term

We need to balance short-term needs, while safeguarding long-term needs.



Prevention

By addressing today's problems, we can act to prevent problems occurring in the future or getting worse.

Facilitating Collaboration:

- All relevant parties should be involved at all points of the process. To enable this, TfW will:
 - o Facilitate the national and regional collaborative planning relationships.
 - o Provide technical advice, support, and capability to help deliver an enhanced network.
 - o Ensure franchising is consistent and considers the needs of partners across Wales.
 - o Ensure integration with rail, active travel, and other transport modes.

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Regional Transport Plans (RTPs)

- The four regional Corporate Joint Committees are due to produce Regional Transport Plans (RTPs) by the start of the 2025/26 financial year. The RTPs are multimodal, so they bring together all modes of transport within their plan. Within each region all public sector partners will deliver against a single unified RTP. Transport for Wales will work closely with the Corporate Joint Committees to ensure the proposed franchised network is aligned with and embedded into the multimodal RTPs.
- This way of working provides opportunities for local authorities and Transport for Wales to enhance passenger experience and encourage behaviour change at a regional and local level. For example, strategic plans for local bus priority measures and active travel infrastructure can be introduced to by-pass problematic congestion hotspots and benefit the wider network.

Meeting the needs of Wales's diverse population:

- It is vital that we speak to and work with groups with protected characteristics to meet their needs. To do this, we will consult Transport for Wales's accessibility and inclusion panel made up of people with protected characteristics. The panel is being expanded to have wider representation.

Part 3: Designing the future bus network.

Our whole product approach:

- To achieve the objectives of One Network, One Timetable, One Ticket, we will take a holistic view of the way we govern, design and deliver bus services. Our whole product approach means we are taking a customer-centred, structured and repeatable process.
- The whole product principles are:



Network segmentation:
Understanding who moves around the network, why they move, and how they move.



Network design: Producing a data-led network-level picture of demand to run a service that meets customer needs and attracts new passengers.



Efficient resources: Removing duplication and complexity in the network.



Timetable and connections:
Producing easy to understand timetables which improve reliability and connection times with other public transport.



Financial sustainability:
Ensuring that the network is financially sustainable by improving efficiency and increasing passenger numbers. We want to reinvest revenue to continue improving services and deliver value for money.



Branding: Creating an inclusive brand identity for the bus network. We will use this to communicate the improvements we are making to our customers.

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Fleet and service quality:
Consistent standards for vehicles and livery will help attract passengers.



Contract design and procurement:
Dividing the network into geographical contract packages and introducing an effective procurement process, which will make bidding for contracts accessible to small, medium and large operators.



Fares and ticketing redesign:
Simplifying bus fares and introducing integrated ticketing across operators and modes.



Passenger information and infrastructure: Standardising information at bus stops, bus stations and online to help passengers plan and book their journeys.

Network Planning Principles:

- Transport for Wales and local authorities have already started to work together to create a vision for the franchised bus network. A set of nine network principles has been developed to guide the design of a future network. We want to continue to co-create the future bus network with our partners. This will ensure the network is scalable, affordable, achievable and benefits communities across Wales. Together, we will evolve the bus network, adapting to changes in customer needs.
- The nine networking principles are:

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Plan a single unified network: Services are planned and arranged to create a unified network which is intuitive, easy to understand, and coordinated.



Establish a core network, connecting key destinations: The core network should form a permanent backbone of an integrated local or regional network.



Secondary local and feeder services around the core: Secondary local and feeder services should be formed around the core network, with lower frequency and/or demand responsive services.



Service directness for core bus lines: The core bus services should be arranged as a series of straight-line services with minimal diversion.



Consistent service line route: Bus services should operate the same route at all times of day (with some limited alternatives in early/late periods). This improves understanding of the network and reduces operational complexity.



Coordination of services on common corridors: Services on common corridors should be rationalised to provide regular headways to optimise system efficiency and ease of understanding.



Integration and co-ordination of multimodal services with convenient transfer and waiting times: Bus services should be coordinated to create an integrated network to maximise connections between services and improve the range of destinations.



Clock face departures: Departure times for services at consistent times past each hour (for example, 00 and 30 minutes past every hour) improves passenger understanding of bus services.



Consistent operating hours: Consistent operating hours across a network improves understanding of the network for passengers and provides certainty of transfer opportunities.

A data-driven approach:

- TfW is using innovative tools to help shape the future of bus services. We need access to high quality data to achieve this.

A network for Wales and the borders:

- Cross-border services are vital for Wales's economy. They connect Welsh and English communities. We are identifying the opportunities to enable the better provision of cross-border services.

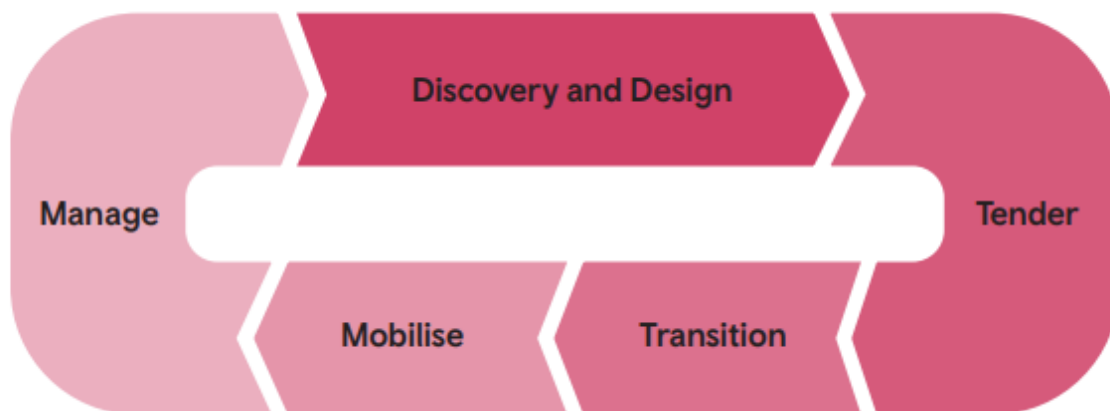
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- In some cases, we may be able to contract cross-border services either directly or in collaboration with bordering English local authorities. However, where this risks conflicting with the still-deregulated market in England, we are proposing to use a permit scheme. The use of permits will allow services into Wales while maintaining the standards of our bus network.

Part 4: Implementing our vision.

Delivery Phases:

- The delivery phases will run iteratively. When we have established the franchised system in Wales, we will continue to work with local authorities and industry partners to evolve the network. Franchise contracts will be renewed and reviewed. This will allow us to implement lessons learned, identify opportunities to enhance efficiency, and improve passenger experience.
- This means we can ensure our approach is fit for purpose and delivers the best outcomes for the people of Wales.
- Our five core delivery phases are:



Design and Discovery Phase:

- We are currently in the design and delivery phase. We are focusing on redesigning the future network and preparing a franchise system that is flexible, efficient, and attractive to bus operators of all sizes. This phase will continue while the new legislation is introduced to the Senedd.
- The following are being explored in this phase:
 - o Network Development
 - o Pathfinder projects – enable the testing of new ideas and validate planning principles in practice.
 - o Funding the Network
 - o Simple, integrated ticketing
 - o Bus stops, infrastructure, and customer information
 - o Low carbon infrastructure

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Transition and Tender Phase:

- The following are explored at this stage:
 - o Geographical roll out - We are proposing to take a geographical approach to roll out franchising plans by segmenting Wales into zones. These zones are subject to change as the plans for franchising develop but will be based on the customer profile and the composition of the proposed network.
 - o The bridge to franchising - want to improve services at the earliest opportunity through a bridge to franchising. Before franchising formally commences, TfW will work with local authorities and CJs in North and Mid Wales to improve the bus network and improve contract terms.
 - o Transitioning existing contracted services
 - o Transitioning commercial operations

Part 5: Achieving Success

Delivering our objectives

- Transport for Wales will be held to account by the Welsh Government and local authorities for ensuring the design and development of the franchised bus network satisfies the objectives of One Network, One Timetable, One Ticket. We believe a successful franchising system will enable us to:
 - o Build a network which gets people to where they want to go.
 - o Meet our ambitious modal shift and climate targets.
 - o Partner with bus operators to run a thriving, innovative bus industry in Wales.
 - o Provide efficient, reliable bus services.

Network Performance

- As part of the franchising contracts, we will specify the data that bus operators must share with TfW for performance management purposes.
- TfW will monitor and analyse this data. We are committed to making the findings publicly accessible. For example, Transport for London publish annual network performance reports and quarterly summaries on their website. We aim to provide similar reporting.

Modal Shift and integrated travel

- Llwybr Newydd: the Welsh Transport Strategy 2021 has set ambitious targets for changing the way people travel. A key success factor of bus franchising is the extent to which we help people make the choice to travel by public transport instead of the car.
- To support this shift, providing an integrated transport network with passenger-centred, reliable services is critical. Passengers should have a seamless experience travelling across modes of transport in Wales.

File Note

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Date 10 April 2024
Subject A Railway for Wales: Meeting the needs of the Future Generations

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1. Background Summary

“Our vision for a full rail devolution will enable us to deliver a transformative railway development programme across Wales that meets the needs of future generations.”

Our railway should be one of our most socially and economically valuable assets. It has the potential to make a significant contribution in Wales to people’s lives, our communities, the environment, and to our economy.

The devolution and subsequent reward of the Wales and Borders franchise has allowed the Welsh Government, through Transport for Wales, to develop an approach that will deliver transportation changes to Welsh rail services, including almost a third more weekday services, the majority using new rolling stock, and new and improved stations.

Our ambition is to continue to support our economy and communities, by continuing to develop an integrated transport network that allows more of us to travel where we want to, when we want to and to do so sustainably.

2. Fair devolution

Despite not being funded to do so, the Welsh Government has chosen to invest in rail and infrastructure – choosing to connect communities through re-opening lines and new stations, prioritising increasing capacity to provide viable and popular services and closing level crossing to improve safety.

Without fair devolution and funding settlement from the UK Government, this investment by the Welsh Government can only currently come at the expense of the funding that we receive to pay for improvements in the wider transport network, local services, new schools, and hospitals.

While a programme of enhancements worth over £150 billion is being funded for development and delivery across the border, we continue to wait for similarly ambitious commitment from the UK Government to fund and deliver strategic schemes in Wales. To fill this void, the Welsh Government published The Case for Investment, to develop a strategic vision for the rail network.

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A fair devolution settlement for Wales would allow us over the next 10 years to fund an ambitious strategic delivery programme (including the upgrade of the North Wales Mainline) to support the level of services required to meet our objectives.

We are struggling with the legacy of a railway system that was designed before the advent of devolution, and whilst some efforts have been made to evolve it, the current settlement is still a reflection of the times in which it was created.

The UK Government must now enable Welsh Government to run our own railway that delivers out wider objectives, to have a greater say in specifying out rail services that meet Welsh passengers needs, and to manage and develop our infrastructure with a fair funding settlement that benefits the whole of the Wales and Borders area.

3. Well-being of Future Generations (Wales) Act (2015)

With the full and proper devolution of infrastructure and services aligned to a fair funding settlement, we will be able to begin to develop a railway in Wales that meets our own needs and objectives, as well as our obligations under the Well-being of Future Generations Act.

A Prosperous Wales

Wales needs a rail network that allows people and goods to move efficiently, promoting business and generating employment opportunities to boost productivity and economic growth.

A Resilient Wales

Wales needs a reliable and efficient railway that offers resilience to current weather patterns and future climate change through a well-maintained, modern network that minimises whole life cost.

A Healthier Wales

Wales needs a railway that improves physical and mental health by promoting active travel opportunities and reducing loneliness and isolation through facilitating efficient and attractive door-to-door journeys.

A More Equal Wales

Wales needs a railway that enables efficient, practical, and affordable journeys that is accessible to all regardless of their economic status or whether they share a protected characteristic under the Equality Act (age, disability, gender, race, religion, sexual orientation, marital, or maternity status).

A Wales of Cohesive Communities

Wales needs a railway that supports the communities it serves and an effective foundation economy through expanding access to rail services, allowing efficient journeys between all regions of Wales.

A Wales of Vibrant Culture and Thriving Welsh Language

Wales needs a railway that facilitates access to leisure, tourism and heritage sites and actively promotes the Welsh Language and culture.

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A Globally Responsible Wales

Wales needs a railway that encourages and helps people to use more sustainable forms of transport as part of a wider integrated public transport system, minimises its own energy requirements and the environmental impacts of energy use.

Our first task is to address the legacy of a historic lack of investment in improving the railways in Wales through an ambitious and deliverable programme of national, regional, and local improvements to our railway infrastructure.

4. Strategic Railway Development Programme (North Wales Specific)

With the appropriate devolution and funding settlement, we would progress a railway development programme based on the well-being objectives and the principles of WelTAG.

Our plans for the North-East Wales Metro, and ambitions for the upgrade of the North Wales Mainline, as well as wider plans across Wales, will provide a viable alternative to the car for commuter trips.

We also plan to develop further opportunities to improve connectivity on the nation's other key corridors – especially the western corridors from Ynys Mon to Aberystwyth, Carmarthen and Swansea Bay.

Equally important to the Welsh Government is the role that the railway plays in supporting our rural communities, delivering vital connectivity to employment and services, while enhancing accessibility to our world class tourist destinations.

Our commitment to the integration of the rail network with bus services and active travel infrastructure will deliver seamless 'end to end' journeys for passengers.

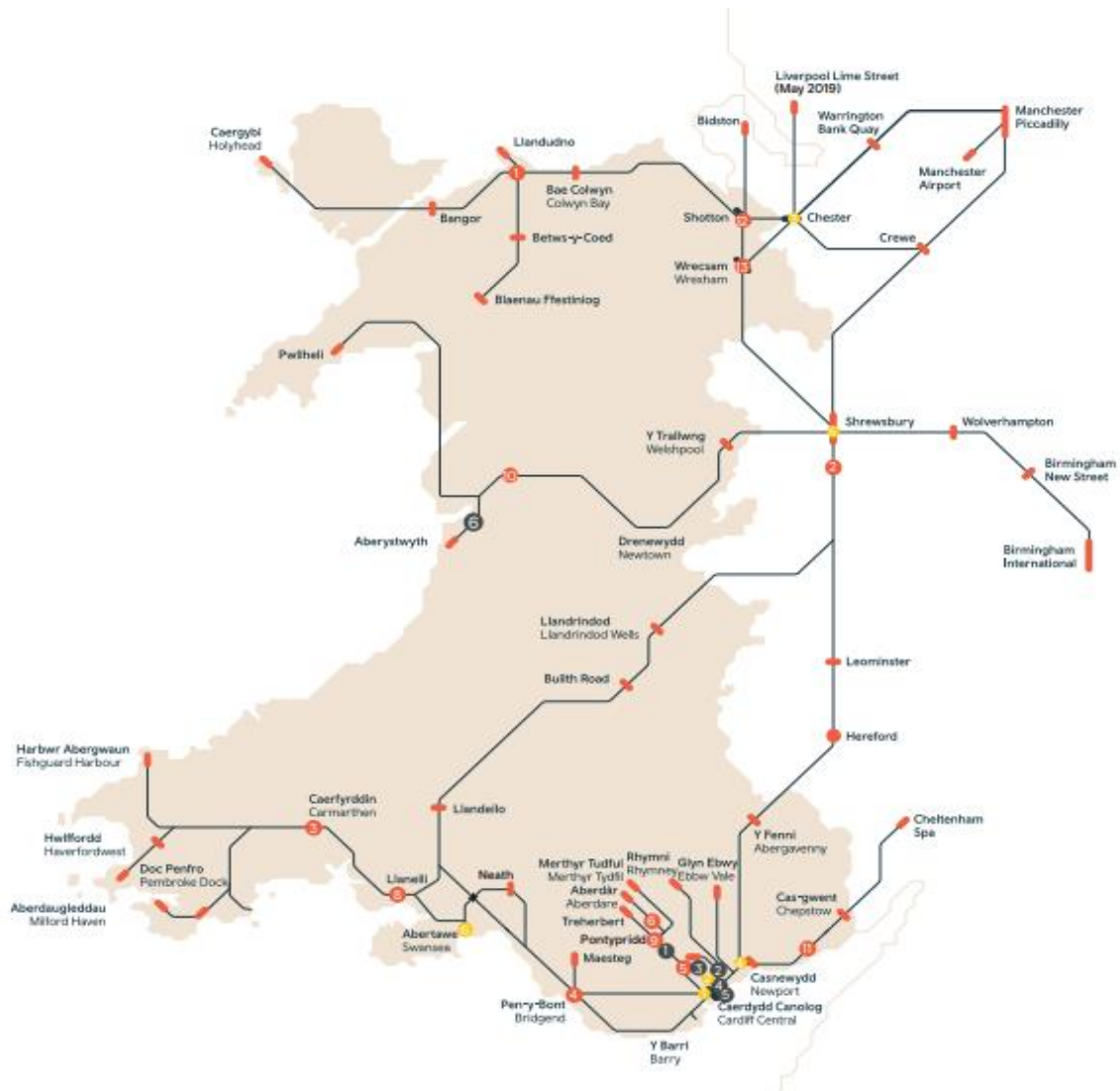
Building on the Case for Investment published in 2018, an ambitious, coherent, and justifiable programme is being developed to enhance our railways including new stations, upgrades of existing stations and routes, our regional Metro developments, and future major strategic corridor developments, outlined in Figure 4-1, Figure 4-2 and Figure 4-3.

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- New service North Wales and Liverpool via Halton Curve
- £738m to transform the valley lines with new trains and faster and more frequent services
- £800m to ensure that 95% of journey are on new trains
- £194m major station improvement programme across the entire network
- 61% more Sunday services across the network
- 29% more weekday services across the network
- More services on Cambrian and Heart of Wales lines
- New service between Cardiff and Liverpool
- Additional service between Wrexham and Bidston
- Smart ticketing and pay-as-you-go flexibility

TfW station improvements vision – interchange stations

- 1 Llandudno Junction
- 2 Craven Arms
- 3 Carmarthen
- 4 Bridgend
- 5 Radyr
- 6 Abercymon
- 7 Hereford
- 8 Llanelli
- 9 Pontypridd
- 10 Machynlleth
- 11 Severn Tunnel Junction
- 12 Shotton
- 13 Wrexham General

Station enhancements
Shotton, Chester, Wrexham,
Cardiff Central

Committed TfW Stations

- 1 Nantgarw
- 2 Crwys Road
- 3 Gabalfa
- 4 Loudoun Square
- 5 Cardiff Bay
- 6 Bow Street

TfW Station improvements vision – Hub stations

- 1 Cardiff Central
- 2 Cardiff Queen Street
- 3 Chester
- 4 Newport
- 5 Shrewsbury
- 6 Swansea

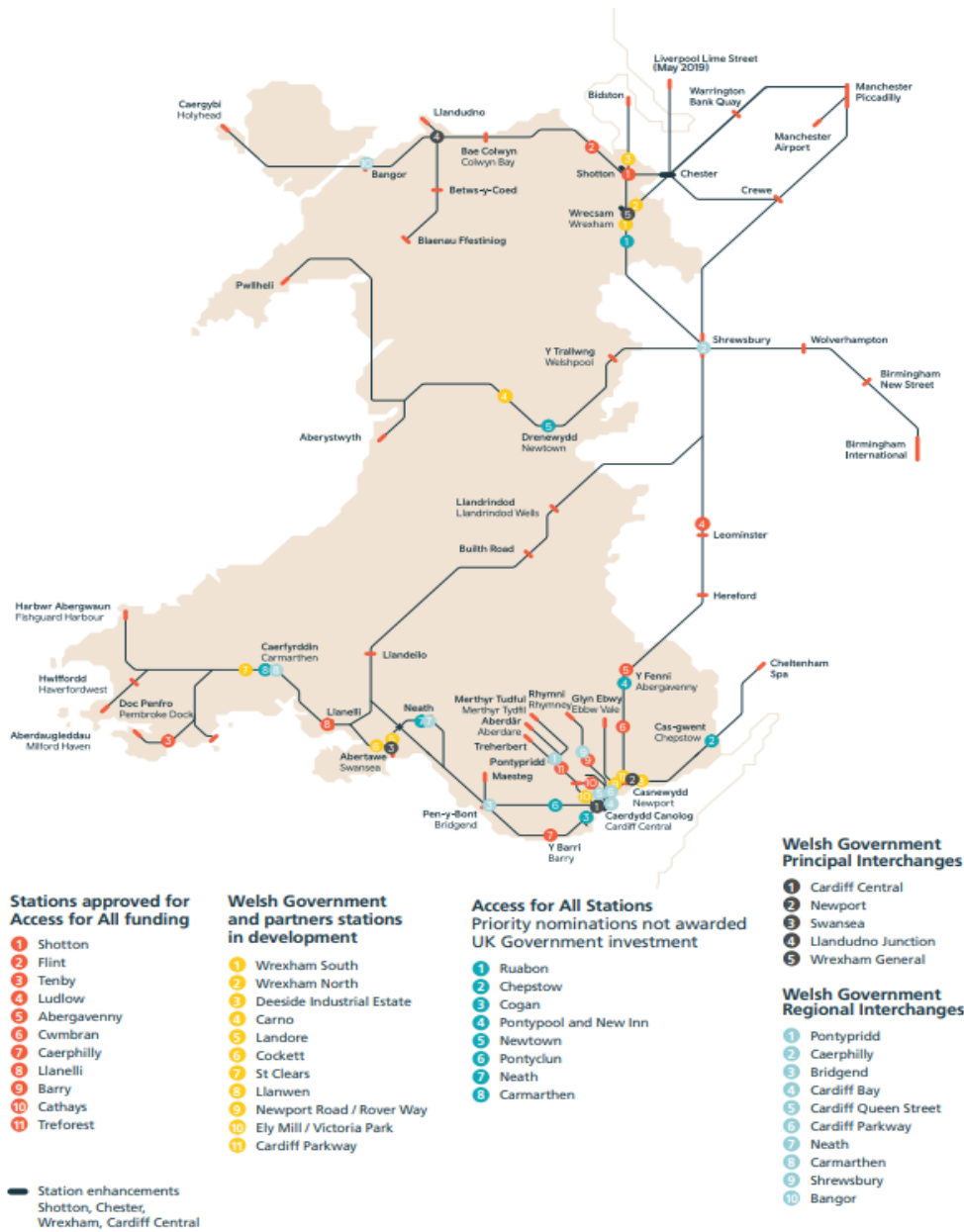
Figure 4-1: Committed Transport for Wales Improvements

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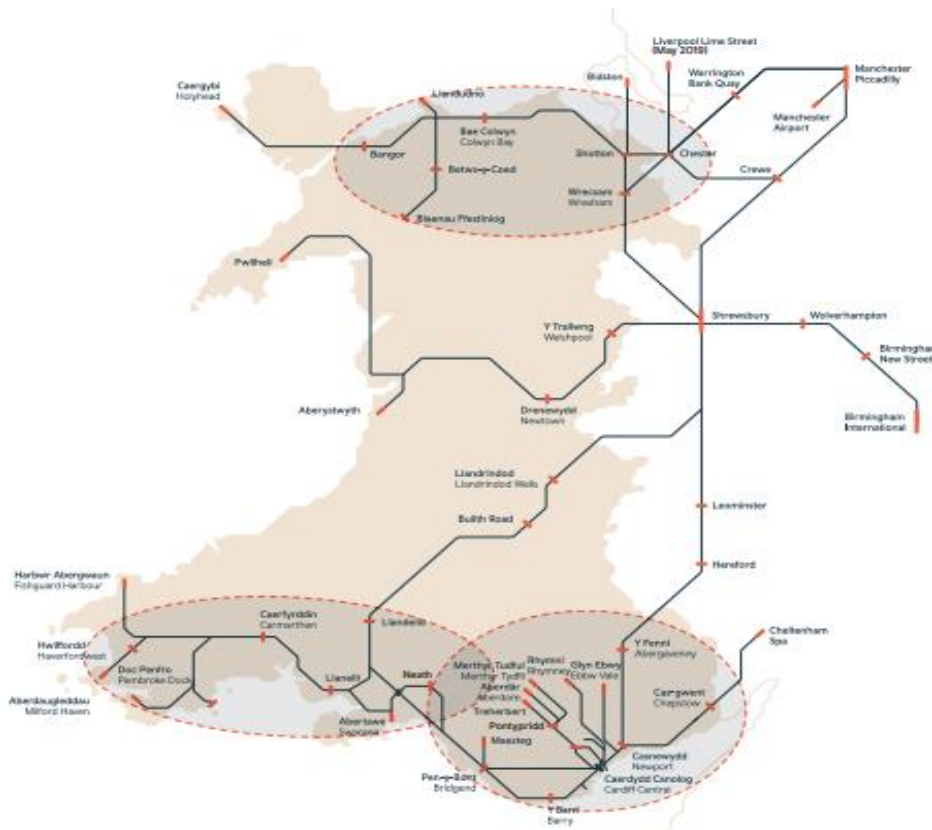
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Figure 4-2: Potential Station Development Programme



South West Wales Metro

- The South West Wales Metro including rail, bus, and active travel is currently being developed by the region's local authorities
- Increased South Wales Mainline services (to Carmarthen and Pembroke Dock/ Milford Haven) and a potential strategic West Wales Parkway
- Assessment of the case to reopen older lines and new stations such as Dulais, Amman, Neath and Swansea Valleys

North Wales Metro

- Enhance and integrate rail and bus services across North Wales/Cheshire
- Enhanced Borderlands line with direct and faster services between Wrexham and Liverpool and integration with Merseyrail services
- Additional stations and potential extensions
- Upgrades of Wrexham General and Shotton stations
- Further rail extension and/or re-openings to be considered

South East Wales Metro

- To appraise, develop & deliver major schemes such as Ebbw Valley and Maesteg service frequency enhancements
- Potential M4 corridor measures
- Enhanced services and new stations on the Marches Line
- Additional Metro stations
- Network capacity & resilience measures
- Comprehensive integration with bus services and Active Travel
- Other new transport solutions including reopening and delivering new lines through the emerging Metro Enhancement Framework

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Figure 4-3: Metro Developments

File Note

Project title	North Wales Corporate Joint Committee RTP/ SDP Consultancy Support
Job number	302160-00
File reference	
cc	
Prepared by	[REDACTED]
Date	10 April 2024
Subject	Electric Vehicle Charging Strategy for Wales

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1. Background Summary

Welsh Government recognise that this strategy represents the first step for Wales to take targeted action to deliver a vision for electric vehicle charging that meets Wales' unique requirements. This strategy sets out where we are now in providing charging for cars and vans across Wales, our charging needs for the decade, and how these can be met.

It is based on the following vision:

'By 2025, all users of electric cars and vans in Wales are confident that they can access electric vehicle charging infrastructure when and where they need it'.

2. Policy Context

Welsh Government has set out its legal commitment to achieve net zero emissions by 2050. Llwybr Newydd: a new Wales transport strategy sets the framework for decarbonisation of the transport sector. This strategy has been created to sit within the context of Llwybr Newydd as a specialist and priority topic area, where urgent action and cross-sectoral integration (across the energy and transport sectors in particular) is required.

Alongside Llwybr Newydd, other policies and organisations included in this framework are:

- Planning Policy Wales (2018)
- Prosperity for All: A Low Carbon Wales (2019)
- Future Wales: The National Plan for 2040
- Well-being of Future Generations (Wales) Act (2015)
- UK Government and the Department for Transport
- Public-Private sector organisation 'Zemo', established in 2003, to accelerate the shift to low carbon vehicles

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3. Future Charging Demand

To predict the number and type of charging requirements in Wales, so that charging does not become a barrier to the adoption of electric vehicles, the strategy estimated the scale of the need for charging electric cars and vans over the next decade.

Demand for electric vehicle charging is a function of the number of electric vehicles on the road and charging behaviours. Charging behaviours have been modelled based on several assumptions about where and how people will use the charging network.

As drivers transition from internal combustion vehicles to electric cars and vans, it is predicted that the increase in number of electric vehicles on the road will follow an ‘s-curve’, as shown in Figure 3-1 below. The acceleration of uptake is dependent on charging provision, technology maturity, incentives, regulatory change and behavioural trends. This strategy is based on a forecast for the number of electric vehicles on the road produced by National Grid under their Future Energy Scenarios. The implications of the 2030 ban on sales of new petrol and diesel only cars and vans announced by the UK government in November 2020 have been added.

Electric vehicle uptake curve based on ‘Leading the Way’ Future Energy Scenario 2020 and adapted for the 2030 ban

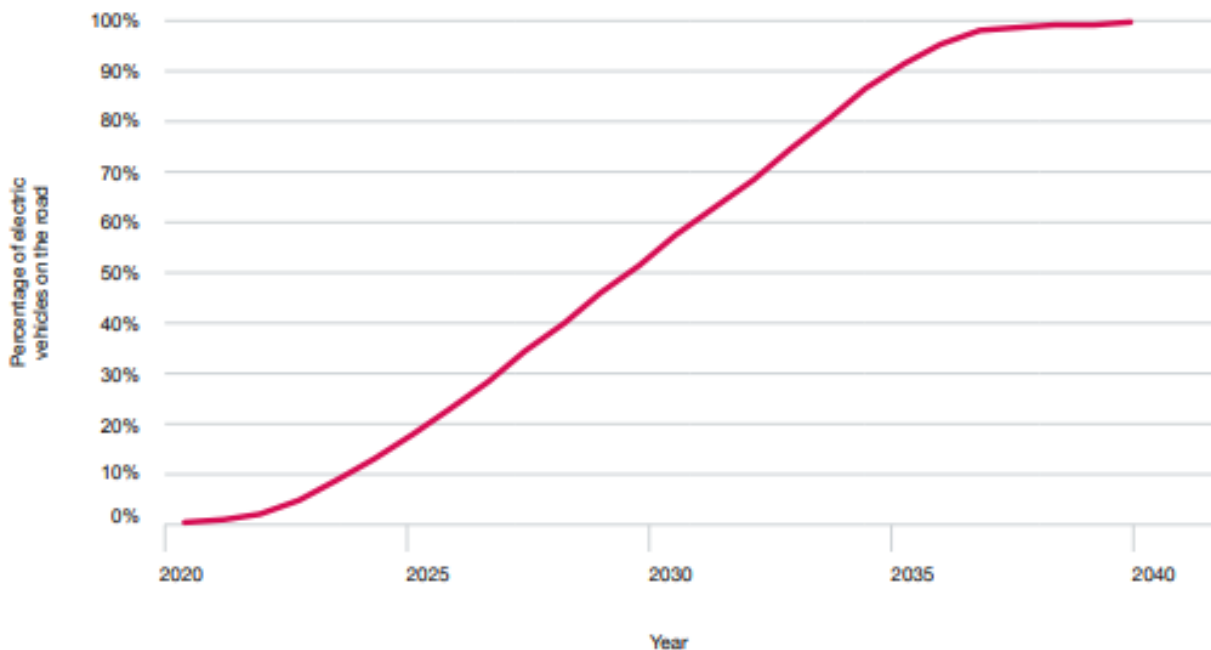


Figure 3-1: Predicted Increase in EV Ownership

Predicted need for fast chargers (Figure 3-2) in Wales until 2030 increases to 30,000 to 50,000 by 2030. We currently have less than 1% of this total installed.

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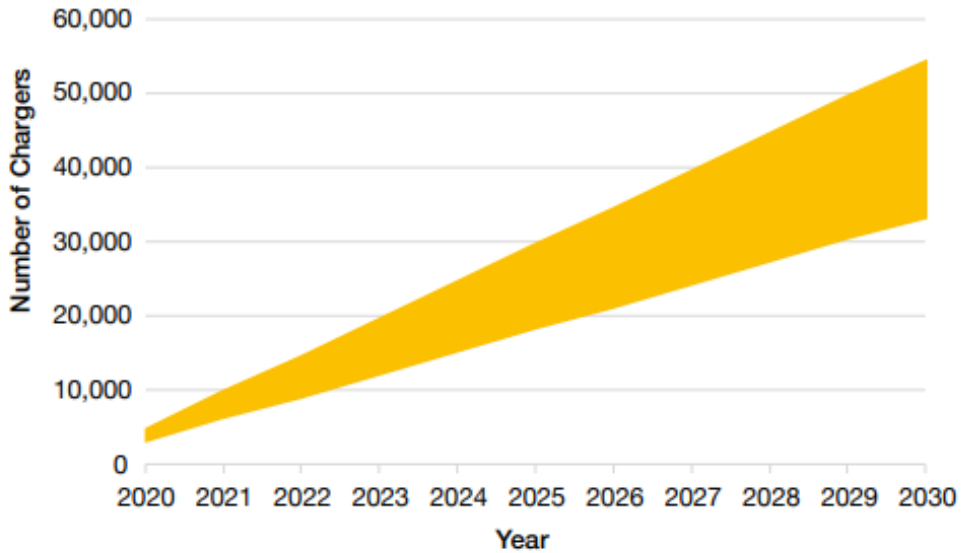


Figure 3-2: Predicted need for fast chargers in Wales until 2030

Predicted need for rapid chargers (Figure 3-3) in Wales increases to up to 4,000 over the next ten years. We currently have less than 3% installed.

Successful action for both fast and rapid chargers will rely on public and private sector collaboration.

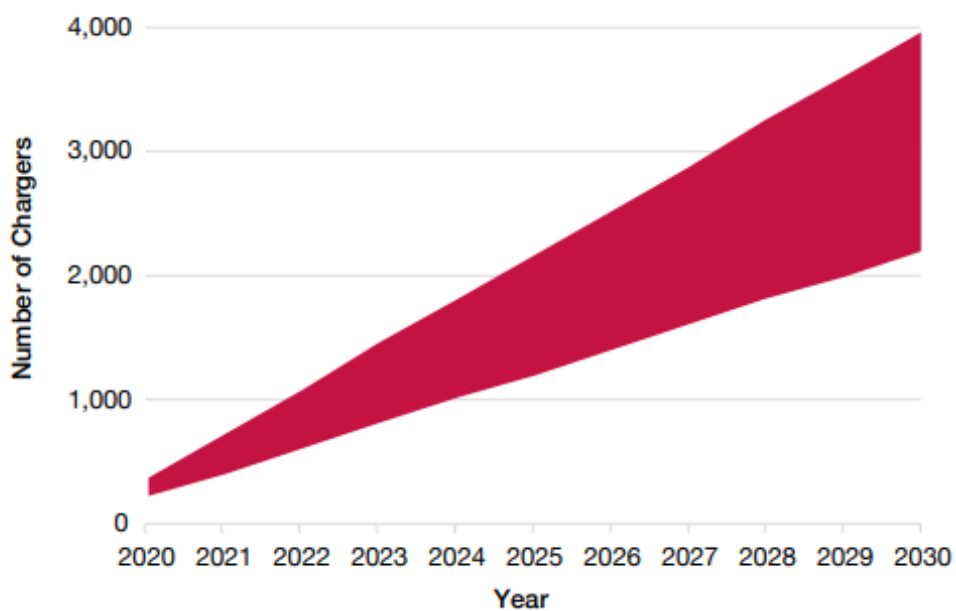


Figure 3-3: Predicted need for rapid chargers in Wales until 2030

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4. Technological Change

There are certain technological drivers that could influence the electric vehicle charging infrastructure of the future. These aspects are out of the scope for the current strategy (the immediate need to charge cars and vans) but provide context as to how charging may change in the future, beyond 2030. The following will be kept under review as part of ongoing action planning so that further specific plans can be developed at the appropriate time. These include:

- Multi-modal decarbonised mobility
- Improvements in battery technology
- Micro-mobility
- Autonomous Vehicles
- Hydrogen

5. Key Conclusions

Based on policy context, existing and future charging needs and engagement with users and stakeholders, this strategy has identified the following key conclusions to be taken forward to action planning:

- The need for a substantial increase in the number of slow, fast, and rapid/ ultra-rapid chargers available in Wales. Meeting the need 55,000 fast chargers in Wales, alongside home charging will be a key area of focus to promote equality of access to charging.
- The need for better quality charging to improve user experience for electric cars and vans.
- Sustainable, integrated, and cross-sectoral planning will facilitate the decarbonisation of energy and transport and create co-benefits. Welsh Government can create favourable conditions for economic and employment opportunities to be captured in Wales.
- The supply of power is the responsibility of electricity network owners and is regulated by UK Government Ofgem. We will work within the current regulatory framework with these stakeholders to plan for the decarbonised grid network (including heat, renewable electricity generation, and transport) so that the needs of charging will be met in a way that is efficient for network management incorporating smart technology. This will assist in being ready to capture the benefits of vehicle to grid.

6. Action Planning

The analysis contained within this strategy identifies the following key outcomes for future charging in Wales. These have been developed into an action plan and will be monitored and updated annually to reflect progress. Taken from the *Electric Vehicle Charging Strategy Wales Action Plan*, these outcomes are:

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Outcomes	Actions	Expected Results
Total Charging Provision	1. Charging infrastructure	Improved charging provision at key public locations.
	2. Optimisation of energy provision	Connections group established to develop viable network solutions.
	3. Enhanced rapid charging provision	Network of rapid charging across Wales's strategic trunk road network by 2025.
Quality Outcomes	4. Welsh quality standards	Improved customer experience.
	5. Regulatory facilitation	Updated regulatory framework where appropriate to facilitate decarbonisation goals.
	6. Partnership and collaboration	Working group established to soft test solutions
Localised Benefits	7. Increase public awareness	Improved public confidence in the transition to electric vehicles.
	8. Encourage investment opportunity and innovation	Engagement from Welsh business in innovation and supply chain opportunities.
	9. Create synergies	Coordinated spatial planning with charging incorporated.

Figure 6-1: Listed Outcomes from EV Charging Strategy Action Plan

Sustainable Outcomes:

- Use of locally generated power
- Integrated transport strategy
- Circular economy opportunities
- Local air quality, health, and well-being benefits
- Integrated cross-sector planning and collaboration

Technical Note – A report for the North Wales Transport Commission (John Whitelegg Report, 2022)

Project title	North Wales Corporate Joint Committee RTP/ SDP Consultancy Support
Job number	302160-00
File reference	
cc	
Prepared by	
Date	10 April 2024
Subject	A report for the North Wales Transport Commission: International best practice and innovation in transport of direct relevance to policy development in North Wales

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1. Context and purpose

The report by John Whitelegg scrutinises and evaluates best practice in European transport policy and distils that large body of evidence into specific measures and interventions that are directly relevant to the distinctive geography of North Wales. The report discusses important issues around knowledge transfer and learning from best practice for example what would it cost and is there an evidence base confirming that the measures and interventions deliver on important policy objectives such as reducing carbon emissions, supporting local economies, improving health and social justice and delivering value for money. The evidence base on best practice in Germany, Sweden, Switzerland, Denmark, and Austria is clear. A transformation to a desirable future based on the widest possible application of best practice is possible and essential to deliver on climate change, public health, and local economic viability objectives.

2. Key recommendations for the North Wales RTP

The key recommendations for the RTP from this best practice review are as follows:

- A clear organisational system based on the German Verkehrsverbund which is very similar to the Swedish and Swiss regional transport systems, and it replaces the disorganised, fragmented and privatised approach preferred by the English government
- Significant improvements in public transport provision along the lines of those in place in Switzerland with defined services levels of bus frequency by settlement population size plus pulse timetabling (Switzerland). All bus and local rail services will be co-ordinated and integrated

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- Significant and attractive public transport offers for example, the German 49 Euros per month that covers all bus, local rail and tram options and the end of buying separate tickets for separate legs of journeys
- The full-scale adoption of Mobility as a Service (MaaS)
- The Konus card giving free public transport to tourists/visitors and paid for (partly) by a tourist tax;
- Fiscal reform to generate income to pay for significant upgrades to public transport for example., road pricing and workplace parking levies (Nottingham)
- Best practice monitored travel plans covering all schools, colleges, hospitals, and new housing areas;
- Car-free housing on the German, Swedish and USA model;
- Significant upgrades to all pedestrian facilities including car-free streets and conformity with the principles of the International Charter for walking
- Significant upgrades to cycling facilities and infrastructure in conformity with the Dutch Cycling Embassy guidelines:
 - Hardware: physical elements of the built environment – infrastructure
 - Software: mental and virtual elements – ideas, plans, policies, programs, laws
 - Orgware: organizational and institutional elements such as administrations and governments

The report also includes recommendations for establishing a clear, accountable, democratic process of discussion and engagement to identify any areas of concern, uncertainty or lack of clarity and I suggest models of how this can be done based on European best practice examples of achieving consensus and “buy-in.” The best practice examples are “Agora” in Germany and “Lundamats” in Sweden.

3. Measures and interventions relevant to the Wales Transport Strategy objectives

The report also included a list of interventions which will assist the delivery of the WTS objectives. These are:

- A totally integrated transport strategy to align public transport planning and spending with infrastructure upgrades to maximise modal shift from car to walk, cycle and public transport. This would be modelled on the Swiss, Swedish and German approaches based on public bodies taking responsibility for planning and co-ordination for example. the German “Verkehrsverbund”
- A bus service level guarantee for all communities defined by population size and based on population size bands following the Swiss model that has produced one of the largest modal share outcomes for bus use in a country with high car ownership rates.
- An objective of 25% reduction of car trips for all journey purposes and periodic reviews of progress towards that target with the facility to adjust measures and interventions based on monitoring information

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- An upgraded public transport offers to deliver a 7 day per week service, a hierarchy of service frequencies, the Swiss pulse timetabling system, rail-bus integrated ticketing and the CPRE recommended standards of “one bus every hour every village”
- The German “Konus Card” system where all visitors staying in holiday accommodation are provided with totally free public transport for the duration of the stay¹⁶
- Every school and college to have a best practice school travel plan (implemented, monitored, and reported) that maximises trips by alternatives to the car
- Every hospital and health care facility to have a best practice travel plan that maximises trips by alternatives to the car
- Every housing development/planning application to have a best practice travel plan that maximises trips (all journey purposes) by alternatives to the car. New housing will be co-located with high quality public transport, walking, and cycling opportunities
- All population centres will be supported to adopt car-free policies and standards modelled on German, Swiss and Swedish car-free principles. “Car-free” is not a “ban.” Residents are exempt and the principle is to reduce/eliminate through traffic for example. Staufen (population 7628 in Germany, Jaerna population 7692 in Sweden and Dornach, population 6686 in Switzerland. The same principle applies in larger centres for example. Hattingen in Germany (population 54,253)
- A full “Mobility as a Service” (MaaS) plan for North Wales with objective of deploying best practice on behavioural change to encourage residents to transfer as many trips as possible (and not all trips) from the car to alternatives.
- A full car-share scheme modelled on German and Swiss examples to shift car trips in personally owned vehicles to car trips in a car-share vehicle. German research reveals that one car share car replaces sixteen personally owned cars. (Glottz-Richter, 2016)

The report also provided details on the costs associated with delivering these measures.

4. Applying best practice in North Wales: indicative measures and interventions by area type

The report suggest how the best practice interventions should be implemented across the varying geographies of North Wales. The ONS definitions of Urban (population over 10,000), Town and Fringe, Village and Hamlet and Isolated dwelling are used.

The following measures are proposed to cover the whole North Wales region:

- The Mobility as a Service: A North Wales travel card offer covering all bus and local rail services as good as regional and sub-regional fare offers in Sweden and Germany. This would be a daily, weekly, or monthly ticket available to all residents and priced at a substantial discount when compared with a ticket purchased for an individual journey

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- A tourist travel card offers as good as the Black Forest (Germany) Konus card. This would give a tourist free public transport within North Wales when the stay is based at a holiday cottage, B&B, hotel, or caravan park. It would be funded largely through a tourist levy.
- The Swiss system of “pulse timetabling” to co-ordinate all bus to bus and bus to train connections with attractive frequencies at a lower cost than is the case in the absence of pulse timetabling
- All schools, colleges, hospitals, and new housing areas will have a best practice travel plan that contains specific measures to reduce car use and boost walking, cycling and public transport use with modal split targets and a monitoring system to track progress towards those targets.
- All buses to be fossil fuel free. This can be electric or biodiesel as in Sweden
- Subsidy on the same level as Germany. Germany (population eighty-three million) has announced a three billion Euros annual subsidy to deliver best practice public transport for the whole of Germany. This is 36.1 Euros per person pa (approximately £32). The equivalent annual subsidy for Wales (population 3,267,501) would be £104,560,0

5. Urban measures and interventions applied to towns with a population of over 10,000

These would include Wrexham, Rhyl, Colwyn Bay, Llandudno, Prestatyn, Buckley, Llangefni, Connah's Quay, Bangor, Holyhead, Flint, Newtown and Abergele:

- A mobility hub that brings together on one central site high a quality bus station, access to a train station (where appropriate), bike rental (including e-bikes) and car share facilities. The hub will be staffed and would have real time information, café, and toilets
- Bus priority measures to guarantee that buses are given priority over other vehicles
- All secondary schools and colleges to be linked with their main catchment areas with high quality segregated, traffic free bike paths
- All pedestrian pavements to meet design standard widths: “Ideally the width of the footway should be 2000mm to facilitate two people in wheelchairs to pass each other comfortably”
- All crossing points for pedestrians to be adjusted to minimise waiting time for pedestrians
- A ban on pavement parking
- Car-share clubs to encourage the shift away from personally owned vehicles to shared vehicles and attractively priced to include a monthly or annual public transport ticket

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6. Town and fringe

- Car-share clubs to encourage the shift away from personally owned vehicles to shared vehicles and attractively priced to include a monthly or annual public transport ticket
- The German (North Rhine Westphalia) “Buergerbus.” This is a familiar concept in England and Wales often described as “demand responsive.” In the NRW scheme the state government funded the minibuses and set down rules about connections with regular bus services and trains and in this respect the “Buergerbus” is a different concept and a component of an integrated public transport offer
- All secondary schools and colleges to be linked with their main catchment areas with high quality segregated, traffic free bike paths
- All pedestrian pavements to meet design standard widths

7. Village, hamlet, and isolated dwellings

Demand Responsive Transport (DRT) -this approach to providing public transport services in areas with low population densities are already well developed in Wales, for example the Fflecsi Bus.

European experience demonstrates the importance for modal shift (less car use) of totally integrated ticketing so a rural resident would be able to purchase a monthly or annual ticket that covers all conventional bus services, demand responsive bus services, local rail and back up taxis (the German AST system) giving the rural resident a totally integrated and easy to use menu of options. Confidence in alternatives promotes modal shift from the car to the alternatives and is necessary to deal with the concerns of rural residents.

File Note

Project title North Wales Corporate Joint Committee RTP/ SDP Consultancy Support
Job number 302160-00
File reference
cc
Prepared by [REDACTED]
Date 10 April 2024
Subject Llwybr Newydd: Wales Transport Strategy, 2021

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1. Background Summary

The Wales National Transport Strategy has been in place since 2021. It sets out Welsh Government’s vision for how the transport system can help deliver the priorities for Wales, helping to create a more prosperous, green, and equal society. The vision and priorities of the strategy are shown in Figure 1-1 below.



Figure 1-1: Vision and Priorities of Llwybr Newydd

2. Deliverability

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2.1 Investing Responsibly

- Giving priority to funding the projects and programmes that meet the ambitions and priorities in Llwybr Newydd.
- Continue to make best use of existing transport infrastructure by maintaining and managing it well, however where new infrastructure is needed, we will use the **Sustainable Transport Hierarchy** (Figure 2-1), focusing on the interventions that support active travel, public transport, and ultra-low emissions vehicles.

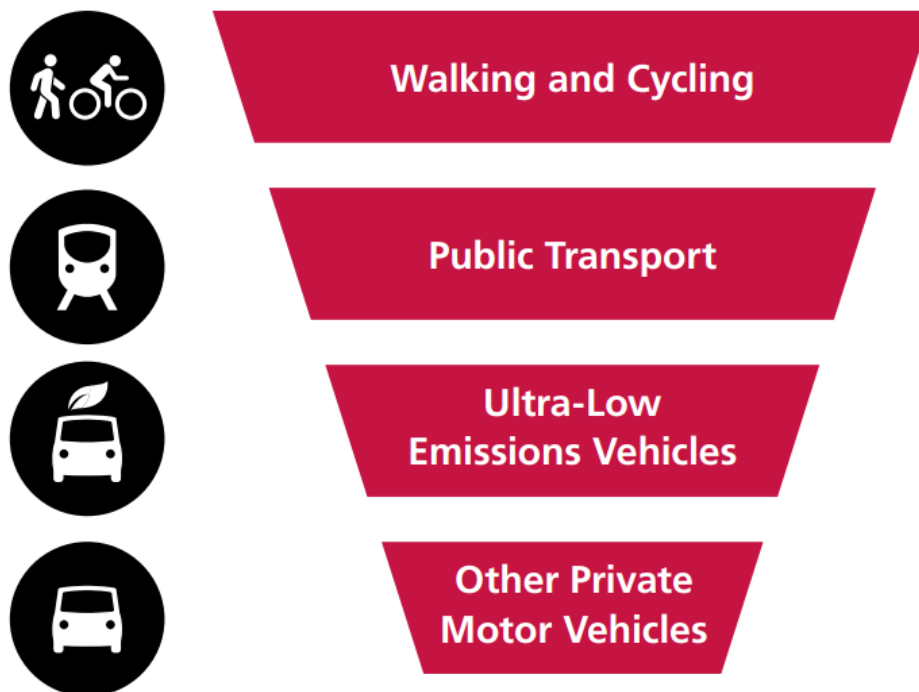


Figure 2-1: Llwybr Newydd Transport Hierarchy

- Ensure that the more specific capital transport expenditure in projects and programmes that support Llwybr Newydd is aligned with the **Wales Infrastructure Investment Plan**.
- **Maintenance and Management:** to make the best use of existing infrastructure, we will adopt more rigorous asset management planning so that minor issues are dealt with before they require major capital investment.
- **Transport Grant Schemes and Procurement:** Will review transport grant schemes and our approach to procurement, to ensure they meet the ambitions and priorities in Llwybr Newydd.
- **Inclusive Design:** Will comply with the relevant regulations, policies and standards on transport and accessibility to ensure that services and infrastructure are designed for everyone.
- Enhance the use and application of the **Welsh Transport Appraisal Guidance (WeTAG)**.

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2.2 Delivery and Action Plans

Will work with partners on the following delivery plans to turn this strategy into action:

- National Transport Delivery Plan (NTDP)
- Statement of Funds Available (SoFA)
- Regional Transport Plans
- South East Wales Transport Commission (SEWTC)
- Future Wales – the National Plan 2040

2.3 Cross-cutting delivery pathways

Will develop four delivery pathways. Each pathway will list the specific commitments in Llywyr Newydd and map out what needs to be done to make them happen. Working groups will then be set up to oversee delivery, reporting regularly to the Transport Performance Board.

The four delivery pathways are:

- Decarbonisation Pathway
- Equality Pathway
- Integrated Journey Planning Pathway
- Rural Pathway

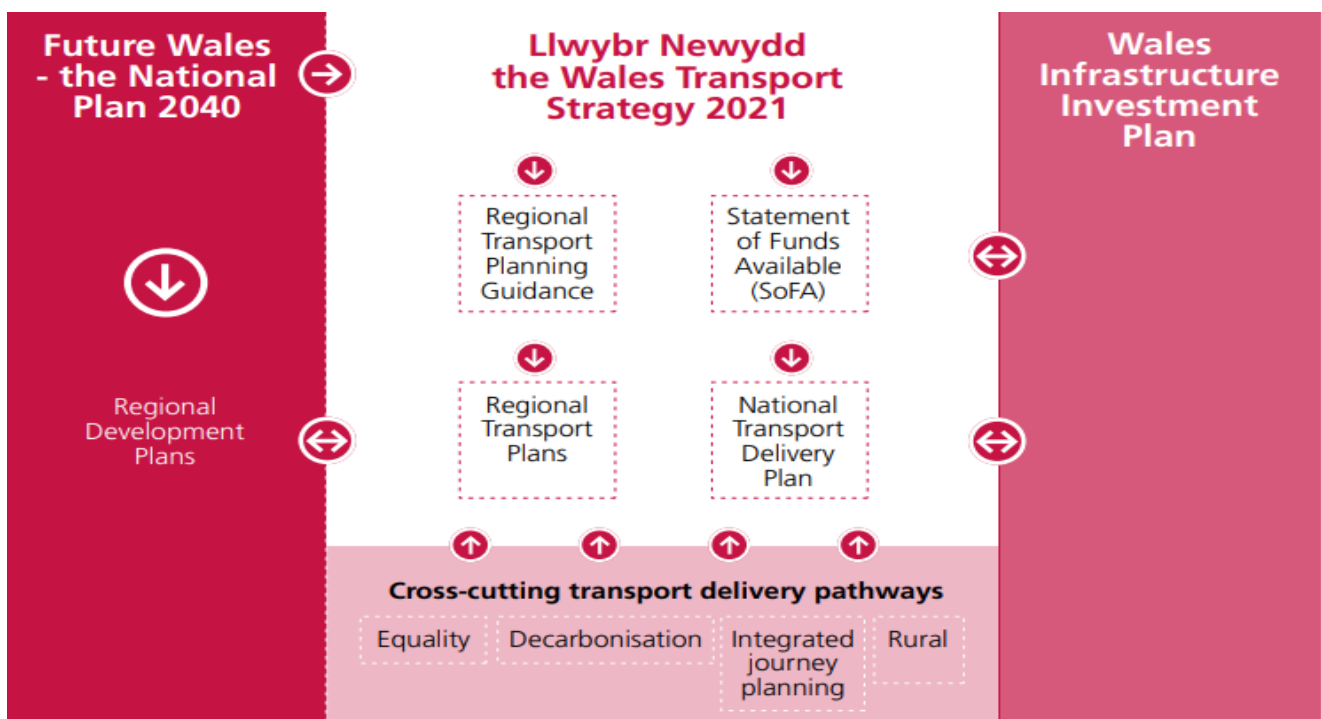


Figure 2-2: Summary of delivery plan.

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2.4 Working in Partnership

Will need to work in partnership to deliver Llwybr Newydd. These groups/ organisations include:

- UK Government on shared responsibilities and pressing for a Welsh voice in critical decision that affect Wales.
- Department for Transport and the Secretary of State for Wales's Office to raise awareness of devolved issues and to deliver joint objectives.
- Commissioners in Wales and the National Infrastructure Commission to align the delivery of Llwybr Newydd with wider Welsh Government priorities on equality and infrastructure.
- Work across Welsh Government with education, planning, health and other policy areas to integrate transport considerations into wider decision making.
- Support Local Authorities in planning for and delivering transport services and networks in their local areas, as well as implementing effective regional transport planning and delivering through Corporate Joint Committees (CJCs).

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- Llwybr Newydd includes the following statement regarding the development of Regional Transport Plans. *“Regional Corporate Joint Committees will also prepare Regional Transport Plans for transport in their area. These will be shaped by Llwybr Newydd and aligned with Future Wales – the National Plan 2040 and the emerging regional development plans. Regional Transport Plans will include both policy and the supporting regional transport delivery plan.”*
- Expanding the future role of TFW, to play a role in delivering an integrated transport system for people in Wales.
- Involve transport users in developing high level policy and on taking this strategy forward working with a large range of user groups.
- Strengthen engagement with commercial and third sector transport operators in Wales.

2.5 Updating our policies and governance

Will update our existing guidance and policy documents to reflect the ambitions and priorities in Llwybr Newydd. These will include updating TAN (Technical Advice Note) 18: Transport, as well as guidance on biodiversity, out trunk road maintenance standards, Road Safety Framework and approach to speed limits. We will also take forward wider reforms designed to improve transport services in Wales.

2.6 Skills and Capacity

To deliver Llwybr Newydd will require building capacity and skills within Welsh Government, local authorities, and delivery organisations. There are major challenges around delivering innovation in transport and how best to facilitate those, including digital innovation.

Taking forward decarbonisation will involve legal, economic, technical, and social challenges, whilst demand management and delivering a more inclusive approach to transport across Wales, particularly in rural areas, also requires new thinking.

3. Holding ourselves and our partners to account

We will report on our progress against Llwybr Newydd, reviewing the priorities and mini-plans every five years to reflect changing circumstances and respond to major policy challenges.

4. The five ways of working

To achieve all of the priorities and ambitions, we need to think and work differently. We will do this by using the five ways of working, set out in the Well-Being of Future Generations (Wales) Act 2015. These are:

- Involvement – of people in the design and delivery of transport services.
- Collaboration – across different sectors (as detailed in section 2).
- Prevention – of problems occurring or getting worse, associated with equality, health, and climate change.

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- Integration – integrated approach to strategic transport policies and programming, considering all seven national well-being goals.
- Long-term – approach by setting 20-year well-being ambitions and by exploring targets and measures that will help track contributions to those.

5. Overview of Plans



Figure 5-1: Overview of plans.

File Note

Project title	North Wales Corporate Joint Committee RTP/SDP Consultancy Support
Job number	302160
File reference	
cc	
Prepared by	[REDACTED]
Date	19 April 2024
Subject	Mobility-as-a-Service: Future Multimodal Journey Planning and Digital Retail for Wales

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1. Background and Context

Due to market failure, the commercial leaders within the Mobility-as-a-Service industry have not invested in Wales. Without heavy public sector intervention, improvements in digital journey planning and retailing solutions are unlikely to be delivered and will make meeting the Welsh Government's ambitious climate emergency goals an unrealistic aim.

The Transport in Rural Wales publication explores the extent to which Mobility as a Service is currently present in Wales. At present, only SailRail and PlusBus offer any form of integration of booking & payment. No multi-modal price information is available on any public transport service in Wales.

2. Summary

Rail in Wales has significant untapped potential for growth, as only around 1% of journeys are made by rail. First/last mile integration and planning will help customers discover the potential of rail to fulfil these journeys. Combining rail with bus services is essential in many regions to unlocking sustainable travel, with significantly more people close to a bus stop than to a train station.

There are numerous national strategies that call for improvements in transport information, journey planning and integrated ticketing and payment systems., including:

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- Llwybr Newydd: Transport Strategy
- National Transport Delivery Plan (draft)
- Corporate Strategy
- Southeast Wales Transport Commission Report
- Well-being of Future Generations Report 2020
- Active Travel Act
- Welsh Language Standards
- Bws Cymru

A user insight study concluded that the main concerns surrounding journey planning were...

- No single source of information being available
- Poor understanding of bus routes
- Anxiety surrounding getting routes wrong
- The cost of train journeys

3. Relevant Proposals and Recommendations

Transport for Wales are looking to create a new integrated digital companion for every journey in Wales – the new journey planner will provide a trustworthy, reliable, door-to-door companion to make travel in Wales simple. The service will combine all transport options in Wales in one place, bilingually, with integrated payment and ticketing, accompanied by real time journey alerts.

Up to 32 million customer journeys will directly benefit from better digital information annually in Wales, with total annual benefits estimated at £4.47m per year.

The regional transport plans to support rural transport will be ready for 2025-2030 implementation and will help accelerate the Wales Transport Strategy outcomes and help meet local objectives.

The next steps with this vision involve the procurement of enabling technology platforms, and creating Wales-specific travel maps, multi-modal disruption alerts, and local travel portals. Across 2024-25, bus ticketing, Fflecsi request, bike hire unlocking, car-club integration, gamification and behavioural insights will all be rolled out or integrated into the ecosystem.

The new application will include scope for integrated transport, active travel, and capacity for future generations.

Technical Note – National Transport Delivery Plan Review

Project title	North Wales Corporate Joint Committee RTP/ SDP Consultancy Support
Job number	302160-00
File reference	
cc	
Prepared by	
Date	10 April 2024
Subject	North Wales Delivery Plan Review

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1. Context and purpose

The National Transport Delivery Plan (NTDP) sets out how Welsh Government will deliver against the priorities and ambitions set out in Llywyr Newydd – The Wales Transport Strategy. The NTDP includes the programmes, projects and new policies are intended to be delivered by 2027.

The plan seeks to operationalise the ambitions set out in Llywyr Newydd which include the following 5-year priorities and well-being ambitions.

5-year priorities:

- Bring services to people in order to reduce the need to travel
- Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
- Encourage people to make the change to more sustainable transport.

Well-being ambitions

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Good for people and communities	Good for the environment	Good for places and the economy	Good for culture and the Welsh language
A transport system that contributes to a more equal Wales and to be a healthier Wales, that everyone has the confidence to use.	A transport system that delivers a significant reduction in greenhouse gas emissions, maintains biodiversity, enhances ecosystem resilience and reduces waste.	A transport system that contributes to our wider economic ambitions and helps local communities, supports a more sustainable supply chain, uses the latest innovations and addresses transport affordability.	A transport system that supports the Welsh language, enables more people to use sustainable transport to get to arts, sport and cultural activities, and protects and enhances the historic environment.

2. Delivery: Key priorities

The NTDP has set out the key priorities for delivering transport interventions in line with the Llwybr Newydd priorities.

2.1 Priority 1: bring services to people in order to reduce the need for people to use their cars on a daily basis

Delivering on this priority will include action in the following areas:

- **Support for remote working** – including the town Centre First Initiative, Remote Working Strategy, Transforming Towns Initiative.
- **Transport and new developments** - locating new developments close to public transport services and designing them to be walking and cycle friendly. Future Wales – the National Plan 2040 and Planning Policy Wales are delivering on this commitment.
- **Reviewing TAN 18** – a review of Technical Advice Note 18 – Transport will be undertaken by 2027.
- **Digital strategy** – commitment to improving access to fast and reliable broadband for homes and businesses. This will be delivered through the Digital Strategy.
- **Strategic initiatives and joined-up investment** – Integrated journey planning is understood to be necessary for enabling people to use sustainable transport modes instead of cars for their everyday journeys.
- **Regional working** – Corporate Joint Committees will help to integrate transport and land use planning across regions of Wales through the preparation of Regional Economic Frameworks (REFs); Strategic Development Plans (SDPs); and Regional Transport Plans (RTPs).

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2.2 Priority 2: accessible, sustainable and efficient transport services and infrastructure

Delivering on this priority will require action in the following areas:

- **Legislation and policy reform**
- **Devolution** - Responsibility for transport in Wales is shared between the UK and Welsh Government with a mixture of responsibilities. In the long term, the NTDP would like to see more responsibilities devolved to Wales, with fair and equitable funding.
- **Bus reform** – a target to reform bus legislation in Wales. Proposals include:
 - The franchising of bus services across Wales
 - Allowing local authorities to create new municipal bus companies
 - Relaxing restrictions on existing municipal bus companies to put them on the same footing as new ones.
- **Taxis and PHV** – need to reform legislation to make the sector safer, fairer and greener.
- **Freeports** - In May 2022 we reached an agreement with the UK Government on the establishment of a Freeports policy in Wales. A Freeport will only be implemented if it can be demonstrated clearly it will operate in a manner that aligns with our policies on fair work and environmental sustainability, including the commitment to Wales becoming a net-zero carbon nation. Both Governments will remain open to the possibility of a multi-site Freeport in Wales and also to the possibility of allowing more than one Freeport
- **Funding programmes** – target funding towards sustainable transport over the next five years via the following funding programmes: Active Travel Fund, Support for rail in Wales, Support for Bus in Wales and Support for freeports
- **Innovation Strategy** – focused on four key areas: Economy, Education, Health & wellbeing and the Environment (including transport). The Strategy will support the delivery of the commitments within the WTS including a vision for a transport system that provides a better Wales for generations to come. The strategy includes commitments to:
 - support digital and other innovations that improve asset management and maintenance and reduce congestion in our infrastructure;
 - look at options for a **transport ‘open data’ store**, to improve journey planning and booking, develop integrated ticketing, and improve real-time information for passengers
 - explore future infrastructure improvements that **reduce carbon emissions**, including infrastructure for **new fuels such as hydrogen**, technology that facilitates more sustainable aviation and cargo operations, and materials innovation that improves

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service life, speed of construction and maintenance and reduces environmental impacts

- work with ports in Wales to identify opportunities for future economic development such as **offshore renewable energy** and innovations in decarbonisation
- encourage **more freight to be moved by rail** and plan for the future of the Welsh supply chain through logistics hubs, innovations and shared transport solutions in line with our priorities in the Wales Marine Plan and our planning priorities in Future Wales. We will also work with the sectors on solutions to address the impacts of a huge growth in last-mile deliveries
- Integrated journeys – the integrated journeys approach includes the following elements: Metro Programmes, One network, one timetable, one ticket, Integrated ticketing and journey planning, Station networks plans (creating integrated bus and rail hubs).
- Strategic Initiatives – these include:
 - Strategic bus network design
 - Improving our bus services and infrastructure
 - Improving our rail services
 - establishing a Global Centre of Rail Excellence
 - enhancing the accessibility of the public transport network
 - West coast travel corridors
 - decarbonising our fleets
 - EV charging strategy
 - Roads Review
 - Road Safety Network
 - Asset Management and operations
 - A strategic approach to freight, logistics, ports and maritime
 - Walking and Cycling Infrastructure

2.3 Priority 3: Encourage people to make the change to more sustainable transport

NTDP proposes a strategic approach to behaviour change through the “COM-B” model. The COM-B model is a widely used way of supporting behaviour change. It states that in order to change a behaviour, an individual must have the Capability to do it, the Motivation to do it, and external

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factors must provide them with an Opportunity to do it. We will apply this to all of our interventions so that we ensure that we are providing: - the Opportunity to make sustainable transport choices - the Capability to use sustainable transport - the Motivation to make a shift away from private car use.

The following interventions have been highlighted to achieve Priority 3, they are organised through the elements of the COM-B model:

Opportunity to make sustainable transport choices:

- **Shared solutions** – supporting car clubs, Mobility as a Service solutions and integrated booking tools which include these options in to multi-modal journeys.
- **Fairer Fares** – a commitment to making transport fares more affordable across Wales
- **Integrated ticketing and journey planning** – bring together mobile apps and transport websites to make planning journeys easier.
- **Cycle hire availability** – Develop on pilot schemes and extend into new areas
- **Addressing pavement parking and road obstruction**
- **Introduce a national default speed limit of 20mh on restricted roads**

Capability to make a shift:

- **Welsh language standards** - ensuring that Welsh language training is provided to staff on bus and rail services
- **Safety training** – school based pedestrian training and cycle training. Also expanding these training schemes beyond schools for adults as well as children.

Motivation to make a shift away from private car use:

- **Attracting people back to public transport** - Public Transport Recovery Campaign (2022). Future campaigns to improve the image of walking, cycling and public transport in Wales.
- **Improving customer experience on public transport** – improving accessibility, signage and facilities at stations and stops. Improving service reliability and comfort for passengers as well as roll out of integrated ticketing and journey planning options.
- **Demand management** - WTS sets out a commitment to developing a national road user charging framework. Further work will be undertaken to develop a fair and equitable road user charging framework, including how local authorities can borrow against these future revenue streams to fund transport improvements; and also consider other alternatives such as workplace car parking levies and road space reallocation.

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3. Delivery: Programmes, projects and interventions

The interventions included in the Plan that have a specifically local significance for North Wales include those shown in Table 1.

Table 1: NTDP Programme, projects and interventions directly relevant to North Wales

Programme	Intervention	Timescale
Integrated Journey Planning and Ticketing	Extend PAYG across urban Metro regions (SE Wales, NE Wales and Swansea and the Bay)	2024-27
	Extend fare capping bus pilot to wider North Wales region	2023-25
Rail	Access for all - programme of step free access; Abergavenny, Shotton, Newtown, Tenby, Flint, Cwmbran, Caerphilly, Ludlow, Llanelli, Barry, Treforest, Cathays.	2022-25
	Changing places toilet and tactile paving installations to be installed at Shotton.	2022-25
	Capacity improvements Shrewsbury - Wrexham (Gobowen Intermediate block signal)	2022-25
	Introduction of additional rail services: Machynlleth - Tywyn 2 tpd Sundays	2023-24
	Introduction of additional rail services: Tywyn - Pwllheli 4 tpd Sundays	2023-24
	Introduction of additional rail services: Llandudno Junction - Bangor 1 tph	2023-24
	Introduction of additional rail services: Llandudno Junction - Llandudno 2 tph	2023-24
	Introduction of additional rail services: Llandudno Junction - Chester 1 tph	2023-24
	Introduction of new Class 197 trains across North Wales, Cambrian and the Marches lines	2022-25
	Introduction of new Class 230 trains on Wrexham – Bidston	2023-24
	North Wales Metro	Overall NW Metro strategic development including studies and analysis to inform future schemes
Active Travel (Local Connectivity) Phase 1		2022 to 25
Active Travel to Stations (Local Connectivity) Phase 2		2022 to 25
Development		2022 to 24


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	Active Travel to Stations (Local Connectivity) Phase 3	2023 to 26
	Wrexham Gateway Access and Movement Development	2022 to 27
	Bangor Gateway Station Area transport integration	2022 to 27
	Snowdonia Access Improvement	2022 to 27 and beyond
	Holyhead Transport Masterplan	2022 to 27 and beyond
	Further Public Transport Interchange hubs	2022 to 27 and beyond
	Study and development of potential park and ride and park and share opportunities to reduce low occupancy car journeys.	2022 to 25
	Delivery of projects from the low occupancy study and development project	2022 to 27
	Borderlands line capacity enhancements	2022 to 27 and beyond
	North Wales Mainline capacity enhancements	2022 to 27 and beyond
	Deeside Station Detailed Design and Construction	2022 to 26
	Shotton Integrated Station	2022 to 25
	Transport Innovation (North and West Wales)	2022 – 27 and beyond
Car and Road transport		
Trunk road Active travel programme	487 North of Aberystwyth Active Travel scheme	2023 to 2027 and beyond
	Conwy Valley (Glan Conwy to Black Cat and Junction 18 A55) Active Travel scheme	2021 to 2027 and beyond
	A494 Ewloe to Mold Active Travel scheme	2022 to 2026
	A483 Llandrindod Active Travel scheme	2022 to 2027 and beyond
	A55 Britannia Bridge Active Travel scheme	2022 to 2024
Trunk Road Modal Shift Programme	Wrexham A483 multi-modal corridor improvements and city centre connectivity. Work with Wrexham Council to develop multi-modal improvements. These will include feasibility/investigation of creating an exemplar multi-modal residential and employment development with lower levels of car use, aligned to tests set out in Welsh Government's response to the Roads Review.	2022 to 2027 and beyond
	55, A494 and other SRN routes in line with any relevant recommendations of North Wales	2022 to 2027 and beyond

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	Transport Commission and aligned to tests set out in Welsh Government's response to the Roads Review	
	Revised schemes for Menai Corridor - develop options to ensure the resilience of crossing the Menai Straights on way that supports modal shift, aligned to tests set out in Welsh Government's response to the Roads Review. We have asked the North Wales Transport Commission to make recommendations on how this is best achieved.	2022 to 2027 and beyond
Trunk Road Safety and Resilience Programme	A487 Dorglwyd Comins Coch - Continue with scheme development in line with roads review panels recommendations on the scheme and aligned to tests set out in Welsh Government's response to the Roads Review	2022 to 2027
	A487 Rhiwstaerdywyll - Continue with scheme development in line with roads review panels recommendations on the scheme and aligned to tests set out in Welsh Government's response to the Roads Review	2022 to 2027
	A487 Llwyn Mafon - Continue with scheme development in line with roads review panels recommendations on the scheme and aligned to tests set out in Welsh Government's response to the Roads Review	2022 to 2027
	A55, A494 and other SRN routes in line with any relevant recommendations of North Wales Transport Commission and aligned to tests set out in Welsh Government's response to the Roads Review	2022 to 2027
	A494 Lon Fawr Rhuthun/Corwen Road. Small scale changes to improve safety at the junction aligned to tests set out in the Welsh Government's response to the Roads Review.	2022 to 2024
	A494 Maesgammedd Road Junction, consideration of alternative and small-scale options to improve safety, aligned to tests set out in the Welsh Government's response to the Roads Review.	2022 to 2024
	A44 Llangurig to Aberystwyth, continued development of safety and resilience schemes and aligned to tests set out in Welsh Government's response to the roads review.	2022 – 2027 and beyond

File Note

Project title	North Wales Corporate Joint Committee RTP/SDP Consultancy Support
Job number	30216000
File reference	
cc	
Prepared by	
Date	19 April 2024
Subject	Sustainable Transport in Rural Wales

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1. Background and Context

Rural transport needs to undergo significant changes to allow rural communities sustainable and accessible public transport that connects people to services, as well as employment, cultural, social, leisure, and education opportunities.

As most Local Authorities in Wales have declared Climate Emergencies, the Welsh Government has committed to a net zero Wales by 2050 – sustainable transport will play a huge role in making this happen.

2. Summary

The paper recognises that lessons need to be learnt from successful rural communities around the world; those communities that thrive, despite geographical constraints, have adopted measures that the Welsh Government can take inspiration from in implementing their own schemes in a way that works for Wales.

The Welsh Government has identified schemes such as the AST low-charge taxi-bus service in Germany which covers periods of the day with no public transport availability, the ‘Ring a Link’ demand-responsive minibuses serving remote locations in Ireland, and the co-working space with e-bike and e-car-club services in Hook Norton, Oxfordshire, as just some of the rural transport-based initiatives that the Welsh Government will look to replicate elements of in their own schemes.

Significant effort and time must be poured into making public transport improvements to significant ‘hub’ towns, and on safe active travel infrastructure.

3. Relevant Proposals and Recommendations

‘Hub-and-Spoke’

- Approach to active travel, public transport and shared transport that can help connect rural communities to their local village or town, with effective interchanges creating further connections to towns and cities.

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- Has been rolled in in Bow Street, Ceredigion, where a shared use path has been created to link the rail station to the Aberystwyth Innovation and Enterprise Campus. Similarly, a walking and cycling route to the nearby rural community of Penrhyn-coch, to Llandre, and active travel connections to Aberystwyth and Machynlleth, have been created within the scheme.

E-Move Pilot

- Pilot scheme in Aberystwyth, Rhyl, Barry, Swansea and Newton has loaned e-bikes and e-cargo bikes to local communities.
- Will help with local journeys across rural Wales.
- Funded by Welsh Government and delivered by Sustrans, the scheme offers four-week loans before purchases can be made.
- These vehicles significantly widen the range and type of journeys that can be made, and can unlock the cycling potential in rural areas.
- E-cargo bikes can reduce operating costs for organisations, and create opportunities for positive publicity and community engagement.

Sherpa Bus Service

- Bus scheme rolled out in Eryri National Park to provide visitors and local residents with a high quality, reliable bus service.
- Developed by Transport for Wales in collaboration with Gwynedd Council, the National Park and the Welsh Government.
- Passed the half a million annual passenger mark in 2023.
- Will produce wider social, economic and environmental benefits, and could be replicated in other tourist hotspots across Wales to reduce car congestion.

Partneriaeth Ogwen

- Community working space in Bethesda which accommodates staff working on a range of projects from business support to energy generation.
- One of a number of hub working strategies across Wales.

Fflecsi Bus

- Bus pilot scheme that has demonstrated that demand-responsive travel can provide flexible services, with particular success in rural communities.

File Note

Project title North Wales Corporate Joint Committee RTP/ SDP Consultancy Support

Job number 302160-00

File reference

cc

Prepared by

Date 10 April 2024

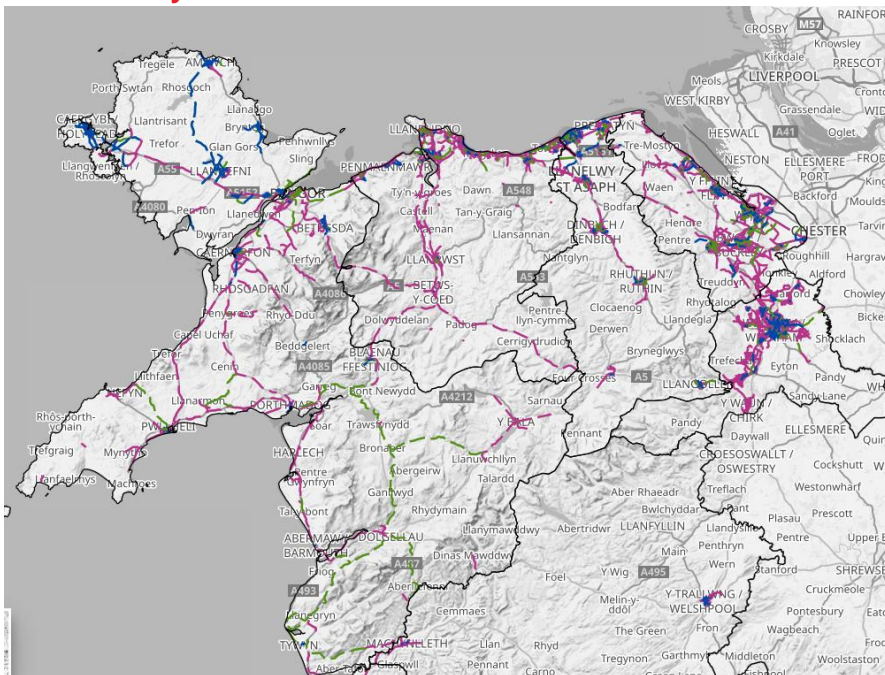
Subject Local Authority's Active Travel Network Maps

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1. Policy Context



2. Anglesey

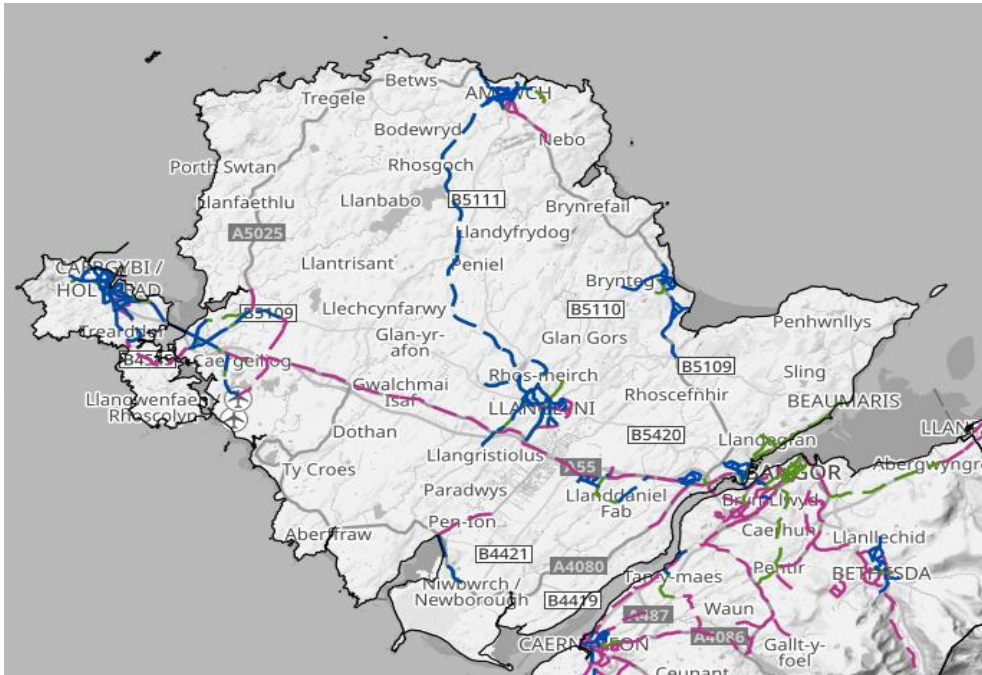
Type of Route	Total Proposed
Walking	7
Cycling	8
Walking and Cycling	6

Job number

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Date

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3. Conwy

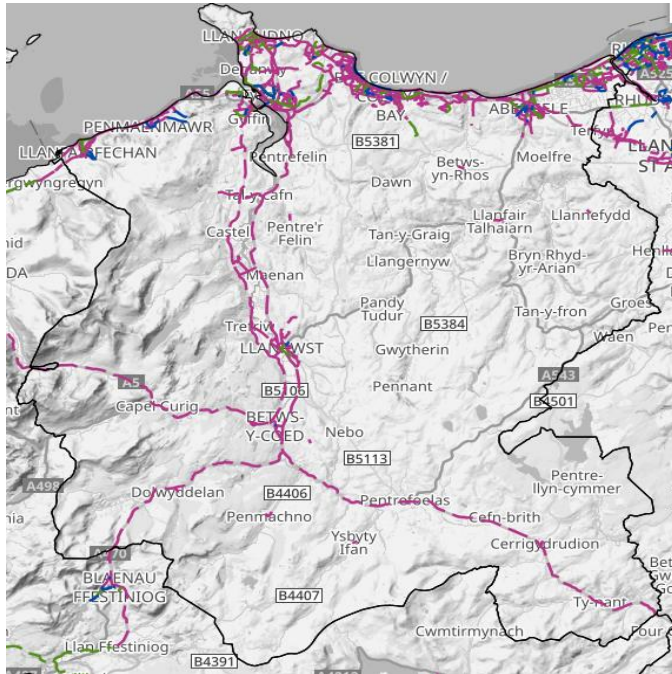
Type of Route	Total Proposed
Walking	16
Cycling	13
Walking and Cycling	22

Job number

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Date

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4. Denbighshire

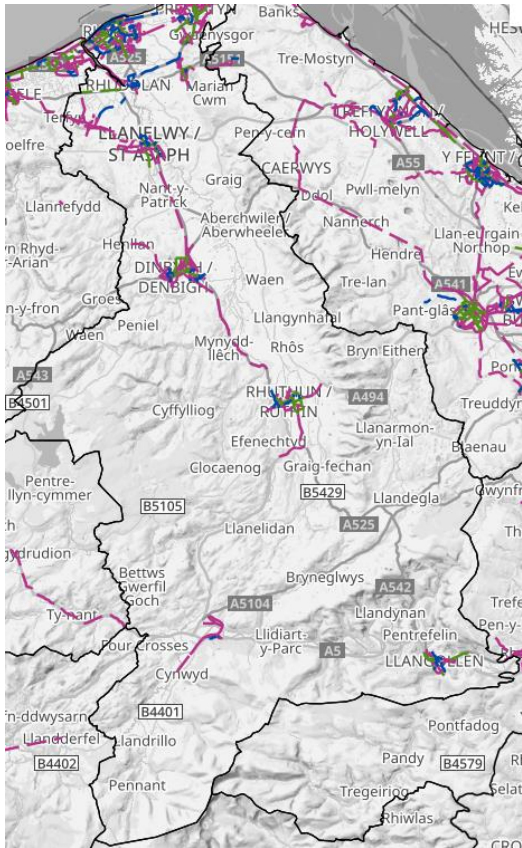
Type of Route	Total Proposed
Walking	11
Cycling	8
Walking and Cycling	11

Job number

302160-00

Date

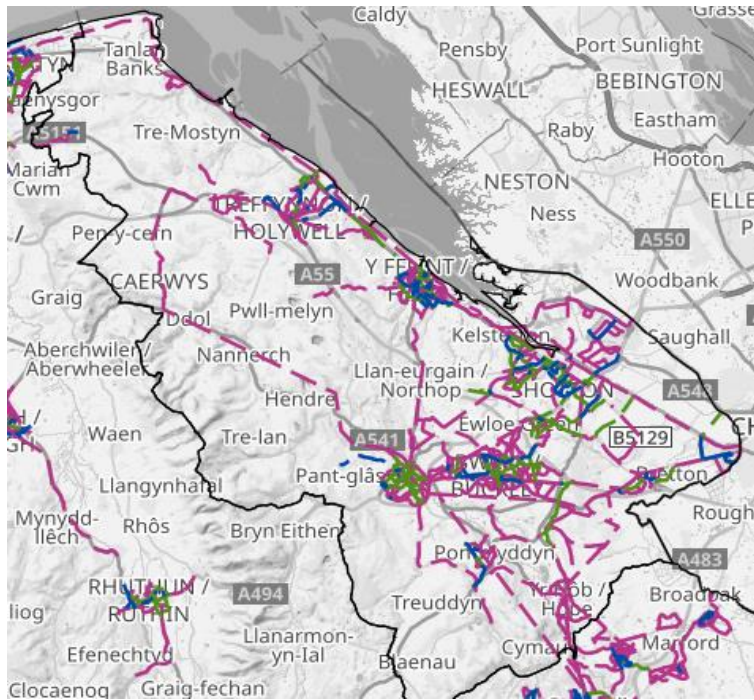
10 April 2024



5. Flintshire

Type of Route	Total Proposed
Walking	13
Cycling	14
Walking and Cycling	19

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 Date 10 April 2024



6. Gwynedd

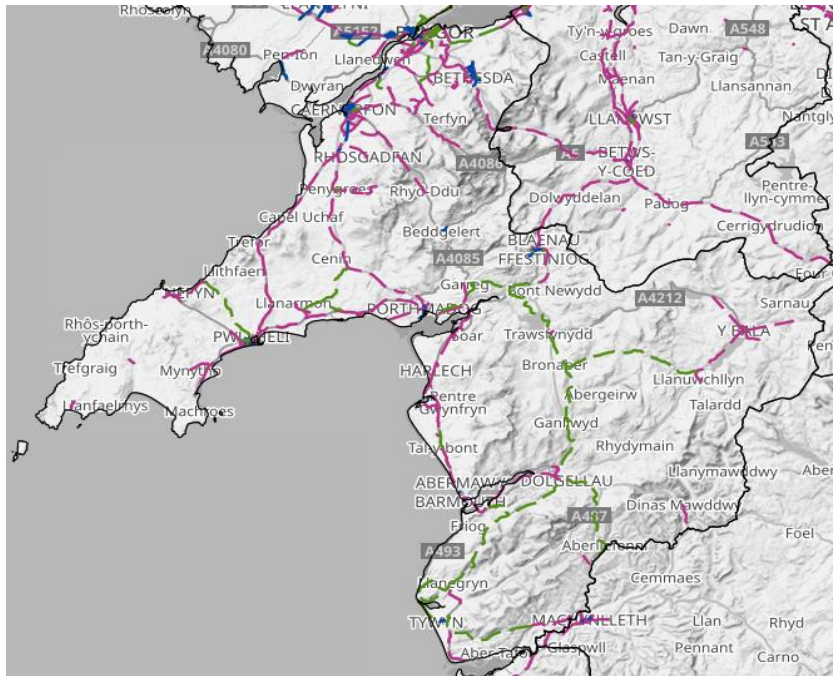
Type of Route	Total Proposed
Walking	27
Cycling	30
Walking and Cycling	

Job number

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Date

10 April 2024



7. Wrexham

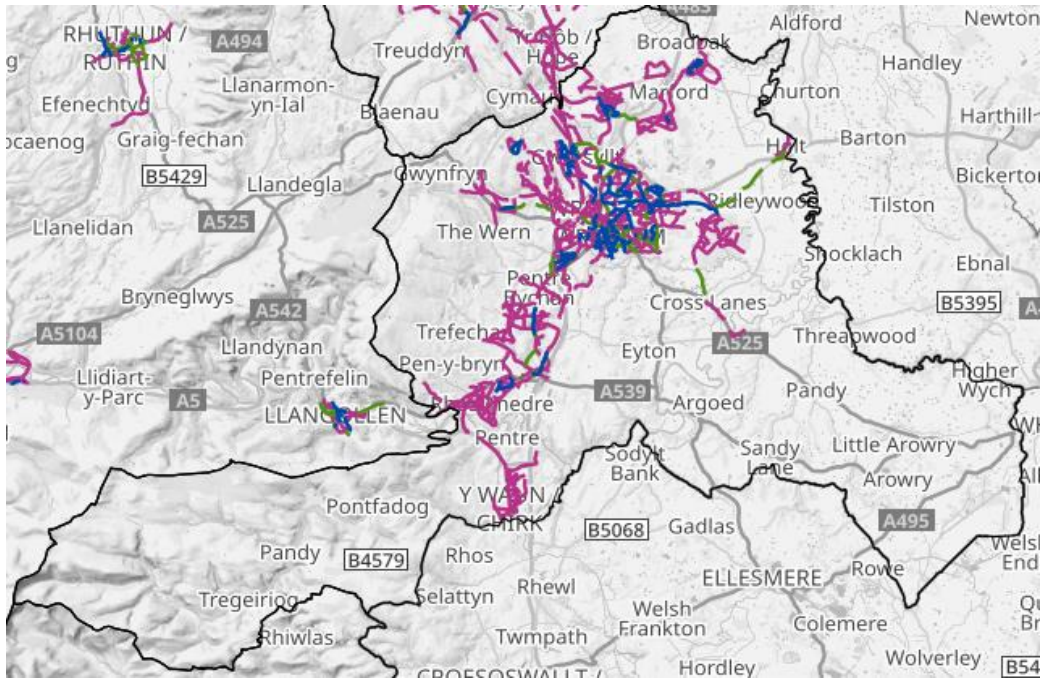
Type of Route	Total Proposed
Walking	15
Cycling	12
Walking and Cycling	24

Job number

302160-00

Date

10 April 2024



File Note

Project title	North Wales Corporate Joint Committee RTP/ SDP Consultancy Support
Job number	302160-00
File reference	
cc	
Prepared by	
Date	10 April 2024
Subject	The Future of Road Investment in Wales

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1. Case for Change

The Welsh Government set up a Roads Review Panel to review road schemes that are or were under development and to make recommendations for the future of road investment in Wales. The panel were asked to review 51 individual road schemes in the light of the Wales Transport Strategy ambitions and priorities, Programme for Government commitments and the second low carbon delivery plan, Net Zero Wales.

2. Objectives for the review

Objectives for the roads review are set out in Figure 1.

- 01** Ensure road investment is fully aligned to the delivery of the Wales Transport Strategy ambitions and priorities, Welsh Government Programme for Government commitments and Net Zero Wales.
- 02** Develop a set of criteria which identify appropriate circumstances for expenditure of Welsh Government funds on roads.
- 03** Use these criteria to recommend which of current road projects should be supported, modified, or have support withdrawn.
- 04** Provide guidance on reallocating road space on parts of the road network which might in future benefit from enhancement.
- 05** Consider how any savings might be allocated, in order to ensure problems on the road network are addressed, and in particular to make recommendations on how to tackle the backlog of road maintenance.

Figure 1: Objectives for the Future of Road Investment in Wales

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3. Purpose and conditions for future road investment

The review set out four purposes which define what roads schemes should be used for, and based on these, the review developed four conditions which road schemes must meet in order to pass through the first stage assessment. These are shown in Figure 2.



Figure 2: Purposes and conditions for road schemes

4. Key proposals for the North Wales RTP

The review panel set out recommendations for each of the 51 schemes included in the review. Those relevant to the North Wales RTP are provided below in Table 1.

Scheme	Summary	Recommendation
A487 RHIWSTAERDYWYLL	The scheme is intended to address defective safety barriers on the A487 at Rhiwstaerdywyll, just south of Cadair Idris.	Welsh Government could continue to support the A487 Rhiwstaerdywyll scheme, subject to more detailed consideration of the 30mph speed limit and barrier options. It is unlikely to be appropriate to progress the highway

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		modification option. The safety benefit should be benchmarked against other safety schemes (including those in the Local Safety Schemes programme and on local authority roads), and the scheme should only proceed if it is among the best of schemes waiting for funding
A494 MAESGAMMEDD ROAD JUNCTION IMPROVEMENT	The scheme would involve modification to the junction of the A494 with Maesgamedd, an unclassified road north of the village of Gwyddelwern	The scheme should not proceed in its current form. The safety of the junction should continue to be monitored. Further options to reduce speed and improve the visibility splay at the existing junction should be developed if the collision record suggests that action should be taken.
A483 WREXHAM BYPASS JUNCTIONS 3-6 SCHEME	This scheme would make modifications to the A483 Junctions 3 to 6 around Wrexham. The first phase would include a relocated larger capacity junction at Junction 4 (A483/ A525) and later phases would be smaller-scale modifications to Junctions 3, 5 and 6 including some active travel provision	The A483 Wrexham Junctions 3-6 scheme should not proceed as the case for change is not well-aligned with Welsh Government's aim to reduce car mileage. The scheme would increase private car capacity and carbon emissions. Welsh Government could consider providing support for an alternative approach to create an exemplar residential and employment development with low levels of car use.
A487 LLWYN MAFON	This scheme is on a 1.7km section of the A487 north of Porthmadog	Welsh Government could continue to support the A487 Llwyn Mafon scheme, subject to more detailed development to ensure safety benefits to walkers, cyclists, equestrians and motorised road users; and subject to benchmarking against other safety schemes to demonstrate that the scheme is among the best of safety schemes waiting for funding

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<p>A494 LÔN FAWR RUTHUN/ CORWEN ROAD</p>	<p>The Lôn Fawr / Corwen Road Junction scheme would replace an existing Y-junction with a T-junction with a 90° angle to improve sight lines</p>	<p>The scheme should not proceed because the case for change is weak. The safety of the junction should continue to be monitored, and further options to reduce speed, or divert traffic to reduce conflicting movements should be considered if the collision record suggests that action should be taken</p>
<p>A483/A5 HALTON ROUNDABOUT</p>	<p>The scheme comprises modifications to the A483/A5 Halton roundabout lying to the north-east of Chirk. The changes involve increasing the diameter of the roundabout, creating additional lanes on approaches and around the roundabout, and signing improvements for active travel</p>	<p>The scheme should not proceed because the case for change is weak. The safety of the junction should continue to be monitored. Further options to reduce speed and improve safety should be developed if the collision record suggests that action should be taken.</p>
<p>A55 / A494 NETWORK RESILIENCE</p>	<p>The A55 / A494 is the main highway route across North Wales. The Network Resilience study covers the A55 between Holyhead on Anglesey in the west and the English border in the east. The study also includes the A494 between Ewloe interchange on the A55 and the English Border, and the strategic and tactical diversion routes for when the A55 / A494 may be closed.</p>	<p>The A55 / A494 Network Resilience Study should not proceed. The case for change is not well-aligned with Welsh Government’s aim to reduce car mileage. The scheme would increase private car capacity and result in a mode shift from public transport to car travel, and this would undermine the target to increase sustainable transport mode share</p>
<p>A55 - JUNCTION 23 - 24 CORRIDOR STUDY</p>	<p>The WelTAG Stage 1 A55 Corridor Study (J23 – J24) examined a 5.5km length of the A55. Junction 23 is at Llanddulas and Junctions 23A and 24 are to the north and east of Abergele.</p>	<p>The A55 J23-24 Study should not proceed to the next stage because there are concerns surrounding this process being the most appropriate to deliver relevant safety and multi-modal transport benefits for this area.</p>
<p>A55 EWLOE (J33B) TO A494 QUEENSFERRY INTERCHANGE</p>	<p>The WelTAG Stage 1 A55 J33b Ewloe – A494 Queensferry Interchange Study examined a 4km length of the A494, between A55 Junction 33b at Ewloe (where the A494 and A55 join) and the</p>	<p>The A55 Ewloe (J33b) to A494 Queensferry Interchange Study should not proceed to the next stage because the case for change has not been made and there are concerns surrounding this process</p>

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	Queensferry Junction of the A494 south-east of Connah’s Quay	being the most appropriate to deliver relevant multi-modal transport benefits for this area.
A55 NORTHOP (J33) TO HOLYWELL (J32)	The proposed scheme would involve a 3km westbound climbing lane, 5.4km concrete central reserve barrier and consequent closure of two at-grade pedestrian crossings on the A55 between Junction 33 at Northop and Junction 32 at Holywell.	The A55 Northop (J33) to Holywell (J32) scheme should not proceed because the case for change is weak.
A55 EWLOE (J33B) TO RHUALLT (J29)	The WelTAG Stage 1 A55 Corridor Study (Junction 33b – Junction 29) examined a 22km length of the A55 between Junction 33b at Ewloe and J29 east of Rhualt.	The A55 Ewloe (J33b) to Rhualt (J29) study should not proceed to the next stage because the case for change has not been made and there are concerns surrounding this process being the most appropriate to deliver relevant safety and multi-modal transport benefits for this area
FLINTSHIRE CORRIDOR IMPROVEMENT	The proposed preferred scheme emerging from the WelTAG Stage 2 work, ‘the Red Option’, is a substitute long distance dual-carriageway route for the A55 / A494. It would lie to the north and west of Connah’s Quay, mainly along the line of the A548. A new section of highway is also proposed to connect the A548 to the A55 at Northop Junction to the west of Connah’s Quay.	The scheme should not proceed. The case for change is not well-aligned with Welsh Government’s aim to reduce car mileage. The scheme would increase private car capacity and result in a mode shift from public transport to car travel, and this would undermine the target to increase sustainable transport mode share
A55 THIRD MENAI CROSSING	The scheme would involve construction of a new A55 bridge over the Menai Strait between Anglesey and Gwynedd, and re-alignment of the A55 between Junction 7 (on Anglesey) and Junction 10 (on the mainland)	The A55 Third Menai Crossing should not proceed. The case for change is not well aligned with Welsh Government’s aim to reduce car mileage. The scheme would lead to increased traffic and carbon dioxide emissions, and a mode shift from public transport to car travel, inconsistent with the target to increase sustainable transport
ABERGELE TOWN CENTRE	This scheme would involve construction of a link road or gyratory	The Abergele Town Centre Congestion Improvements scheme

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CONGESTION IMPROVEMENTS	system in Abergele town centre. Some footways would be widened and some cycleways provided.	should not proceed in its current form. However, Welsh Government could continue to support development of a scheme for Abergele town centre, if justified against other transport priorities, with a focus on enhancing active travel provision for the whole town in line with the Sustainable Transport Hierarchy, and managing private car demand.
LLANDUDNO CONGESTION IMPROVEMENTS	The scheme is focused on A470 Conway Road and Links Roundabout in Llandudno.	Welsh Government could continue to support the Llandudno Congestion Improvements scheme, subject to further development in line with the Sustainable Transport Hierarchy and consideration of the Panel's advice on the preferred approach at Links Roundabout.
CHESTER-BROUGHTON GROWTH CORRIDOR	The scheme involves construction of a dual or single-carriageway road with associated active travel and public transport infrastructure	Welsh Government should not provide further support for the development of the highway schemes proposed for the Chester Broughton Growth Corridor. These schemes would increase road capacity for private cars and encourage dispersed land-use patterns.
WARREN HALL	Mixed use development site	Welsh Government is advised to consider whether development of this site, and similar sites within its portfolio, would be compatible with meeting its aims around modal shift and decarbonisation.

Figure 3: Summary of Roads Review Panel Recommendations for North Wales

The Roads Review Panel also reported on a Llanbedr bypass separately. Welsh Government is now working with local stakeholders to take forward the recommendations of the roads review panel, including a package of sustainable transport measures, safety improvements, and a scaled-down road option.

File Note

Project title	North Wales Corporate Joint Committee RTP/ SDP Consultancy Support
Job number	302160-00
File reference	
cc	
Prepared by	
Date	10 April 2024
Subject	Welsh Government Response to Roads Review

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1. Background and context

1.1 The roads review

In June 2021, the Deputy Minister for Climate Change announced a review of new road schemes funded by the Welsh Government. The Roads Review panel was established with a membership made up of independent experts in transport policy, climate change, highway engineering, and the freight and logistics sector. The panel submitted its Final Report to the Welsh Government in September 2022.

The review was commissioned due to concerns that some road investment schemes that were in development were no longer consistent with Welsh Government's policies, particularly the declaration of a climate and nature emergency. The purpose of the review was to:

- ensure road investment is fully aligned to the delivery of the **Wales Transport Strategy** ambitions and priorities, Welsh Government Programme for Government commitments and Net Zero Wales.
- develop a set of criteria which **identify appropriate circumstances** for expenditure of Welsh Government funds on roads use these criteria to recommend which of current road projects should be supported, modified, or have support withdrawn
- provide **guidance on reallocating road space** on parts of the road network which might in future benefit from enhancement
- consider how any savings might be allocated, in order to ensure problems on the road network are addressed, and in particular to make recommendations on how to tackle the backlog of road maintenance

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2. Welsh Government response

Taking the Roads Review, wider policy objectives and context into account, the Welsh Government recognises the role of roads investment in supporting the ‘wellbeing economy’ – which drives prosperity, is environmentally sound, and helps everyone realise their potential. All new roads need to contribute towards achieving modal shift – both to tackle climate change and to reduce congestion on the road network for freight. We are developing a Freight Plan which will explore options for modal shift for freight as it often currently impractical to use sustainable modes. As a result, the Welsh Government will continue to consider road investment in roads (both new and existing) in the following circumstances:

1. **To support modal shift and reduce carbon emissions.**
 - a. Ensuring that future roads investment does not simply increase the demand for private car travel.
 - b. Need to deliver schemes that contribute meaningfully to modal shift, which will require different approaches in different parts of Wales.
2. **To improve safety through small-scale changes**
 - a. Investments for safety should focus on specific safety issues to be addressed (rather than wider road improvements and increases in road capacity)
 - b. Speed limits should be considered as one of the primary tools for improving safety.
3. **To adapt to the impacts of climate change.**
 - a. Road investment can be justified to adapt to climate change now and in the future to ensure roads can continue to function and contribute meaningfully to modal shift.
4. **To provide access and connectivity to jobs and centres of economic activity in a way that supports modal shift.**
 - a. new and existing access roads will be necessary to connect new developments, including Freeports, to the existing network.
 - b. The location of new developments needs to be consistent with Future Wales / PPW11, which includes the principle of maximising the opportunity of access by sustainable means and should be designed to prevent ‘rat-running’.

The Welsh Government supported road schemes which will be taken forward are set out in the National Transport Delivery Plan.

File Note

Project title North Wales Corporate Joint Committee RTP/ SDP Consultancy Support
Job number 302160-00
File reference
cc
Prepared by [REDACTED]
Date 10 April 2024
Subject Bws Cymru: Connecting People with Places

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1. Background summary

Llwybr Newydd – the Wales transport strategy 2021, sets out a clear vision for the future of our transport system and bus services, encouraging people out of their cars and onto public transport.

It sets out the overall ambition that Wales needs a transport system that is good for its people communities, the environment, the economy, and our culture. While Llwybr Newydd contained an outline for buses, setting specific priorities for the sector, such as improving the quality and reach of services, addressing congestion hotspots and delivering new technology and infrastructure, Bws Cymru builds on these proposals. It sets out a vision on how to encourage people to use buses in their everyday lives, promoting social mobility and economic activity. And in doing so, also help to reduce car usage, improve air quality and lower transport carbon emissions.

This plan is for all bus stakeholders and partners to work towards to ensure that everything we do drives improvements within the sector.

Our vision is for: *“A stable and coherent network of bus services that are fully integrated with other modes of public transport, that are reliable, affordable, flexible, easy to use, low-carbon and that encourage more people to use the bus, rather than their cars.”*

Put simply, we want to create a bus system with passengers at its focus. It needs to be:

- Easy to access – through extensive networks, good infrastructure and welcoming drivers;
- Easy to use – through simple ticketing and sensible routes; and
- Easy to navigate – with fully integrated journeys and clear information.

The aim of this approach is summarised by the phrase ‘One Network, One Timetable, One Ticket’.

2. Policy Context

Bws Cymru links to other plans and strategies in Wales including:

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- Llwybr Newydd
- Net Zero Wales: Carbon Budget 2
- Programme for Government 2021-2026

3. Delivery themes

For us to clearly explain our plans, we have developed the following four delivery themes:

- Delivering Together
- Better Integrated
- Buses for Everyone
- Long-Term Planning

These four themes will help us to achieve our overall vision and outcomes.

3.1 Delivering Together

This theme relates to institutional and funding changes that are needed to achieve our aims and objectives. It will be closely linked to new legislative requirements; both primary and secondary.

What are we trying to achieve?

- We want to grow our bus network so it is one of the best in Europe, in terms of reach, frequency, and quality.
- We want passenger numbers to increase – and we want people to be happy with the service.

Actions

1. We will develop, publish, and consult on a new Bus White Paper to introduce new laws on how bus services are delivered across Wales.
2. To improve bus services before there is a Buses Act, we will put in place a new operating system of working. This will help everyone understand their role and responsibility. This may change the way services are planned, funded, and operated.
3. We will look at how the Bus Service Support Grant (BSSG) is working and if it needs to change. We will make sure these payments improve local services.
4. We will look at how well the Local Transport Fund is helping us to reach our goals for sustainable transport and increase the number of low carbon vehicles.
5. We will support Bus Action Plans that improve local bus services. All local authorities will have to develop a Bus Action Plan and set out how they will improve bus services to get funding.
6. We will support local authorities and other partners to work together. Working together means they can share resources and improve services better.
7. We will make it possible for more people to use bus services. To do this we will listen to the challenges people face and find ways to improve services.

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3.2 Better Integrated

What are we trying to achieve?

- Our aim is to ensure bus services are planned and operated in an integrated way so that passengers can access a wider range of destinations through joined up public transport.
- This means achieving attractive journey times, affordable and simple ticketing, joined-up timetabling and safe interchanges.

Actions

8. We will produce guidance and a set of rules on planning and delivering public transport interchanges (where different public transport services connect). We will work with local authorities and Transport for Wales to write this.
9. We will fund bus infrastructure projects that help transport connect, improve ticketing, and make it easier for passengers. This includes projects that connect to the new Metro Networks.
10. We will look at ways to improve ticketing options, so they are easier to use, connect between public transport better, and are affordable.
11. We will continue to look at ways to improve how bus networks are designed and planned across Wales. This includes testing a new set of planning design principles for bus infrastructure.
12. We will look at ways to deliver better, reliable services in rural areas and communities. To do this, we will create Rural/ Community Hubs and develop a new set of standards.
13. We will improve bus information so it's reliable and easy to understand.
14. We will grow the TrawsCymru bus network across Wales. We want to work with local authorities, look at ways to increase routes and make sure it has zero emissions buses by 2026.
15. We will learn from Fflecsi and demand responsive bus projects where people book a bus using an App or a contact centre. This has been tried in some areas and we could use it in other areas across Wales.
16. We will look at ways to grow and support community transport and volunteer transport organisations.

3.3 Buses for Everyone

What are we trying to achieve?

- We want everyone to have the confidence to travel by bus.
- We will remove physical and other barriers that prevent people from using bus services. Everyone, regardless of their background, or needs, should feel welcome aboard buses.
- The sector has a significant role to play in creating a fairer Wales and tackling inequality in our society.

Actions

17. We will produce guidance to make sure bus stops are easy to access and safe for everyone.
18. We will work with the bus industry, communities, and groups to spot issues that stop people from using services. We'll look at ways to reduce these barriers like training bus staff better, schemes and using new technology.
19. We will work on measures to make bus fares more affordable.

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20. We will work with local authorities and carry out a review of the buses children and young people use to get to school and improve the service.
21. We will work with bus operators to develop Welsh Language Standards, so passengers have services in Welsh.
22. We will develop a Bus Passenger Charter, that puts passengers first, makes sure they are listened to and involved in planning services. The Charter will also set a process for dealing with passenger issues and complaints.

3.4 Long-Term Planning

What are we aiming to achieve?

- We want bus services that are fit for the future. We want to tackle the climate emergency by encouraging people out of their cars, decarbonising the bus fleet and promoting health and well-being through connected communities.
- To achieve this, we must ensure that bus services are attractive to new – and existing- passengers in the future.

Actions

23. We will set up a Public/ Private Partnership that can lease low emissions buses to operators.
24. We will continue to fund the decarbonisation of the TrawsCymru service by funding electric buses.
25. We will make sure that bus services are part of local planning because they have an important role in achieving healthy, thriving communities.
26. We will produce new Bus Infrastructure and Planning Practice Guidance.
27. We will encourage people to use public transport through advertising. This includes a new Public Transport Recovery Campaign.
28. We will create a Task Force for Professional Development. This group will look at ways to make the bus sector a more attractive career, increase recruitment and improve training.
29. We will ask the Department for Transport, and work with the Driver and Vehicle Standards Agency (DVSA) to improve Bus Driver Training.
30. We will work with Careers Wales to develop training programmes. This will help train people as engineers to work on decarbonised bus fleets and other vehicles.
31. We will increase the opportunities for people to have professional careers in transport.

File Note

Project title	North Wales Corporate Joint Committee RTP/ SDP Consultancy Support
Job number	302160-00
File reference	
cc	
Prepared by	
Date	10 April 2024
Subject	One Network, On Timetable, One Ticket

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1. Background and context

The One Network, On Timetable, One Ticket (ONONOT) white paper sets out the objectives and actions towards reforming bus network governance in Wales, in order to provide “a bus system dedicated to providing the best possible service to the public”. The paper recommends a franchising system whereby Local Government, Transport for Wales and the Welsh Government will work together to design bus networks and services which best meet people’s and communities’ needs within the funding available. The franchising authority specifies the services and how they will run, including routes, vehicle standards, timetables, fares, branding, passenger information and ticketing. Operators will then bid for contracts to run these services, competing in a tender process to deliver those services as efficiently and effectively as possible rather than competing for passengers at bus stops.

Crucially, franchising and the improvement to bus networks and operation this would enable is expected not only to benefit social equity and access to jobs, services and education across Wales but it will also support the modal shift required to achieve Net Zero as set out in Llwybr Newydd.

1.1 Declining patronage

Despite bus services being an essential part of the public transport network in Wales, they are in decline with passenger numbers falling steadily for many years on most routes in Wales. This decline reflects a similar picture across the UK as a whole.

1.2 Deregulation

The Transport Act 1985 –introduced deregulation of bus services throughout Great Britain. Deregulation of the busses has led to a free market – anyone (subject to minimum safety and operating standards) can operate bus services. This has resulted in uncoordinated, complicated and unsuitable bus networks across Wales as operators run services without coordinating with nearby

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services or with other transport modes. The problems associated with deregulation are summarised below:

- over 80 bus operators in Wales
- multiple operators cause a lack of co-ordination, on both a local and national level. Including, but not limited to, routes; ticketing (especially noninteroperable tickets); and integrations with rail and active travel networks. This results in a suboptimal service and is confusing and off putting for passengers
- lack of an overall guiding mind function with power to provide coordination between services and with different models such as rail
- routes fail to respond to changing passenger needs, from short / retail-based journeys to longer journeys
- limited stability in routes and destinations over time
- lack of simplicity on journeys, bus numbering, tickets, fares, signage
- variable standards of vehicles, infrastructure, passenger information
- inconsistency of branding and lack of overall network identity
- marginal services switch between commercial and non-commercial over time, making strategic network planning difficult.

The paper states that local bus journeys account for **three out of four journeys** made by public transport in Wales each year. Bus services in Wales provide important access to essential services, education, leisure and tourism, and provide important links for communities.

This white paper is about putting in place a governance system for buses that will give us the power to achieve this vision of affordable comprehensive public transport services that work in a joined-up way to carry us on our journey to net zero.

This transformation in bus governance is aimed at achieving the following over-arching aims:

- a bus system that is purposely designed to maximise the public good
- a bus system that efficiently uses public investment to strategically address public priorities for bus improvements, thereby justifying greater public investment
- a bus system, which forms part of an integrated transport network that provides an excellent travel option, wherever people need it, whenever people need it, throughout Wales.

The paper asserts that the following elements must be in place to achieve these aims:

- a comprehensive **network** of bus routes to serve the widest feasible range of destinations, both at busy times and less busy times in the evenings and Sundays.
- coordinated **timetables** for bus-bus connections and bus connections with all other modes of public transport.
- simple area-wide **fares**, valid across all bus routes and on all modes of public transport.

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The paper also lists other important elements which will support an increase in bus trips across Wales, these include good quality waiting facilities, passenger information, building passenger trust and affordable fares.

2. Legislative proposals

The paper identifies the several legislative proposals as a starting point to meeting the above objectives, they include:

- requiring the franchising of bus services across Wales
- allowing local authorities to create new municipal bus companies
- relaxing restrictions on existing municipal bus companies to put them on the same footing as new ones.

3. Relevance to the RTP

The ONONOT white paper should be considered by the North Wales RTP in the development and appraisal of bus and coach interventions. Future changes in bus governance should be kept in mind when reviewing bus interventions and assessing their potential impacts in the context of gaining public control over bus services.

File Note

Project title	North Wales Corporate Joint Committee RTP/ SDP Consultancy Support
Job number	302160-00
File reference	
cc	
Prepared by	
Date	10 April 2024
Subject	Existing LTPs

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1. Background Summary

The current Local Transport Plan (LTP) covering the North Wales region was developed by Taith and adopted in 2015. The vision statement for the Plan is:

“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.”

The vision, outcomes and high level interventions from the LTP will be reviewed during the process of development the Regional Transport Plan. The LTP also includes a wide range of schemes and interventions for delivery. These proposed interventions will also be reviewed and updated in light of current wider policies.

2. Policy Context

2.1 Programme for Government (2011)

The Welsh Government produced the Programme for Government document in 2011, providing the priorities and programme for the term of the Assembly. Whilst there are 12 priority areas, those of crucial relevance to the North Wales Joint LTP are:

- **Growth and Sustainable Jobs:** the aim is “to strengthen the conditions that will enable business to create jobs and sustainable economic growth”;
- **Tackling Poverty:** the aim is “reducing poverty, especially persistent poverty amongst some of our poorest people and communities, and reducing the likelihood that people will become poor;” and
- **Rural Communities:** to “ensure that rural communities remain vibrant and able to offer people an excellent quality of life with access to high quality employment, affordable housing and public services and sustained by reliable and effective infrastructure in terms of broadband, public transport and utilities.”

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2.2 Review of Regional Transport Plans and Studies

The key policy documents informing the preparation of the Joint LTP for North Wales give the context at the regional level as well as provide evidence of issues and opportunities:

- The Regional Transport Plan, 2009;
- North Wales Local Authorities, Economic Ambition: A Strategy for Change, 2012;
- North East Wales Integrated Transport Task Force, Technical Report, June 2013;
- North Wales Ministerial Task Force, ongoing work;
- Economic Growth and Social Benefit Potential from Modernisation of Rail Services in North Wales, September 2014.

The Regional Transport Plan and the other documents have been reviewed to determine the pertinence of the RTP to the current policy agenda.

3. LTP Outcomes and Interventions

3.1 LTP Outcomes

The LTP outcomes are:

- **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)
- **Access to Employment:** Providing inclusive and affordable access to employment and training (with a focus on the most deprived communities)
- **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)
- **Increasing Levels of Walking and Cycling:** for both necessary travel and recreation, by residents and visitors
- **Improved Safety and Security:** of both actual and perceived safety of travel by all modes
- **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.

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3.2 High Level Interventions

A set of higher level interventions have been developed which together aim to deliver the vision and outcomes sought for the LTP and thus address the issues and maximise opportunities. Strategic Interventions have already been put forward by the Local Authorities as part of the work for the North Wales Ministerial Task Force and these interventions have been used as the basis for the higher level interventions in the Local Transport Plan.

The Higher Level Interventions are listed below but not in a priority order. It is not considered appropriate to prioritise interventions as they all form part of the approach to meeting the Vision and Outcomes. In summary the higher level interventions are shown in Table 3-1.

Table 3-1: Higher Level Interventions

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
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 EZ's, ports, employment sites and town centres. May include car share sites, bus services, active travel measures as well as road improvements.
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

3.3 Scheme Prioritisation

The guidance from Welsh Government asks that schemes are prioritised. The Local Authorities have identified the projects which make the largest potential contribution to meeting the vision and outcomes and these are highlighted as 'Regional Priority Projects' at the beginning of each table. Other projects are identified as 'County Priority Projects'.

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3.4 Programme Development and Delivery


The North Wales LTP is a joint plan for the six local authorities. The authorities will develop a shared delivery arrangement for the LTP from April 2015. In context, the North Wales Ministerial Task Force report (December 2014) recommends that “the North Wales Economic Ambition Board should be the lead body for the coordination of strategic transport interventions, land use planning and economic development activity in North Wales among partner organisations” and the LTP could form part of this approach.

Delivering the programme will require engagement with the key stakeholders and partners - including Welsh Government, Network Rail, the Highways Agency, Local Service Boards, cross-border local authorities in England, other Welsh local authorities and the voluntary sector throughout the life of the current LTP.

Appendix B

Land use and planning data and evidence reviews

File Note

Project title	North Wales Corporate Joint Committee RTP/SDP Consultancy Support
Job number	302160-00
File reference	
cc	
Prepared by	
Date	8 May 2024
Subject	Anglesey Freeport – review and consideration of implications on RTP and SDP

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1. Introduction

1.1 Case for change

The Anglesey Freeport is a designated economic zone in North Wales, offering tax reliefs, simplified customs procedures, and UK and Welsh government support to stimulate business growth, trade, and investment. Transport networks across North Wales serve as vital arteries that facilitate seamless trade and economic activity, which will make them critical for the Freeport's success. The strategic location of Anglesey, coupled with its robust transport infrastructure, including the UK's second-largest roll-on/roll-off port in Holyhead, enables efficient trade flow across the Holyhead-Dublin corridor and across the GB land-bridge to and from mainland Europe. This not only enhances UK-EU trade relations but also plays a critical role in developing new international trade agreements. The existing road and rail connections, notably the direct access to the A55 and rail links to London, will ensure carbon-efficient transport of goods to and from the Freeport. These networks are integral to the Freeport's operational efficiency, its potential to attract investment and stimulate economic prosperity, not just for Anglesey but for the entire North Wales region¹.

2. Status of development proposals

The Freeport Programme in Wales bidding prospectus set out the Welsh and UK governments' expectations for a Welsh Freeport. Both governments expected ports, businesses, local government, and other local partners to come together to bid for Freeport status. Partners from across the public and private sectors closely collaborated in order to produce the most competitive bids².

¹ [North Wales RTP Implementation Plan_FINAL_241123 \(sharepoint.com\)](#)

² [Freeport Programme in Wales: bidding prospectus](#)

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The Welsh Freeport model closely aligns to the offer set out in England. The Freeport Programme in Wales is based upon 3 main objectives:

- promote regeneration and high-quality job creation
- establish hubs for global trade and investment
- foster an innovative environment.

On 23 March 2023, the UK and Welsh governments announced that Anglesey Freeport and Celtic Freeport have been successful in their bids to establish freeports. They will now move to the next stage of the process. The bid was jointly developed through an equal partnership between the Isle of Anglesey County Council and Stena Line.

Securing Freeport status now has the potential to deliver real, transformational change in communities across Anglesey and the wider North Wales region.

October 2023, £40m funding package from the Welsh Government was secured to allow the refurbishment of the Holyhead Breakwater and help safeguard Holyhead Port's long-term future.

Anglesey Freeport's outer boundary is reflective of the islands unique geography and island economy, encompassing the entirety of the Islands, as well as the Morlais Array to the west of Holyhead, and the Blue Innovation Zone within Holyhead Bay. Specific tax and customs sites will operate at M-SParc, Rhosgoch, the Port of Holyhead and Anglesey Prosperity Zone. In totality, the Freeport incorporates:

- Over 230 hectares of land across designated tax and customs sites.
- Direct tunnel access to the Port of Holyhead from Stena Line's land on the Anglesey Prosperity Zone.
- Grid connections up to 550MW.
- Direct access to Irish Sea, including the Blue Innovation Zone within Holyhead Bay, and the Morlais Array to the west of Holyhead.
- Opportunity to connect direct to certified clean energy.
- Outstanding road and rail connections, including easy access to A55 and direct trains to London from Holyhead. Rail connections also provide low cost, carbon efficient ways of transporting goods to customs sites.

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3. Socioeconomic impacts

3.1 Skills and Labour

The Freeport aims to attract £1.4 billion worth of investment and create at least 3,500 jobs³.

Anglesey Freeport will have a strong focus on training and upskilling local talent to benefit from the opportunities afforded by the Freeport – ensuring that North Wales communities are able to access new employment opportunities.

- The Freeport will build on and support existing initiatives in North Wales, working closely with the North Wales Regional Skills Partnership who have a Regional Skills Plan and have undertaken significant work on the North Wales skills gap and on skills development for an inclusive North Wales.
- A working group, focusing on skills and supply chain, brings together local and regional partners including Ambition North Wales, the Institute of Export & International Trade (IOE&IT), Bangor University, M-Sparc, Grŵp Llandrillo Menai, Welsh Government, Business Wales, Mon CF, Menter Mon, as well as Stena Line and IACC.
- The Freeport will include a Welsh Trade Centre of Excellence - the first of its kind in the UK, the bespoke training centre will deliver world class customs and exports education courses, helping ensure that North Wales retains its place as renowned hub of trading excellence.
- The Institute of Export & International Trade will work with organisations to provide deep customs knowledge and ensure effective customs compliance – for instance, helping businesses to showcase efficiently the point of origin of their goods, as well as their compliance with UK trading regimes.

3.2 Welsh Language

Anglesey has a proud history of supporting the trade of goods from around the world, with the Port of Holyhead operating as a hub of global trade for generations. The Freeport build on the islands trading infrastructure, but will bolster the resilience and identity of local communities, with new employment opportunities helping to retain native Welsh speakers and local residents. Stena Line and Isle of Anglesey County Council are keen to work with partners to ensure communities benefit from the commercial activity of the Freeport, and play an active part in the long term success of the project.

3.3 Tourism

Increased economic activity can lead to more tourists visiting the region. As businesses thrive and employment opportunities grow, people may choose to explore North Wales. Improved infrastructure, such as better road networks and transportation links, benefits both trade and tourism. Visitors may find it easier to access attractions and explore the scenic beauty of North Wales.

³ [Sky News - Two new freeports announced for Wales](#)

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Anglesey's natural beauty, combined with the Freeport's economic prospects, may encourage more people to explore the region. Tourists can enjoy both the island's attractions and the benefits of the Freeport development.

4. Transport and access impacts

The economic profile and industrial mix of North Wales is diverse. It is home to a busy port at Holyhead, which brings freight and passenger traffic flows across the region. The predominant flow of road-based freight within the region is east-west, along the A55 from Holyhead in the west to the A494 and the English border. There are also freight movements south from the A55, through Wrexham and towards the Midlands. The Freeport in Anglesey will support the continued growth of the freight, logistics and other associated industries in North Wales⁴.

4.1 Road use (LRN & SRN)

The Freeport is set to create job opportunities across the island and North Wales⁵, which could lead to an increase in commuting from areas like the Conwy Valley and Aberconwy to Anglesey⁶. This increased traffic could put additional pressure on the local and strategic road network.

It is reasonable to expect that any significant increase in traffic would necessitate improvements to the road network and public transport connectivity in North West Wales. The Freeport is expected to increase the volume of trade through the Port of Holyhead, Britain's second largest roll on/roll off port. This could also have implications for the road network, particularly in terms of freight traffic.

In summary, while the Anglesey Freeport is likely to have some impact on the road network in North Wales, the exact nature and extent of this impact will depend on a range of factors, including the success of the Freeport in attracting new businesses and the measures taken to manage increased traffic and improve transport connectivity.

4.2 Active travel

The development of Anglesey Freeport provides opportunities for active travel in the area. The National Cycle Network Routes 5 and 8 travel to the proposed Anglesey Freeport⁷. Integrating within this network would improve the connectivity of active travel in the area which could also be used for commuters.

There is a network of public rights of way (PRoW) which are located within and nearby to the proposed Anglesey Freeport site. PRoW and other walking routes could be integrated into the Anglesey Freeport development. The freeport provides an opportunity to improve existing rights of way to improve connectivity in the region.

⁴ [DRAFT North Wales RTP Case for Change \(version 3\) \(2\).pdf \(sharepoint.com\)](#)

⁵ [North Wales Chronicle - Outline Business Case submitted for Anglesey Freeport](#)

⁶ [North Wales Chronicle - MS frustrated at transport connectivity with new Anglesey freeport](#)

⁷ [The National Cycle Network OS Map](#)

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4.3 Park and ride facilities

Development of the Anglesey Freeport may result in an increase in commuting traffic. As such, a future park and ride facility serving Anglesey Freeport could be required. Influencing factors include success of the Freeport in attracting new businesses and measures taken to manage increased traffic and improve transport connectivity.

4.4 Relevant ongoing proposals

The Anglesey Energy Island Programme, spearheaded by Isle of Anglesey County Council, is a collaborative initiative involving various stakeholders from the public, private and third sectors, working in partnership to establish Anglesey as a leader in low carbon energy generation, research and development. The island boasts some of the world's most cutting-edge advances in sustainable technology and energy production. Anglesey Freeport plays a crucial role in incentivising businesses to invest in the region and continue its development as a sustainable energy powerhouse. The Energy Island Programme, backed by the streamlined processes and financial flexibilities offered by Anglesey Freeport, presents an excellent opportunity for companies seeking to develop, manufacture and build the next generation of energy technologies. At present, the Energy Island Programme is helping to spearhead some of the region's latest advances in sustainable innovation, including the following projects:

The Morlais Project

The Morlais Project is the largest consented tidal energy project in the world. The opportunities for developing new sustainable technologies are significant in this area – lying off the west coast of Anglesey within the Freeport's boundary. The Morlais project will include trials and pilots for tidal energy as well as offshore wind in the Freeport's Blue Innovation Zone. It gives the UK the chance to capture part of the global tidal energy supply chain in a way that exceeds what has already been achieved in wind power, and is a significant part of bolstering Anglesey's role as the UK's leading region for the creation of net zero energy.

M-SParc Science Park

The Energy Island Programme is reinforced through the innovative work of freeport consortium partner M-SParc, who are responsible for driving innovation in the renewable energy sector across Anglesey. Operating as Wales' first Science Park, M-SParc is a national force for innovation, with a mission to ignite the economy, inspire the people & innovate for the environment; all for a sustainable Wales'. M-SParc's goal is to be the first net-zero science park in the UK, with freeport status helping to deliver a step change in their work, proving a catalyst for further research, development, and innovation.

5. Stakeholder engagement


Stakeholders involved in the Anglesey Freeport are listed below.

- HM Government
- Bangor University
- Llywodraeth Cymru Welsh Government
- Llandrillo Menai
- SMR

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- MoltexFLEX
- Menai Engineer
- Last Energy
- Bechtel
- NNL National Nuclear Laboratory
- Business Wales Welsh Government
- M-Sparc (Menai Science Park)
- Geological Disposal GDF Cymru Wales
- Assystem
- DU Construction Ltd.
- Newcleo
- Ambition North Wales
- Ascent
- EOR (UK) Limited
- CAREG BI / HOLYHEAD

File Note

Project title	North Wales Corporate Joint Committee RTP/SDP Consultancy Support
Job number	302160-00
File reference	
cc	
Prepared by	
Date	3 April 2024
Subject	North Wales Investment Zone – review and consideration of implications on RTP and SDP

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1. Case for change

On the 7th November 2023, the then Minister for Economy Vaughan Gething MS made a statement on investment zones and confirmed that the Welsh Government Cabinet has met to discuss the investment zone proposals that have been in development and written to the Secretary of State at the Department for Levelling Up, Housing and Communities to indicate the Welsh Government's willingness to use devolved levers and expertise to support two investment zones in Wales, with a preference for one of those to target North East Wales. The statement emphasises the importance of the collaborative regional approach developed across Wales and the need to simplify regional economic development planning and governance through the Corporate Joint Committee structures¹.

Specifically, the Anglesey Freeport and the Flintshire and Wrexham Investment Zone create significant opportunities for North Wales. The RTP should seek to support the success of Holyhead and Mostyn ports and facilitate their future growth but set out a plan for ensuring the impacts of good movements is minimised. It should consider the role of rail freight and how to encourage hauliers to switch to cleaner fuels. The RTP should also identify measures for reducing the environmental impact of local deliveries².

2. Status of development proposals

As part of the Autumn Statement 2023, the Chancellor announced the government's intention to establish a new Investment Opportunity Fund available over 5 years to secure specific, named private investment in Investment Zones and Freeports across the country.

¹ [North Wales RTP Implementation Plan_FINAL_241123 \(sharepoint.com\)](#)

² [DRAFT North Wales RTP Case for Change \(version 3\) \(2\).pdf \(sharepoint.com\)](#)

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The Investment Opportunity Fund will complement the objectives of the Investment Zones and Freeports programmes, which seek to develop clusters in areas in need of levelling up, by providing a separate source of funding that government will use to help unlock strategically significant investment from specific companies in these areas, in support of both national and local economic priorities³.

The Freeports programme (established in 2021) and more recent Investment Zones programme (launched in 2023) are aimed at supporting the development of high-growth clusters in areas in need of levelling up, attracting investment in key sectors and boosting regional productivity. These programmes have been designed to enable the development of bespoke strategies to encourage investment, providing a range of levers to help create more attractive investor environments, generate commercially viable investment opportunities, and respond to specific investor needs in a particular location and sector.

Both Freeports and Investment Zones have made significant strides since they were launched. Freeports have so far attracted £2.9 billion of investment and created over 6,000 jobs, with over 200,000 jobs projected over the lifetime of the programme in the high-innovation, low-carbon technologies of the future. Plans have now been agreed for the majority of Investment Zones in England, with delivery commencing from April this year, and a further two Investment Zones have been announced in each of Scotland and Wales, alongside a £150 million package for an Enhanced Investment Zone in Northern Ireland.

Subject to a business case the Wrexham Flintshire Investment Zone will have access to support worth up to £160 million over ten years, with the new status expected to leverage an additional £1.7 billion of investment for the area and help create thousands of new jobs.

In addition to this, the government can confirm there will be two Investment Zones in Wales; one located across Cardiff and Newport, delivered by the South East Wales Corporate Joint Committee and another focusing on Wrexham and Flintshire delivered by the North Wales Corporate Joint Committee. The government will be working closely with the Welsh Government on the delivery of these Investment Zones⁴

³ [Investment Opportunity Fund: prospectus - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/118122/investment-opportunity-fund-prospectus.pdf)

⁴ [Autumn Statement 2023 \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/118122/investment-opportunity-fund-prospectus.pdf)

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3. Socioeconomic impacts

The plans for an Investment Zone in Wrexham and Flintshire will support the continued growth of the advanced manufacturing and the creative & digital sectors in this area⁵.

North Wales has a total population of 687,000, which represents 22% of Wales's total population. Flintshire has the largest population in North Wales, with over 155,000 residents and making up 23% of the region's total population, followed by Wrexham's population of over 135,000.

3.1 Tourism

Tourism is a significant contributor to the economy of North Wales, but it also contributes to congestion at weekends and during seasonal peaks. The location of tourism sites and lack of public transport options to travel to and from these locations results in significant reliance on private car travel. Some major attractions also suffer from illegal and inconsiderate parking due to excess demand for limited facilities, impacting local communities.⁶

4. Relevant ongoing proposals

The Investment Zone Policy Prospectus published on 15 March 2023 sets out three principles for engagement between the WG and UKG, which have been established through previous joint working on programmes, such as Welsh Freeports:

- **Partnership:** WG and UKG will play an equal role in co-design, decision-making and overseeing the delivery of IZs.
- **Parity:** the overall offer in Wales will be of equivalent value to the overall offer per IZ in England.
- **Strategic Fit:** IZs will align with the WG and UKG's policy frameworks, including the WG's Innovation Strategy for Wales. They should also have a good fit with the regional economic and governance landscape and reflect the devolution settlement.

Through this engagement, the Welsh and UK governments reached agreement and jointly announced that subject to proposals meeting specific requirements and being agreed across all parties, there will be two IZs in Wales. The places offering the most potential to host these are:

- The Cardiff and Newport Travel to Work Areas (TTWAs) (delivered by the South-East Wales Corporate Joint Committee), and
- The Wrexham and Flintshire TTWAs (delivered by the North Wales Corporate Joint Committee)

Welsh IZs will focus on five wide-ranging priority sectors in which the UK is well-positioned to play a leading role globally – digital and technology; green industries; life sciences; advanced

⁵ [DRAFT North Wales RTP Case for Change \(version 3\) \(2\).pdf \(sharepoint.com\)](#)

⁶ [DRAFT North Wales RTP Case for Change \(version 3\) \(2\).pdf \(sharepoint.com\)](#)

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manufacturing; and creative industries. These sectors closely align to five of the six innovation priorities set out in the WG's Innovation Strategy – digital transformation; Net-Zero and decarbonisation; population health and biotech; materials and manufacturing; and creative industries and media.

The IZ methodology is underpinned by a set of core principles that have been agreed between both governments. These have guided the development of the approach.

- a. **Objectives:** The methodology and criteria used to identify areas best suited to establish an IZ should flow directly from the policy objectives. IZs are designed to be a targeted intervention aimed at selecting areas capable of leveraging local research strengths to boost productivity and increase innovation. They will focus on growing knowledge-intensive clusters linked to research institutions and build on existing local strengths. IZs will also need to deliver benefits to communities beyond the direct partnership with institutions and clusters, recognising they have a wider role in supporting the prosperity of Wales and the UK.
- b. **Strategic Fit:** IZs should align with respective policy frameworks of both governments. They should also fit the regional economic and governance landscape and reflect the devolution settlement.
- c. **Place-led:** A place-led approach should be undertaken to identify and select areas with the potential to support IZ policy objectives, and which have the fundamental characteristics to create the environment in which the private sector can prosper and knowledge-intensive clusters can flourish.
- d. **Geography:** Travel to Work Areas are used as the basis for informing the selection process, as economic activity operates across administrative boundaries. The TTWAs have been adapted to reflect data availability and cross-border considerations in recognition of the relationship with places in England.

In addition to the above, further factors have also been considered which include having a balance of investments across Wales.⁷

5. Stakeholder engagement

The announcement has been welcomed by Joanna Swash, Group CEO of Wrexham-based outsourced communications provider Moneypenny, who has headed the campaign backed by JCB, Airbus, the North Wales Business Council, Net World Sports, Theatr Clwyd, Wrexham and Flintshire councils, Wrexham University and AMRC Cymru.

⁷ [Investment Zones place selection in Wales - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/investment-zones-place-selection-in-wales)

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She said: “This is a very significant day not just for North East Wales but for Wales as a whole because it cements our place as a leader in the field of advanced manufacturing and the creative & digital sector, a place where internationally known businesses are keen to operate from⁸.

Wrexham Council Leader Mark Pritchard said: “This is a great day for North East Wales and a testimony to the way the region has come together to make the case for this vital status.

“We’ve had great support from the Welsh Government and it’s a richly-deserved reward for an area which is home to so many talented entrepreneurs and innovative companies who have helped drive this campaign forward.

Wrexham and Flintshire Councils have played a prominent part in the campaign and Flintshire County Council Leader Ian Roberts said: “This is a landmark decision which will bring up to £160 million investment into Flintshire and Wrexham over the next ten years.

“It’s a tribute to the way our businesses and political leaders at local and national levels have worked together to make a cast-iron case for North East Wales as an Investment Zone.

“This massive investment will help to strengthen our key businesses, many of them household names, and bring in new companies with all that that means for jobs and prosperity.”

Councillor Ian Roberts, Leader of Flintshire County Council, said: “This is a potentially landmark decision which will bring £80 million investment into Flintshire and Wrexham over the next four years. I hope this will help to strengthen our key industries, as well as bringing in and developing new ones.

⁸ [Council and business leaders welcome Wrexham and Flintshire Investment Zone announcement - Wrexham.com](#)

File Note

Project title	North Wales Corporate Joint Committee RTP/SDP Consultancy Support
Job number	302160-00
File reference	
cc	
Prepared by	[REDACTED]
Date	8 May 2024
Subject	Anglesey Freeport – review and consideration of implications on RTP and SDP

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1. Case for change

The visitor economy is hugely important for many areas of North Wales so the RTP must include plans for supporting the growth of the visitor economy in North Wales, ensuring that we are planning a transport system that provides sustainable access to the many attractors across the region.

The RTP should consider facilitating reducing car use and minimising the impact of visitor car parking in Eryri. It should also acknowledge the proposed changes to the Clwydian Range through Welsh Government's manifesto commitment for a second National Park in North Wales.

Welsh Government are now exploring options around a second National Park through a North East Wales National Park designation project – North Wales's attractiveness as a destination to visit and live will continue to grow and develop¹.

2. Status of development proposals

In its Programme for Government (2021-2026), Welsh Government set out its intention to designate a new National Park in North East Wales based on the existing Clwydian Range and Dee Valley Area of Outstanding Natural Beauty (AONB). This would be a fourth National Park for Wales, and the first new such park to be established in Wales since 1957².

Natural Resources Wales (NRW) has been commissioned by Welsh Government to evaluate the case for a new National Park in North East Wales against the statutory criteria for designation as a

¹North Wales Corporate Joint Committee Draft: Regional Transport Plan Case for Change

²[Natural Resources Wales \(NRW\) North East Wales National Park Designation Project Information Page](#)

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National Park. NRW is not responsible for making the final decision, this lies with Welsh Government.

There are three main parts to examining the case for a new National Park:

Stage 1 Pre-commencement: NRW's Board agreed on the 22 September 2021 to begin the pre-commencement stage involving the production of procedural guidance on the designation process, confirmation of necessary resource and the establishment of a project team and the carrying out of informal dialogue with relevant local authorities. This is now complete.

Stage 2 Evidence gathering and engagement: This involves:

- Scoping an area of search and establishing the evidence base: This includes defining a maximum geographical extent for a potential National Park based upon a series of studies. These studies will look at the unique qualities of the area, the factors that influence pressures for and against a new National Park, and how best to organise the authority.
- Assessment of land for designation: The area is divided into 'Evaluation Areas' and assessed against technical natural beauty and open-air recreation criteria. This is informed by data and evidence, verification in the field and engagement with the local communities and other key stakeholders. The desirability to designate is then considered and 'Candidate Areas' for designation identified.
- Detailed boundary setting: Areas that have been shown to meet the natural beauty and open-air recreation criteria and NRW considers a National Park is desirable to designate, are included within a draft designation boundary. Areas that don't fully or only partially meet the designation criteria, may be excluded at this stage. The proposed boundary will be mapped, and accompanied by a detailed explanation and justification for the boundary.

Stage 3 Statutory designation process: A statutory and public consultation period to gather feedback on the proposed boundary will be held. All the consultation responses and any amendments to the boundary will be considered before presenting a recommendation to Welsh Government. If there is sufficient evidence to demonstrate that the statutory criteria relating to natural beauty and opportunities for open-air recreation are met, and that the area is of such national significance that National Park purposes should apply, a Designation Order will be submitted to Welsh Government. Ministers will then consider this and decide whether to confirm, refuse or vary the Designation Order. If confirmed, Welsh Government will establish a new National Park in North East Wales.

The case for a new National Park will be considered within the existing Senedd term (2021-2026). NRW will present the final recommendation to Welsh Government at the end of 2025 for their consideration.

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3. Socioeconomic impacts

In 2013, Arup was commissioned by a partnership of the Welsh National Park Authorities, Natural Resources Wales and the Welsh Local Government Association to consider the economic value of Wales’ National Parks – the Brecon Beacons, Snowdonia and Pembrokeshire Coast.

The document detailed ‘*Valuing Wales National Parks*’³ provides an insight into the socioeconomic benefits associated with National Parks.

The National Parks in Wales cover around 20% of the land area of Wales. The Parks have a population of around 80,000 with nearly 30,000 people employed within Park boundaries.



Figure 1: Assessment Framework

This is not necessary representative of the proposed North East Wales New National Park however, Nature Scot and the Scottish campaign for National Parks and the association for the protection of

³ Arup – Valuing Wales National Parks 2013

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rural Scotland have undertaken studies assessing the value of National Parks in Scotland. The socioeconomic benefits detailed in these studies can be translated to a new national park in North East Wales.

The Socio-economic Benefits of New National Park Designations in Scotland report⁴ identifies the positive impacts of new national park designations in Scotland:

- Enhanced profile for the area;
- Increased numbers of visitors attracted

3.1.1 Economy

National Park designation attracts new businesses and investment. There would be direct job creation through the public sector funding for the park staff and the park authority budget. Further employment stimulated by the activities of the park in countryside and heritage management marketing and interpretation.

Wales' National Parks account for over half a billion pounds of Wales' Gross Value Added, representing 1.2% of the Welsh economy. Nearly 30,000 people are employed within the park boundaries. Of the jobs provided within the Park, 38% are linked to the environment.

The National Park economies are proving relatively resilient in the face of recent economic turbulence with higher levels of employment in 2012 compared to 2006. The National Park Authorities receive funding of around £15m per annum, representing less than £5 per person in Wales.

The Park Authorities lever in additional income so that the National Park Grant and Levy represent only 65% of total income and expenditure. It should be noted that the Park Authorities approve 85% of planning applications they receive.

For Wales, the environment is a source of competitive advantage. Nowhere is this exemplified more than in the National Parks for which 38% of employment is directly linked to the environment, compared to 17% for Wales as a whole.

The National Park environments account for 10,738 direct jobs within the National Park boundaries. A further 2,033 jobs are created in the supply chain in Wales. This, however, significantly underestimates the wider contribution of the National Parks to Wales' visitor economy. It is notable that economic activity linked to the protection and enhancement of the environment (including the activity of the National Park Authorities) is greatly outweighed by the scale of economic activity that derives its value from the quality of the environment.

The National Parks have a unique relationship with regional economies. In economic terms the boundaries of the parks are porous and, in an economic sense, the boundaries of the National Parks are rather artificial. The 'Halo effect' describes the benefits that communities and businesses located outside the Park boundaries experience from the National Parks. Across the three National

⁴ [The Scottish campaign for National Parks and the association for the protection of rural Scotland - The Socio-economic Benefits of New National Park Designations in Scotland 2015](#)

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Parks, 31% of jobs located within the Parks are filled by people resident outside the Park boundary. Tourists visiting Wales identify with the National Parks, but are not constrained by, or are necessarily aware of National Park boundaries.

3.1.2 Tourism

The National Park label results in enhanced profile for the area which ‘brands’ the area increasing press and media coverage. Leads to businesses using the new branding of the National Park for their promotion.

The National Park label increases the numbers of visitors attracted to the area which in turn results in enhanced facilities for visitors. Increased visitor spending supports existing shops, businesses and attracting new services.

The National Parks, with their iconic coastal and upland landscapes, play a role in the Welsh economy that is more significant than their share of population would suggest. National Park status gives Pembrokeshire Coast, the Brecon Beacons and Snowdonia a profile which is unmatched by other parts of Wales. The Parks provide strong tourism ‘brands’ which are recognisable to both domestic and international visitors and convey positive messages about Wales as a place to live, work or visit.

The Parks are home to eight of the 50 most visited attractions in Wales and receive 12 million visitors each year spending an estimated £1bn on goods and services.

National Parks in Wales attract a high proportion of staying visitors, averaging 2.26 tourist days per visitor compared to 1.59 for National Parks in England and Scotland. Nearly three quarters of the population of Wales make a visit to a National Park each year.

A survey commissioned by the National Park Authorities found that 65% UK respondents had visited a National Park in the previous year, rising to 73% for respondents from Wales.

3.1.3 Health and wellbeing

Wales National Parks are ‘living places’ with a residential population of over 80,000 people.

The National Parks recruit and coordinate over 15,000 hours of volunteering activity each year, with a value in the region of £175,000. The Parks are important centres of Welsh culture (for example, more than half of the residents of Snowdonia National Park speak Welsh).

When surveyed, 95% of people in Wales consider National Parks to be important to them. The Parks make a vital contribution to the health and well-being of residents and visitors although these benefits are difficult to quantify.

Beyond economic effects, the National Parks contribute to quality of life in a variety of ways. The National Parks are a recreational resource. National Parks have previously been described as ‘Wellbeing Factories’. Wales’ three National Parks provide access to open space, which allow a wide range of activities that are beneficial to individuals’ mental and physical health and wellbeing.

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3.1.4 Socio-cultural value

The National Parks are rich in cultural assets, including the historic environment. A statutory purpose of the National Parks is to promote opportunities for the understanding and enjoyment of the special qualities of National Parks by the Public. Enhancing social capital, through the provision of education programmes, social inclusion programmes and community development programmes can add to the base value of the assets found within National Parks.

3.1.5 Environment and ecosystem services

There are also a range of ecosystem services provided by the National Parks, the value of which is not always captured in measures of output and GDP, but is important for communities locally, nationally and internationally. The value of regulating services comes in the form of benefits such as clean water, carbon storage, and clean air.

The National Parks make up around 20% of the land area of Wales. Their environments sequester carbon through their peat and woodland, the value of which is estimated to be between £24.4m and £97.2m.

The Parks contain a number of strategically important reservoirs are the origin of a supply of water supply valued at £6.7m annually. Introduction of development and land management practices within the river catchment areas that help reduce flood damage and its costs.

For each hectare of wetland created there could be potentially an annual benefit of about £292.

4. Transport and access impacts

4.1 Road use (LRN)

As per the benefits detailed above, the designation of new national park would attract more visitors to the area. As such, local roads and associated infrastructure such as parking facilities would have to be upgraded to serve the increased demand.

4.2 Road use (SRN)

The new national park could attract more tourists and visitors to the region, leading to increased traffic on strategic roads. To accommodate the increased traffic, there may be a need for improvements to the strategic road network, such as widening of roads, improving road surfaces, and enhancing signage. Increased visitor numbers could lead to higher demand for parking facilities. This might necessitate the creation of new parking areas or expansion of existing ones.

There could be an increased emphasis on public transport options to reduce the environmental impact of increased car usage. This might include the development of park and ride facilities or improved bus services.

A55 Expressway and the A5, which are key routes for accessing many parts of North Wales. Any increase in visitor numbers to the new national park could lead to increased traffic along these routes, particularly during peak tourist season.

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4.3 Active Travel

A new national park designation would be a key attractors as such in accordance with the RTP Case for Change, The RTP should outline proposals for further expansion and improvement of the active travel network in North Wales to encourage an increase in the number of people choosing to walk or cycle. This should focus on connections to key attractors such as employment and education sites, railway stations and tourist attractions.

There would increased funding and investment into the area as a result of a new national park designation. As such, there would be opportunities to improve active travel in area. This will be important for visitors who associated national parks with hiking and cycling.

4.4 Park and ride facilities

Those visiting the area would benefit from well-connected public transport.

Providing park and ride facilities should ease pressure on local road networks in North Wales which existing capacity would not cope with the increase of vehicles.

5. Stakeholder Engagement

- NRW
- Welsh Government
- Local Council

File Note

Project title	North Wales Corporate Joint Committee RTP/SDP Consultancy Support
Job number	302160-00
File reference	
cc	
Prepared by	[REDACTED]
Date	8 April 2024
Subject	Review and consider the plans of the new nuclear developments at Trawsfynydd and Wylfa

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1. Case for change

The history of nuclear power in North Wales centres around two key sites: Trawsfynydd in Gwynedd and Wylfa on the Isle of Anglesey. Both sites are strategically important within the local economy and feature as a priority for building a resilient low carbon economy for the future. Both sites are significant employers, each sustaining hundreds of local families throughout their operation and now through decommissioning. Future new nuclear development opportunities should be factored in as a consideration for effective, efficient and low carbon transport planning¹.

2. Status of development proposals

The UK's civil nuclear programme is a critical part of the government's plan for delivering energy security and a decarbonised power sector. In addition to Hinkley Point C and Sizewell C, the government is committed to exploring a further large- scale reactor project, and Great British Nuclear is running a competitive process for the selection of Small Modular Reactors (SMRs). The government is now moving to the next stage of the SMR process, with six companies invited to submit their initial tender responses by June 2023. Given the importance of securing nuclear sites for the success of the nuclear programme, the government has reached agreement on a £160 million deal with Hitachi to purchase the Wylfa site in Ynys Môn and the Oldbury-on-Severn site in South Gloucestershire, though no decisions have been taken on projects².

Following the agreement – announced as part of the Spring Budget (2024) -, the UK government's road map includes clear support, funding for and intentions to develop a new nuclear power station comparable to that of the Hinkley site in Somerset. For example, a project of a similar scale at Wylfa would produce enough energy to power approximately 6 million homes.

¹ [North Wales RTP Implementation Plan_FINAL_241123 \(sharepoint.com\)](#)

² [HC 560 – Spring Budget 2024 \(publishing.service.gov.uk\)](#)

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It is important to note, however, the rise in interest with regards to SMRs within the new nuclear development market. As mentioned previously, Great British Nuclear are currently out to market to seek responses from up to 6no. consultancies on the proposed design and development of the smaller sites. Initial research conducted by Rolls Royce finds that not only will they be cheaper to develop³, but that the SMR model can be assembled off-site and will result in varying transport requirements when compared to a traditional power station design.

It is also important to recognise that both sites have been identified as suitable for both options⁴. however, due to the infancy of the SMRs within the market, this file note focuses in large on the socioeconomic and traffic and transport effects resulting from a traditional power station design - comparable in nature to that of the Hinkley site in Somerset - and using the assumptions and assessment work undertaken for the previous Development Consent Order (DCO) application for Wylfa Newydd.

3. Socioeconomic impacts

3.1 Skills and labour

The site wide socioeconomic assessment for Wylfa Newydd⁵ assumed a required workforce of up to 9,000 people during peak construction activities as a worst-case scenario, which comprised construction workers, facilities management and operational staff. Approximately 22% of this workforce was assumed to be home-based or within commuting distance of the proposed development site, and 63% of that 22% would be based in Anglesey.

3.2 Accommodation and spatial distribution of the workforce

The Wylfa Newydd Project proposes a balanced approach to accommodation that plans for a peak case of up to 9,000 workers in total: up to 4,000 in temporary worker accommodation within the Site Campus, 3,000 are expected to enter existing/new accommodation, and an estimated 2,000 being home-based⁶.

With regards to how these figures implicate the local and regional transport operations, the plans would reduce overall travel impacts by:

- enabling up to 4,000 workers to live at the Site Campus in the WNDA meaning they would be able to walk to and from work each day;
- providing shuttle bus services for workers living on Anglesey and to/from the mainland towns of Bangor and Caernarfon;
- providing a Park and Ride facility at Dalar Hir and a shuttle bus service between Dalar Hir and the WNDA to reduce car travel by workers on the A5025; and

³ [Rolls-Royce gets funding to develop mini nuclear reactors - BBC News](#)

⁴ [Budget: UK government to buy Wylfa site in £160m deal - BBC News](#)

⁵ [EN010007-001398-6.3.1 C1-Socio-economics \(Rev 1.0\).pdf \(planninginspectorate.gov.uk\)](#)

⁶ [Updated Version \(planninginspectorate.gov.uk\)](#)

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- requiring car sharing through a programme of incentivisation and management (secured through the CoCP, CoOP and WMS).

It was estimated that the proposed development would need accommodation for approximately 7,000 temporary non-home-based workers. Based on this, and the updated understanding of the capacity of existing accommodation, the Wylfa Newydd DCO Project included Temporary Worker Accommodation for a maximum of 4,000 bed spaces. Under this assumption, and the further assumption that the other 5,000 workers would be located / placed elsewhere, it allowed for a reduction of the impact on the local road network and compared with the worst case of 9,000 additional workers on the road network, ultimately reduced daily vehicle trips on the local road network as much as possible. It also has the benefit of being able to provide a single, managed site which itself provides all of the facilities required by workers, including leisure and healthcare, in one place.

3.3 Demand for primary school spaces

In the previous DCO application, it was estimated that, at the peak of construction, workers would bring 285 partners and 220 dependants, the latter of which would add to the primary school population. Under a worst-case scenario, it was assumed that all of these would be primary school age and the enrolment numbers would increase to 88% compared to the then position of 86%. Under the assumption that the capacity would remain below 100%, it may be safe to assume that whilst there would be a change in the local road network baseline, it would not be significant in nature.

3.4 Welsh Language Impact

However, there once was – and still may be – concerns regarding the impact on the resources available to support Welsh language and culture. It was assumed that out of the 220 dependents, the majority of which would be non-Welsh speakers which would ultimately alter the balance of Welsh and non-Welsh speakers in the local area⁷. In addition to the effect of the Wylfa Newydd Project on primary schools, the effect on Welsh language immersion centres is also of particular relevance. These immersion centres provide intensive Welsh courses for non-Welsh speakers to enable them to integrate into a bilingual society and participate fully in bilingual education. At the time of the previous application, the primary immersion centres on Anglesey had an annual capacity for 90 pupils and already operated at full capacity. However, in 2018 Welsh Government provided a section of some £51m in funding to develop a new Welsh language childcare unit at a new school in Llangefni, improve Welsh-language facilities at 3no. sites in Gwynedd and Conwy, the development of a Welsh Language centre in Denbighshire, and a new purpose-built pre-school provision in Flintshire, as well as extensions to existing facilities in the same area⁸.

3.5 Tourism

Visitor behaviour may change in response to the construction of a Power Station. These changes may include visitors choosing to undertake different activities while on Anglesey, staying for shorter periods of time, reducing the likelihood of repeat visits, or choosing not to visit at all. A

⁷ [Welsh Language Impact Assessment-NTS \(planninginspectorate.gov.uk\)](https://planninginspectorate.gov.uk)

⁸ [£51m to support the growth in Welsh medium education | GOV.WALES](https://gov.wales)

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visitor behaviour survey was carried out in the summer of 2015. Almost 90% of the respondents indicated that construction would have no effect on their likelihood of returning to Anglesey, whilst 1% of respondents indicated that they would be more likely to return, and 9% reported it would deter them from returning to the island during construction. Respondents noted concerns relating to traffic issues, alongside general disruptions during construction.

3.5.1 Tourism accommodation

During the peak construction period, it is estimated that up to 450 tourism bed spaces across the local area could be occupied by workers, within hotels and bed and breakfast accommodation, and a further 650 bed spaces within caravan and camping accommodation at registered sites. Based on a possible occupancy rate of 80% over one year and a daily allowance provided to workers of £38.41 (2017) per night, the additional revenue to tourism providers within the main site area is estimated to be approximately £12 million per year at peak. It should be noted that total bed space demand within this sector is expected to be above 400 bed spaces for approximately three and a half years.

4. Transport and access impacts

In an attempt to reduce the impact of the construction period as a direct result of freight and the movement of materials, the previously proposed Wylfa Newydd DCO included provision for:

- Construction of a MOLF adjacent to the Power Station. This would take between 60% and 80% of all construction materials required for the Power Station;
- Construction of on-line highway measures on the A5025 to ease movements by construction vehicles (expanded on below);
- Construction of off-line highway measures on the A5025 including three village bypasses;
- Construction of a Logistics Centre adjacent to Junction 2 of the A55. This would enable construction vehicle movements on the A5025 to be controlled, helping to ensure a smooth flow of construction vehicles to the site and avoiding sensitive times along the corridor. It would also require transporters to provide full loads rather than part loads thereby reducing the number of trips; and
- Implementation of mitigation and management measures to control the flow of construction traffic whilst the early elements of the Wylfa Newydd DCO Project are being constructed (including the MOLF).

4.1 A5025 on-line improvements

The required changes to the existing A5025 between Valley and the Power Station Site include the following:

- Widening: the road to an overall width of 7.3m (with only a handful of locations where this is not possible)
- Reconstruction: remove and replace the layers which make up the highway surface. We have undertaken tests to assess the condition of different layers of the road to help us understand the sections that need to be reconstructed and strengthened.
- Resurfacing: resurfacing the base layers of the road where, even though it may look acceptable, we know through testing that the base conditions are poor.

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The stretch of the A5025 from Valley to the Power Station Site also requires improvements that are unable to be accommodated along the line of the existing road. Although the power station development did not go ahead, these works were subject to a separate TCPA application (ref: 27C106E/FR/ECON) which was approved by IACC on 13 July 2018⁹.

4.2 A5025 off-line improvements

In addition to the proposed and required on-line improvements as outlined above, there is also a series of A5025 off-line highway improvements required should a new nuclear station be proposed:

- A5 east of Valley Junction to the north of Valley Junction – proposed four-arm roundabout and bypass connecting the A5 with the A5025 to the east of the existing A5/A5025 signalised junction;
- north of Llanyngnedl to the north of Llanfachraeth – proposed 2km highway to provide a bypass to the east of Llanfachraeth village;
- south of Llanfaethlu to the north of Llanfaethlu – proposed bypass to provide a straighter section of road, where there are two existing substandard bends near the Black Lion pub and through Llanfaethlu;
- north of Llanrhyddlad to the north of Cefn Coch – proposed bypass to eliminate two existing substandard bends in Llanrhydrus; and
- new Power Station Access Road junction - proposed roundabout junction linking the proposed Power Station Access Road to the existing A5025 public highway.

4.3 Active travel

In addition to the generalised impact on active travel routes resulting from a new nuclear site, there are specific elements and PRow references which would likely be impacted by the construction of any future proposed development, including:

- Perimeter fencing
- Earthworks
- Site clearance
- Construction of the main site and associated development i.e. site campus, MOLF
- Demolition of the associated development such as site campus and temporary causeway

It would be assumed however, that any future new nuclear site would follow the hierarchy of actions listed below in an attempt to minimise disruption to the PRow network at any point throughout the lifecycle of the proposed development:

- use of signage where PRow can remain open, but users need to be warned of the presence of construction vehicles or activities (local management). This may be possible for example where the fence line has been erected and the PRow runs outside of this boundary.
- implementation of short, temporary closures where local works might affect safety of users (local closures).

⁹ Planning Application: 27C106E/FR/ECON (site.com)

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- closure/extinguishment of a PRow following the early implementation of an alternative/new route (e.g. via a new but similar length and location of route) (early re-provision)
- provision of new routes as part of the Proposed Development (new routes)

4.4 Park and ride facilities

In addition to improvements to the A5025, the previous Wylfa Newydd application sought consent for a park and ride facility at Dalar Hir, which would be used during the construction phase to transport and manage the flow of some of the construction workforce to and from the main site area, in order to reduce the number of vehicles being driven to the main site area.

The previously proposed Park and Ride facility consists of:

- secure parking for up to 1,900 cars which includes 10 disabled car spaces, as well as spaces for 55 minibuses and 35 motorbikes;
- a bus waiting pick up and drop off zone for up to 15 buses with additional parking for eight buses;
- a bus transport facility building to provide:
 - transport information;
 - a waiting area;
 - welfare facilities;
 - a bus driver canteen; and
 - management office facilities;
- access via a new roundabout located near the existing A55-A5 junction (Junction 4);
- landscaping and screen planting for visual mitigation;
- other ancillary development, including a cycle store for up to 25 bicycles, signage, fencing, lighting, CCTV and utilities; and
- a crossing at the east end of the site.

5. Stakeholder engagement

- Ynys Môn Conservative MP Virginia Crosbie welcomed the news to purchase the Wylfa site, adding that "more hard work is needed to ensure further progress is made and spades are in the ground as soon as possible".
- Tom Greatrex, chief executive of the Nuclear Industry Association, said: "This is a pivotal moment for the future of nuclear in the UK and should mark the beginning of new projects at these sites."¹⁰
- Welsh government finance minister Rebecca Evans said the £168m of extra funding coming to Wales "was money we had already known about and already factored into our plans". She said the Welsh government was "very keen to engage with the UK government" over the Wylfa site, but had no advance warning about the deal to buy it¹¹.

¹⁰ [Budget: UK government to buy Wylfa site in £160m deal - BBC News](#)

¹¹ [Budget: UK government to buy Wylfa site in £160m deal - BBC News](#)

Technical Note

Project title	North Wales Corporate Joint Committee RTP/SDP Consultancy Support
Job number	302160-00
File reference	
cc	
Prepared by	Various
Date	25 November 2024
Subject	North Wales Development Plan Review

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1. Context

Ove Arup and Partners Limited (Arup) has been commissioned by the North Wales Corporate Joint Committee (CJC) to support the preparation of their Regional Transport Plan (RTP) and Strategic Development Plan (SDP).

The *Local Government and Elections (Wales) Act 2021* was passed by the Senedd in November 2021 which initiated the framework to support and encourage greater collaboration and regional working between local authorities across Wales. This will be achieved through the introduction of four regional CJs (north, southeast, southwest and mid Wales). The North Wales CJC is represented by the following local authorities: Conwy, Denbighshire, Flintshire, Gwynedd, Wrexham and Ynys Mon (Isle of Anglesey), with Eryri National Park Authority acting as a voting member within the CJC on planning matters.

Each CJC has been afforded statutory duties to produce and adopt a regional RTP, SDP and perform non-statutory duties to promote regional economic wellbeing.

2. Purpose of this document

This Development Plan review provides an overview of growth and spatial strategies pertinent to North Wales. The review describes the proposed employment and housing trajectories for the region and key policies and allocations across the North Wales authorities as identified within Future Wales: The National Plan 2040 (Future Wales) and part of their adopted and emerging replacement Local Development Plans (LDPs). This review has been undertaken to help inform the North Wales CJC in the preparation of their RTP and SDP.

3. Assessment criteria and methodology

To understand the overarching key themes, growth aspirations and opportunities across the North Wales region, we have considered the key growth areas, policies and projects identified within Future Wales and the adopted and emerging LDP documents. The local level review has considered the following Development Plan documents:

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Adopted LDPs:

- Anglesey and Gwynedd Joint LDP (2011-2026), adopted July 2017
- Conwy County Borough Council LDP (2007-2022), adopted October 2013
- Denbighshire County Council LDP (2006-2021), adopted June 2013
- Eryri National Park LDP (2016-2031), adopted February 2019
- Flintshire County Council LDP (2015-2030), adopted January 2023
- Wrexham County Borough Council LDP (2013-2028), adopted December 2023

Emerging LDPs:

- Anglesey and Gwynedd Replacement Joint LDP (Review Report), March 2022
- Conwy Replacement LDP (Preferred Strategy), July 2019
- Denbighshire Replacement LDP 2018-2033 (Draft Preferred Strategy), May 2019
- Eryri LDP (Review Report), Spring 2023

Of note Flintshire and Wrexham have no active preparation of emerging policy because their LDPs were adopted in 2023.

A consistent data collection spreadsheet was created for the review to enable overall growth and spatial strategies to be identified for each local planning authority area, to understand the key employment, development and housing trajectories across the region.

The review has sought to recognise each local authority area's own unique characteristics, geographical context, transport networks and natural environment/terrain constraints influencing their delivery of sustainable development. The review has also sought to identify specific major housing and employment allocations across the North Wales CJC area, which set the context for growth and infrastructure requirements.

The review has considered land use allocations of regional significance, by acknowledging the different levels of growth planned across the North Wales authority areas.

It is recognised that the SDP will in turn set out criteria and thresholds for regional or strategic and local scales of development and growth.

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When preparing Future Wales the Study of Regions and Rural Areas – Data and Definitions Paper¹ suggests employment sites in excess of 10ha and housing sites of 1,000 or more units should be considered to be regional/strategic in nature.

As such,

Table 1 below outlines the scales of allocations applied as part of this LDP review to help identify the more significant areas of housing and employment growth within each authority area. This has focused on the larger allocations within each local authority area considering the number of planned units / hectares of development.

A comprehensive list of all employment and housing allocations is provided in Appendix A and B for completeness.

Table 1 Applied allocation thresholds

Local Authority	Housing allocations	Employment land
Anglesey	>50 dwellings	>10ha
Conwy	>100 dwellings	>2ha
Denbighshire	>100 dwellings	>5ha
Flintshire	>80 dwellings	>10ha
Gwynedd	>50 dwellings	>10ha
Snowdonia National Park	>15 dwellings	>10ha
Wrexham	>100 dwellings	>10ha

In addition to the identification and mapping of key housing and employment allocations using the above thresholds, this assessment has also identified key designations and allocations relating to the following themes:

- Transport and transport infrastructure
- Retail
- Tourism, culture and leisure
- Waste management
- Minerals
- Industry and renewable energy
- Community facilities

¹ <https://www.gov.wales/future-wales-study-regions-and-rural-areas>

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- Gypsy and traveller accommodation
- Sports, recreation and cultural facilities
- Environmental designations.

Key allocations and designations under the above themes have been identified from each adopted and emerging LDP document in order to identify the main areas of growth, attractions and developments across each local authority area to be considered in the emerging North Wales RTP and SDP.

Names and geographical locations for all identified allocations/designations have been recorded and mapped to provide a spatial indication of existing and planned infrastructure/development.

The above approach will help enable the development of a holistic RTP and SDP that will allow regional working and the ability to consider wider themes at a cross-boundary level.

It is acknowledged that local authorities will be responsible for the preparation of an LDP Lite following the CJs adoption of its SDP, which may consider localised issues in a manner consistent with existing LDPs.

4. Key findings

The outcome of the development plan review is set out below and presents the findings from Future Wales and the adopted/emerging LDPs.

4.1 Future Wales

Future Wales was adopted by the Welsh Government on 24 February 2021, replacing the superseded Wales Spatial Plan 2008. Future Wales provides guidance on national and regional growth areas at a spatial scale, while being underpinned by the aspirations of the *Well-being of Future Generations (Wales) Act 2015*.

Future Wales confirms that the North Wales region is home to almost 700,000 people. Around 155,000 people live in Flintshire as the most populated area in North Wales, compared to around 70,000 on the Isle of Anglesey. Around a quarter of the population is aged 65 or over, and 42% speak Welsh and Welsh is the first language for many people. The average worker travels around 18.5km to work.

Connections with Mid Wales, Ireland, Cheshire West and Chester and the North West of England are important.

Policy 1 of Future Wales identifies three National Growth Areas (NGAs) within Wales including the Wrexham and Deeside NGA located within the North Wales region.

Policy 7 sets out the national strategic approach to delivering affordable housing and ensures the focus of funding and housing policies is on driving increased provision. Planning and co-ordinating the delivery of new housing to meet identified needs is an important task for the regional planning process. Under the Welsh Government central estimates 16,200 additional homes are needed in the

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region until 2039 and over the initial five years (2019-20 to 2023-24) 53% of the additional homes needed should be affordable homes.

Policy 20 of Future Wales outlines that Wrexham and Deeside will be the main focus for growth and investment in the North region. Strategic and Local Development Plans across the region must recognise the National Growth Area as the focus for strategic economic and housing growth; essential services and facilities; advanced manufacturing and transport infrastructure. The Welsh Government will work with regional bodies and local authorities in the region and in neighbouring regions of England to promote and enhance Wrexham and Deeside's strategic role and ensure key investment decisions support places in the National Growth Area and the wider region.

The NGA includes Wrexham and the Wrexham Industrial Estate, Broughton, Buckley, Deeside and the Deeside Industrial Park.

The plan also identifies Regional Growth Areas (RGAs) as the focus of public and commercial services growth. For North Wales the Welsh Government supports sustainable growth and regeneration in regionally important towns along the northern coast in accordance with its Policy 21. Holyhead, Caernarfon, Bangor, Llandudno, Colwyn Bay, Rhyl and Prestatyn will be a focus for managed growth and they have an important sub-regional role complementing the National Growth Area of Wrexham and Deeside. Strategic and Local Development Plans should recognise the roles of these places as a focus for housing, employment, tourism, public transport and key services within their wider areas and support their continued function as focal points for sub-regional growth.

In particular, Future Wales sets out that:

- The SDP should be informed by and facilitate the delivery of the North Wales Growth Deal and ensure support for a smart, resilient and connected region. It will provide a framework to take the strategic locational decisions that will support the long-term ambitions of the Growth Deal in relation to housing, economic growth, key services and essential infrastructure. The Strategic Development Plan should also consider the importance of key economic sectors across the region. It should also recognise opportunities for the development of economic clusters, where businesses choose to locate in close proximity for mutual benefit, and whether there is a need for further infrastructure investment to support this.
- Tourism is an important sector to the economy across the North. Opportunities to support coastal resorts and attractions and new outdoor and active facilities should be supported. The re-development of former industrial sites across the North for adrenaline activities, including zip-wires, trampolining and surfing, demonstrate the potential to build on the region's rich heritage and develop new attractions. Strategic and Local Development Plans should consider existing and potential new tourism areas, the type of visitors they attract and the infrastructure required to support growth.
- The universities in Bangor and Wrexham are an important presence in the region, providing further education, undertaking research and supporting innovation, providing employment, attracting students, and supporting the local businesses and communities around them. Strategic

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and Local Development Plans should consider their role in the region and how they can play a bigger role in supporting the regional economy, innovation and their communities.

- The Welsh Government supports investment in high value manufacturing sectors and developments such as the Advanced Manufacturing Research Institute at Broughton.
- The Welsh Government supports the North West Nuclear Arc initiative, which is a shared vision (with the UK Government, universities and the National Nuclear Laboratory) of realising the potential positive impacts the nuclear sector can bring in investment, skills and training. The Anglesey ‘Energy Island’ Programme also seeks to co-ordinate action in relation to new energy developments to maximise the benefits for the area. The potential Wylfa Newydd nuclear power station development could provide significant employment, training and other associated economic benefits across the whole region if a decision is made to proceed with the scheme. Small or Advanced Modular (nuclear) Reactors could also potentially provide low carbon energy generation in the region. Trawsfynydd is a potential site for a Small Modular Reactor, building on the existing sector-specific technical capacity and expertise available locally and creating a new nuclear industry growth zone.
- Managing the North’s outstanding historic and natural resources is a priority for the region. Outstanding places include the coast and the Llŷn peninsula, Snowdonia National Park, and the Clwydian Range and Dee Valley Area of Outstanding Natural Beauty; and the Pontcysyllte Aqueduct and Canal and the Castles and Town Walls of King Edward World Heritage Site. They should be protected for the enjoyment of future generations and help to provide economic benefits for the region’s communities.
- In the North region, rail infrastructure and services are fundamental to an effective and efficient transport network and are central to improving regional and national connectivity. The North Wales Metro provides an opportunity to improve accessibility across the region and is supported by the Welsh Government. There are strong functional relationships between settlements in the North and the North West of England, with people travelling daily in both directions to access jobs, services and facilities.

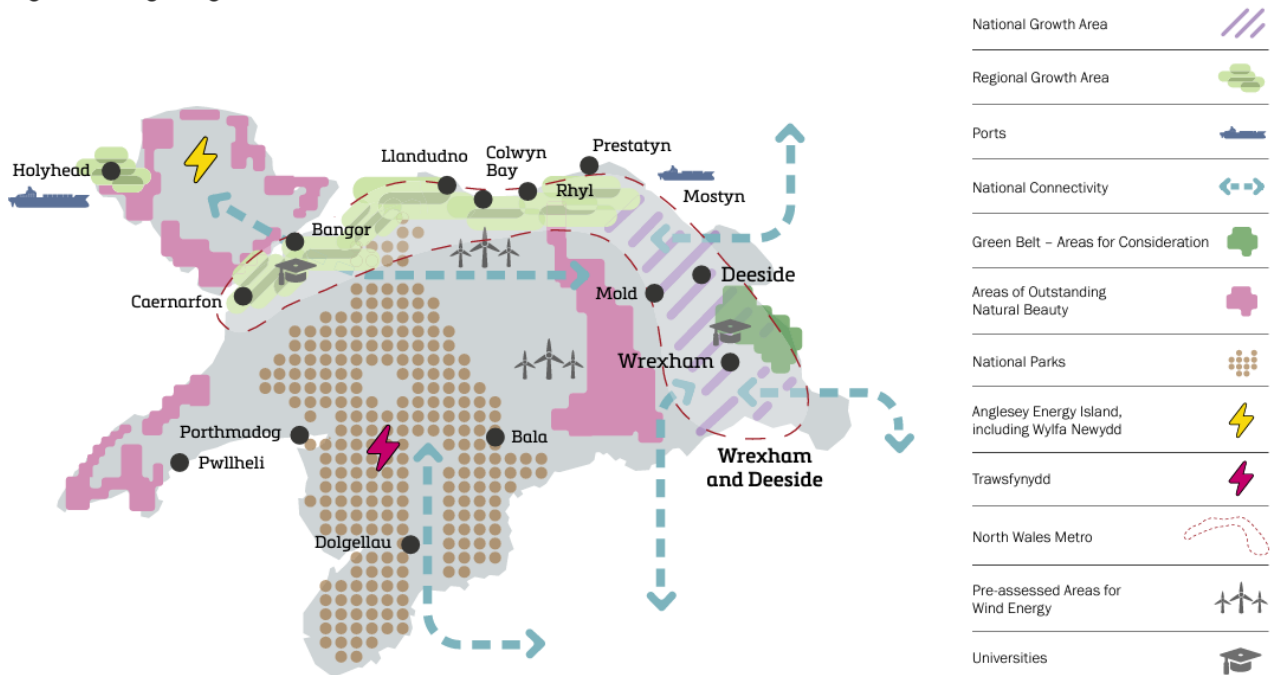
In the context of the emerging RTP, key transport infrastructure/projects which are identified of regional importance include the A55 which extends 87 miles from Holyhead Port to Chester, spanning multiple local authorities. The North Wales Metro is identified as integral to providing national rail connectivity across the region and providing connections to cities such as Chester, Liverpool and Manchester.

Figure 1 below provides a strategic diagram for North Wales, taken from Future Wales.

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Figure 1 North Wales Region (extract from Future Wales)

Regional strategic diagram



4.2 LDP Reviews

Transport

As outlined in Future Wales, the North Wales Expressway (A55) acts as a National Connectivity route, connecting Holyhead Port in Anglesey to the west to Chester in the east, as well as north west England (Liverpool and Manchester). In addition, Future Wales identifies the North Wales Metro as a strategic rail infrastructure project, identifying/enhancing connections between Holyhead, Bangor, Llandudno, Betws-y-Coed, Blaenau Ffestiniog, Shotton and Wrexham with Cheshire and North West England.

An assessment of each adopted and emerging LDP has been undertaken to identify key transport infrastructure developments and safeguarding opportunities which broadly align with the transport and connectivity aspirations of Future Wales. **Error! Reference source not found.**2 below identifies the relevant transport infrastructure projects identified for consideration in the preparation of RTP and SDP documents.

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Table 2 Identified transport infrastructure upgrades

Local Authority	Transport Upgrade/Safeguard
Anglesey	Llangefni Link Road, New Menai Strait Crossing and A5025 Valley to Wylfa Newydd (A5/A5205 Valley, A5025 Llanfachraeth, A5025 Llanfaethlu and A5025 Cefn Coch).
Conwy	Llandudno train station, Llandudno Junction train station, Foryd Harbour/Kinmel Bay, Wales Coastal Path, Colwyn Bay (pedestrian and cycle upgrades) and rail freight services between Llandudno and Penmaenmaw. Conwy Preferred Strategy identified: Metro360, rail freight services between Llandudno and Penmaenmaw, Conwy interchange and Abergele capacity and movement upgrades.
Denbighshire	Llangollen rail line upgrades between Corrog and Corwen.
Eryri National Park	Trawsfynydd rail line safeguarding and Blaenau Ffestiniog rail line safeguarding
Flintshire	Deeside Parkway, Garden City Bus Interchange, Shotton/Harwarden Bridge, Deeside Industrial Park/Northern Gateway, Upgrade to Wrexahm/Bidston rail line, A494(T)/A55(T)/A548 Northop to Shotwick Interchange, Plough Lane Link Road, A548 Greenfield to Ffynnongrwoyw, A5104 Penfford Station to Padeswood Junction, A494 (T) Ewloe to Drive Dee upgrade and Mostyn Dock.
Gwynedd	A487 Caenarfon to Bontnewydd and Llanfelfni Link Road
Wrexham	Wrexham General and Central Stations, Ruabon Station, Gwersyllt Station, re-doubling of Wrexham to Rossett Line, Wrexham North Transport Hub, Increased rail capacity of Wrexham to Bidston Line, direct rail service to Liverpool, Cefn Road/Greyhound Roundabout upgrade, A483 (junctions 3-6), A5/A483 junction improvement, B5425 Plas Acton Road Improvement and B5102/B5373 Crown Crossroads Improvement.

Appendix C demonstrates the spatial distribution of the above identified transport infrastructure projects which broadly align with the Future Wales National Connectivity route connecting Holyhead and Chester and connecting a large number of the settlements outlined in Table 3.

Employment/Jobs

An assessment of adopted and emerging LDPs has been undertaken to determine the proposed spatial distribution of proposed employment development in the North Wales region. Findings demonstrate that growth is mainly focused within the NGAs and RGAs identified within Future Wales, with key allocations in the LDPs following the broad alignment of the A55 and A5/A483 corridors, according with growth aspirations identified in Future Wales. Further analysis of this growth per local authority area is provided below.

Flintshire

As outlined in Policy 20 of Future Wales, the Wrexham and Deeside NGA is the main focus for growth and investment in the North region. The Flintshire LDP recognises this aspiration with three large employment land allocations including two strategic sites (Northern Gateway and Warren Hall Mixed Use Development Sites), which makes provision for B1, B2 and B8 uses. Additionally, a large 18.2ha extension to the Manor Lane/Harwarden Park is proposed within the existing Deeside Enterprise Zone. Each of the identified employment land allocations are located within close proximity of the A55 and A494, with the Warren Hall allocation benefitting from a split-grade dumbbell roundabout junction connecting the A55, A5104 and Mold Road.

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The Northern Gateway mixed use allocation and existing employment uses are located within close proximity of the Garden City Bus Interchange and Deeside Parkway train station (proposed) sites. Allocated and existing employment uses would benefit from public transport access which would otherwise be dependent on private vehicle access due to their peripheral location and A494 connections.

Smaller allocations within the Flintshire local authority area range from 1ha – 5.7ha and are located within areas such as Broughton, Buckley, Mold, Queensferry and Saltney. Allocations at Broughton reflect the existing aerospace industries (Airbus) located at Hawarden Airport which comprise technology and research and development aspirations.

Wrexham

The Wrexham LDP includes a wide variety of employment allocations within the local authority area, rather than concentrated development in singular key settlements. As shown in Appendix D, a linear distribution of key employment allocations are identified along the A5/A483 corridor in settlements such as Johnstown, Rhostyllen, Wrexham and Gresford, owing to established links to the strategic road network. The existing Wrexham Industrial Estate which is located within the NGA acts as the principal employment allocation, extending to 513.5ha for use classes B1, B2 and B8. The scale of the employment allocations in comparison to other local authorities and their setting within the Wrexham and Deeside NGA reinforces Wrexham's position at a national level.

Anglesey

Holyhead occupies an economically strategic location in the North Wales region and RGA, hosting port facilities required for EU trade with Ireland. On 23 March 2023, the UK and Welsh Government announced that Anglesey Freeport was successful in their bid to establish a freeport at Holyhead which will be developed under the Energy Island Program (EIP), focussing on marine energy technology and will seek to create between 3,500 and 13,000 jobs by 2030².

As outlined in the existing Anglesey and Gwynedd Joint Local Development (JLDP), there are two existing employment allocations in Holyhead Parc Cybi and Anglesey Aluminium (cumulatively 200ha for B1, B2, B8 uses).

Five Anglesey-based employment allocations are centred around Gaerwen, Llangefni and Mona along the A55 and A5 corridor which forms part of the National Connectivity Corridor, as outlined in Future Wales. Areas safeguarded for development in Llangefni benefit from transport infrastructure upgrades such as the Llangefni Link Road, earmarked under Policy TRA1 of the Anglesey and Gwynedd JLDP.

Gwynedd

The JLDP includes seven employment allocations exceeding 10ha in Gwynedd, located within the Sub-regional Centres (Bangor), Urban Service Centres (Caernarfon, Penrhyndeudraeth and

² <https://www.gov.wales/wales-new-freeports-unveiled>

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Porthmadog) and Local Service Centres (Llanberis), demonstrating a distribution across the established settlement hierarchy.

Similar to other local authorities, the main allocations are located within key settlements along the A55 corridor with established vehicular access to the strategic road network and supporting infrastructure/estate roads.

Conwy

Key employment allocations in Conwy are located across Llandudno Junction and Abergele along the A470 and A55 road corridor, respectively. Each allocation forms part of a wider mixed-use housing and employment allocation, with office and industrial uses proposed on site. As outlined in the methodology/assessment criteria section of this review, employment allocations in Conwy are significantly smaller than allocations in other North Wales local authorities, necessitating a reduced threshold of 2ha.

The Preferred Strategy from the Conwy Replacement Local Development Plan is to focus growth within two strategic areas, the Coastal Development Strategy Area (CDSA) and the Rural Development Strategy Area. However, the strategy also acknowledges that the plan area is highly constrained in locations due to flood risk and limited highway infrastructure.

Denbighshire

The Denbighshire LDP includes a limited number of large employment allocations, with locations centred along the A55 road corridor. Further smaller allocations (Corwen, Denbigh and Ruthin) are remotely located, albeit centrally located within Denbigh County.

Eryri

The Eryri LDP includes limited levels of employment growth, focusing B1, B2 and B8 development to previously developed land with the Snowdonia Enterprise Zone (Trawsfynydd and Llanbedr Airfield). As set out under Policy 27 of the LDP, ICT, digital and research/development opportunities will be supported within the Snowdonia Enterprise Zone. Employment allocations within the authority area present limited regional significance due to their isolated location.

Housing

The assessment of adopted LDPs has indicated a total housing land supply of approximately 46,261 dwellings across the North Wales region. The distribution of housing allocations across the region is fairly evenly distributed across the area within each local authority.

The assessment of housing allocations and spatial strategies identified the towns set out in Table 3 as being the upper tier settlements within each authority's settlement hierarchy across the North Wales region. Appendix E demonstrates that the majority of key housing allocations are located along the A55 and A5/A483 route corridors. The findings of the LDP review demonstrate a correlation between employment, housing and transport infrastructure development within the above corridors, with limited/isolated growth throughout the rest of the region.

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Table 3 Upper tier settlements.

Anglesey	Conwy	Denbighshire	Eryri	Flintshire	Gwynedd	Wrexham
Holyhead	Abergele, Towyn & Kinnel Bay	Bodelwyddan	Dogellau	Aston/Shotton	Bangor	Wrexham
Llangefni		Rhyl	Bala	Buckley	Caernarfon	Cefn Mawr
Amlwch	Conwy, Llandudno Junction & Llandudno	Prestatyn		Connah's Quay	Pwllheli	Chirk
	Colwyn Bay, Rhos on Sea & Mochdre	St Asaph		Flint	Porthmadog	Coedpoeth
	Llanfairfechan & Penmaenmawr	Denbigh		Holywell	Bleanau Ffestiniog	Gresford
	Llanrwst	Ruthin		Mold		Gwersyllt
		Corwen		Queensferry		Llay
				Saltney		Ruabon
						Rhosllanerchrugog

Flintshire

Flintshire County Council has a total dwelling requirement of 6,950, and a housing land supply of 7,870 dwellings. The settlements listed in Table 3 above are at the top of Flintshire's settlement hierarchy (Tier 1), which includes the Main Service Centres and are identified in the LDP as having a strategic role in the delivery of services and facilities, accommodating 40-45% of the housing supply within the plan period. Whilst the Main Service Centres are the main locations for growth, modest levels of growth are also within the Local Service Centres (Tier 2) (35-40%) and the Sustainable Settlements (Tier 3) (15-20%). Unlike the other North Wales authorities, the residential growth within Flintshire is more widely distributed across these Tier 1, 2 and 3 settlements as opposed to Main Settlements only. Allocations of greater than 80 dwellings constitute 25.9% of the total housing supply in Flintshire.

Deeside, Flintshire forms part of the NGA designation within Future Wales and will be a key focus for employment and residential growth up to 2040 and beyond. The Flintshire LDP includes ten allocations ranging in scale from 80-300 dwellings, indicating the quantum and scale of residential growth across the local authority area.

Wrexham

In line with Future Wales, the largest housing allocations within the North Wales region are located within the Wrexham County Borough Council area. Wrexham County Borough Council has a total dwelling requirement of 7,750, and a housing land supply of 8,083. The settlements listed in Table 3 includes those within Tier 1 (The Primary Key Settlement of Wrexham City and Wrexham Industrial Estate), and Tier 2 (The Key Settlements).

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Two significant key strategic sites are located at the top of the settlement hierarchy at Lower Berse Farm and Land east of Cefn Road, Wrexham, and each amount to allocations of >1,500 dwellings. Lower Berse Farm is located on land adjacent to the Ruthin Road/A483/B5098 intersection, while Land east of Cefn Road is located within east Wrexham adjacent to Cefn and Brynestyn Road as well as within close proximity to the Holt Road/Llan-y-pwll Link Road roundabout intersection.

Anglesey

Anglesey County Council has a housing land supply of 3,817 dwellings, contributing towards a housing requirement of 7,184 dwellings across both Anglesey and Gwynedd. The settlements identified in Table 3 are within the Urban Service Centres, which follows the Sub-regional centre of Bangor (in Gwynedd) within the settlement hierarchy. These form the Main Centres where most of the allocations are located, amounting to 53% of the plan's growth. The remaining allocations are located within the Local Service Centres (22% of the plan's growth) and Villages and Clusters (25% of the plan's growth).

The Anglesey JLDP includes 11 allocations of greater than 50 dwellings, constituting 27% of the total housing supply for the plan period. The remainder of the housing supply will be delivered through smaller allocations (<50 dwellings) or from windfall sites throughout the local authority area. The allocation 'Llangefni – 154 dwellings' is situated adjacent to the B4422 and small residential estate roads such as Maes Derwydd and Greenfield Avenue.

Gwynedd

Gwynedd Council has a housing land supply of 4,084 dwellings, contributing towards a housing requirement of 7,184 dwellings across both Gwynedd and Anglesey. The settlements listed in Table 3 includes the Sub-regional Centre of Bangor and the Urban Service Centres, which are both at the top of the settlement hierarchy, forming part of the Main Centres (53% of the plan's growth).

Key housing allocations in Gwynedd are primarily located in Bangor, Caernarfon and Pwllheli, ranging from 70-261 dwellings. The Goetra Uchaf, Bangor and Cae Phillips Road allocations have been completed during the plan period. Allocations at Bangor Crematorium and Lon Caernarfon are located adjacent to the A5 and the A499, respectively.

Large allocations in Gwynedd (>50 dwellings) are located within sub-regional and urban service centres (Bangor, Blaenau Ffestiniog, Caernarfon and Pwllheli). Although Bangor and Caernarfon are located along the National Connectivity corridor along the north coast, Pwllheli and Blaenau Ffestiniog, are comparatively isolated.

Conwy

Conwy County Borough Council has a housing land supply of 6,520 dwellings, with 10% contingency up to 7,170 dwellings. The settlements in Table 3 includes those at the top of the settlement hierarchy in the Urban Development Strategy Area. Approximately 85% of the housing development will be located within this area, with Colwyn Bay, Rhos on Sea & Mochdre accommodating most of the growth (28.2%), followed closely by Conwy, Llandudno Junction & Llandudno (27.1%). The remaining growth within the Urban Development Strategy Area includes

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21.3% in Abergele, Towyn & Kinnel Bay, 5.3% in Llanfairfechan & Penmaenmawr, and 4.8% in Llanrwst.

The Conwy LDP includes a limited distribution of large housing allocations (four allocations exceeding 100 dwellings). Two allocations (Abergele – 600 dwellings and Old Colwyn – 255 dwellings) have not been commenced. The Abergele allocation is located within close proximity to the Abergele South East B1 employment allocation.

Denbighshire³

Denbighshire County Council has a total dwelling requirement of 7,500. Table 3 includes the settlements in the top tiers of the settlement hierarchy, with Bodelwyddan identified as a Key Strategic Site, and the remaining settlements in the table identified as Lower Growth Towns.

The Denbighshire LDP includes allocations for approximately 3,300 new dwellings principally in Bodelwyddan and other settlements to the north of the A55 together with sites in Denbigh, St Asaph, Ruthin and Corwen. The LDP includes 10 allocations greater than >100 dwellings, all of which are located within the Key Strategic Site and Lower Growth Towns.

Eryri

Eryri National Park Authority has a total dwelling requirement of 770 dwellings, and a housing land supply of 885 dwellings. Dolgellau and Bala are identified as Local Service Centres at the top of the settlement hierarchy, identified in the LDP as areas of opportunity where most housing development will take place in the authority (29.2%).

The Eryri LDP includes the least number of housing allocations across the North Wales region, reflecting the area's limited ability to accommodate growth due to its constrained location as a National Park. Eryri's largest allocation in Bala for 55 dwellings may place localised impacts on the transport network but would not be of regional significance.

Retail

The review of the North Wales LDPs has identified established retail hierarchies across local authority areas, as mapped in Appendix F.

Retail hierarchies broadly align with the spatial strategy/settlement hierarchies, with key retail development located in settlements described in Table 3. Of note, Conwy also includes some significant retail out of town developments in Llandudno including Mostyn Champneys Retail Park and Llandudno Retail Park.

Leisure and Tourism

The North Wales region contains a number of large tourism attractions including Eryri National Park, Clwydian Range and Dee Valley Area of Outstanding Natural Beauty, the Pontcysyllte Aqueduct and Canal and the Castles and Town Walls of King Edward World Heritage Site. There are also a number of coastal destinations along the North Wales coast. The Eryri LDP covers the whole National Park area and has a range of policies which support sustainable tourism while

³ In September 2024 Denbighshire County Council advised that the Bodelwyddan Strategic Site is not being progressed.

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safeguarding the environment and interests of local communities (as outlined in Policies 22, 23 and 29 of the LDP).

The local authority areas of Conwy, Denbighshire and Anglesey include the key coastal destinations for North Wales tourism. Destinations such as the Llŷn Peninsula, Llandudno, Rhyl and Prestatyn constitute key hubs. The relevant adopted and emerging LDPs each identify opportunities for regional safeguarding of existing accommodation and regeneration areas such as the Holyhead Regeneration Area identified to provide continued support for tourism in the locality.

The tourism destinations discussed above are key trip generators particularly in the Summer months and attract tourists from across the UK and further afield. The RTP and SPD should consider these seasonal draws to the region and ensure that sufficient transport and public transport infrastructure is provided to relieve pressures on existing transport systems.

The Welsh Government has commissioned Natural Resources Wales (NRW) to evaluate the case for designating the Clwydian Range and Dee Valley AONB as a new National Park. Subject to the outcome of NRW's designation, increased restrictions on development in the proposed National Park area may be enacted. Additionally, the CJC should consider whether the designation would result in a significant net-increase in traffic/visitors, impacting the preparation of an RTP and SDP. Environmental designations are shown in Appendix G.

5. Summary

As outlined within Section 2 of this document, this Development Plan review provides an overview of growth and spatial strategies pertinent to the North Wales CJC region.

It is evident from the review that growth within the region aligns with the NGA and RGAs identified within the Future Wales, with key allocations within the adopted and emerging LDPs following the broad alignment of the A55 and A5/A483 corridors.

The North Wales Expressway (A55) acts as a National Connectivity route, connecting Holyhead Port in Anglesey to the west to Chester in the east, as well as north west England (Liverpool and Manchester). In addition, the North Wales Metro is identified as a strategic rail infrastructure project.

Wrexham and Flintshire contain the largest employment and housing allocations within the region, which reflects the Wrexham and Deeside NGA and their strategic location in North Wales and proximity to key hubs in north-west England.

Anglesey also has the potential to be a key growth area within the region due to the Anglesey Energy Island Programme and the Anglesey Freeport status. With the remainder of growth within the region fairly evenly distributed and focused within the settlements set out in Table 3.

The RTP should therefore ensure that its proposed transport interventions align with the key areas of regional growth to enable sustainable travel options for those who live and work in the region.

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In addition to the key areas of growth identified within the Development Plan documents, the North Wales region also contains a number of large tourism attractions and areas of protection which both provide a significant draw for the region and restrictions on growth in these locations.

The RTP should therefore also consider how these protected areas affect the transport network, particularly on a seasonal basis and ensure that transport interventions also allow for sustainable travel for visitors and those who live outside the region.

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Appendix A – Local Authority Employment Land Allocations

Site	Area	Use
Anglesey		
Paer Cybi, Holyhead	109.2ha	B1, B2, B8
Penrhos Industrial Estate	5.8ha	B2, B8
Bryn Cefni Industrial Estate, Llangefni	59.5ha	B1, B2, B8
Former Shell Island, Amlwch	19.3ha	B2, B8
Llwyn Onn Industrial Estate, Amlwch	15ha	B1, B2, B8
Anglesey Aluminium Land, Holyhead	90.5ha	B1, B2, B8
Former Site of Eaton Electircal, Holyhead	2ha	B1, B2
Kingland Site, Holyhead	0.8ha	B1, B2, B8
Gaerwen Industrial Estate, Gaerwen	39.5ha	B1, B2, B8
Mona Industrial Estate, Mona	20.5ha	B2, B8
Land to the north of Lledwigan Farm, Llangefni	20.6ha	B1, B2, B8
Land in the Creamery, Llangefni	4.9ha	B1, B2, B8
Gaerwen Industrial Estate, Gaerwen	20.3ha	B1, B2, B8
Menai Science Park, Gaerwen	7.6ha	B1
Conwy		
Esgryn – Llandudno Junction (Mixed Use Housing and Employment)	5.2ha	B1
North East of Former Goods Yard – Llandudno	0.5ha	B1
Penmaen Road – Conwy	1.4ha	B1
Former Goods Yard – Llandudno	2.0ha	B1
Abergele Business Park (Mixed Use Housing and Employment)	2.0ha	B1
Abergele South East (Mixed Use Housing and Employment)	2.0ha	B1
Abergele South East (Contingency Site)	3.7ha	B1, B2, B8
Orme View Filling Station – Dwygyfylchi	0.5ha	B1, B2, B8
Memorial Hall – Dolgarrog	0.3ha	B1, B2
Llansannan	1.0ha	B1, B2
R44 – Llangernyw	0.3ha	B1, B2
R5 off the B5105 – Cerrigydrudion	1.0ha	B1, B2
Denbighshire		
Bodelwyddan (Mixed Use and Housing) ⁴	26ha	B1, B2, B8
St Asaph Business Park – St Asaph	14ha	B1, B2

⁴ In September 2024 Denbighshire County Council advised that the Bodelwyddan Strategic Site is not being progressed

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Site	Area	Use
Colomendy North – Denbigh	8ha	B1, B2, B8
Lon Parcwr – Ruthin	5.5ha	B1, B2, B8
Ty'n Llidiart – Corwen	6ha	B1, B2, B8
Eryri		
Llanbedr	12.7ha	B1, B2, B8
Trawsfynydd	58ha	B1, B2, B8
Flintshire		
STR3A – Northern Gateway (Mixed Use Development Site)	72.4ha	B1, B2, B8
STRB – Warren Hall Mixed Use Development Site	19.1ha	B1, B2, B8
Chester Aerospace – Broughton	5.72ha	B1, B2, B8
Manor Lane / Hawarden Park Extension – Broughton	18.2ha	B1, B2, B8
Drury New Road – Buckley	1.4ha	B1, B2, B8
Mold Business Park – Mold	3.9ha	B1, B2, B8
Chester Road East – Queensferry	3.15ha	B1, B2, B8
River Lane – Saltney	1.10	B1, B2, B8
Gwynedd		
Parc Bryn Cegin – Bangor	36ha	B1, B2, B8
Llandygai Industrial Estate – Bangor	27.6ha	B1, B2, B8
Parc Britannia – Bangor	7.9ha	B1
Parc Menai – Bangor	32.9ha	B1
Cibyn Industrial Estate – Caernarfon	37.7ha	B1, B2, B8
Business Park – Penrhyndeudraeth	11.5ha	B1
Business Park – Porthmadog	13.5ha	B1, B2
Pendre Industrial Estate – Tywyn	7.9ha	B1, B2
Hirael Bay – Bangor	9.1ha	B1
Peblig - Caernarfon	6.7ha	B2
Site of Friction Dynamex – Caernarfon	7.4ha	B2, B8
Tanyfrisiau Site – Blaenau Ffestiniog	7.4ha	B1, B2, B8
Felin Fawr – Bethesda	1.5ha	B2
Glyn Rhonwy – Llanberris	29.8ha	B1, B2, B8
Penygroes Industrial Estate	10ha	B1, B2, B8
Nefyn Industrial Estate	3.5ha	B1, B2, B8
Site of Ysbyty Bron y Garth – Penrhyndeudraeth	1.6ha	B1
Griffin Industrial Estate	4ha	B1, B2, B8
Y Ffor Industrial Estate	2.8ha	B2

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Site	Area	Use
Agri Food Park	6.6ha	B1, B2, B8
Wynnstay Farmers Site – Rhosfawr	4.9ha	B2
Wrexham		
Wrexham Industrial Estate – Wrexham	513.45ha	B1, B2, B8
Llay Industrial Estate - Llay	82.7ha	B1, B2, B8
Chirk Industrial Estate and Canal Wood Industrial Estate - Chirk	66.87ha	B1, B2
Vauxhall Industrial Estate and Johnstown/Garden Industrial Estate	30.1ha	B1, B2, B8
Croesfoel Industrial Estate and Bersham Enterprise Centre - Croesfoel	17ha	B1, B2, B8
Gresford Industrial Estate - Greford	18.1ha	B2, B8
Wrexham Western Gateway - Wrexham	14.7ha	B1
Wrexham Technology Park - Wrexham	23.2ha	B1
Rhosddu Industrial Estate - Rhosddu	12.9ha	B1, B2, B8
Whitegate Industrial Estate - Whitegate	10.1ha	B1, B2, B8

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Appendix B – Local Authority Housing Allocations

Allocation Location	Units/Area
Anglesey	
Amlwch – Land near Maes Mona	50
Amlwch – Land near Lon Bach	73
Amlwch – Land at Madyn Famr	152
Amlwch – Land near Rheinwas Field	40
Amlwch – Land at Tan y Bryn	58
Holyhead – Tyddyn Bach	123
Holyhead – Land near Cae Rhos	53
Holyhead – Land near Yr Ogof	72
Holyhead – Land near Tyddyn Bach Farm	49
Holyhead – Land near Waunfawr Estate	22
Holyhead – Glan y Dwr	90
Holyhead – Cae Serri Road	21
Llangefni – Land near Ty Hen	154
Llangefni – Former Ysgol y Bont	41
Llangefni – Ty'n Coed	144
Llangefni – Land near Ysgol y Graig	38
Llangefni – Land near Bro Tudur	59
Llangefni – Coleg Menai	49
Benllech – Wendon Cafe	60
Llanfair Pwllgwyngyll – Beyn Eira	30
Llanfair Pwllgwyngyll – Penmynydd Road	10
Menai Bridge – Ty Mawr	20
Menai Bridge – Tyddyn Mostyn	40
Menai Bridge – Lon Gamfa	14
Vallenwyy – Cattle Market Site	40
Conwy	
Abergele - Abergele Business Park	200
Abergele - Rhuddlan Road/Tandderwen Farm	600
Colyn Bay - Lawson Road	35
Colwyn Bay – BT Exchange	70
Colwyn Bay - Glyn Farm	39
Old Colwyn – Ty Mawr	255
Old Colwyn - Ysgol y Graig	30

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Allocation Location	Units/Area
Rhos on Sea - Dinerth Road	65
Shose on Sea - Dinerth Hall Farm	80
Llandudno Junction - Esgyryn	120
Llandudno Junction - Social Club/Youth Club	40
Llandudno Junction - Woodland	75
Llandudno – Plas yn Dre	40
Penrhyn Bay – Plas Penrhyn	30
Llanfairfechan - West Coast Building	10
Llanfairfechan - Adjacent to Glanafon	15
Llanfairfechan - Dexter Products	15
Llanrwst - Bryn Hyfryd/Ffordd Tan yr Ysgol	40
Llanrwst - Site A North of Llanrwst	50
Llanrwst - Site E adj to Bryn Hyfryd	50
Llanrwst - Site D East of Llanrwst	60
Denbighshire	
Rhyl - Land off Trellewelyn Road/Bro Deg	100
Rhyl - Corner of Sydenham Avenue and West Parade	12
Rhyl - Northgate School	22
Rhyl - Russell Road	15
Rhyl - Westbourne Avenue	16
Rhyl - Ocean Plaza	230
Rhyl - Rhyl South East	242
Rhyl - Victoria Road	13
Rhyl - Former Nursery, Rhuddlan Road	15
Rhyl - 85 90 West Parade	20
Rhyl - Brookdale Road	18
Rhyl - Grange Hotel	20
Prestatyn - Midnant Farmstead	65
Prestatyn - Rear of Maes Meurig, Meliden	30
Prestatyn - Rear of Ffordd Hendre, Meliden	154
Prestatyn - Plas Diva Caravan Park	30
Prestatyn - Cefn y Gwrych	18
Prestatyn - Tip Lane	21
St Asaph - Land at HM Stanley Hospital	75
St Asaph - Additional land at HM Stanley	201

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Allocation Location	Units/Area
St Asaph - Land off The Paddock	16
St Asaph - Land off Bryn Gobaith	39
St Asaph - Bishop's Walk	10
St Asaph - Bronwylfa Nurseries	9
St Asaph - St Winifred's School	21
Denbigh - Land at Lodge Farm	25
Denbigh - Land adj Ysgol Heulfre	99
Denbigh - Land between old and new Ruthin Road	73
Denbigh - Land off Eglwys Wen	101
Denbigh - Bryn Stanley	25
Denbigh - Autoworld Garage, Smithfield Road	6
Denbigh - Smithfield Garage	12
Ruthin – Glasdir Phase 1	118
Ruthin – Glasdir Phase 2	167
Ruthin – Land adj Maes Hafod	69
Corwen - Council depot, Clawdd Poncen	128
Corwen - Adj Ysgol Caer Drewyn	89
Llangollen - Land at Wern Road	4
Llangollen - Adj. Trem y Gwernant	14
Llangollen - Vicarage Road	47
Llangollen - Rear of Castle View and The Hollies	41
Llangollen - Old Berwyn Works	24
Rhuddlan - Land adj Hafod y Gan and Ysgol Tir Morfa	121
Rhuddlan - Maes y Castell	21
Rhuddlan - Land off Rhyl Road	10
Flintshire	
Northern Gateway	1,185
Buckley – Well Street	140
Conneh's Quay – Broad Oak Holding	32
Connah's Quay – Highmere Drive	150
Flint – Northop Road	170
Mold – Maes Gwern	160
Mold – Denbigh Road/Gwemaffield Road	238
Ewloe – Holwell Road/Green Lane	298
Hawarden – Ash Lane	288

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Allocation Location	Units/Area
HCAC – Wrtexham Road	80
New Brighton – Cae Isa	92
Penymynydd – Chester Road	181
Eryri	
Bala – Red Lion	55
Bala – Cysgod y Coleg	10
Dyffryn Ardudwy – Pentre Uchaf	10
Dyffryn Ardudwy – Capel Horeb	5
Aberdyfi – Primary School	6
Llanfrothen	6
Dolgellau	15
Llanuwchllyn	7
Dinas Mawddwy	6
Trefriw	5
Dolwyddelan	6
Harlech	24
Llanegryn	8
Llanbedr	6
Trawsfynydd	10
Pennal	5
Gwynedd	
Bangor – Goetra Uchaf	261
Bangor – Friars School Playing Field	43
Bangor – Jewson Site	17
Bangor – Land opposite crematorium	72
Blaenau Ffestiniog – Former Playing Fields	95
Blaenau Ffestiniog – Land at Congyl y Wal	60
Caernarfon – Hendre School	42
Caernarfon – Meas Gwynedd	29
Caernarfon – Phillips Road	123
Pwllheli – Lon Caernarfon	150
Pwllheli – Deiniol Field	14
Pwllheli -Hockey Field	17
Criccieth – North Terrace	34
Llanberris – Victoria Hotel	16

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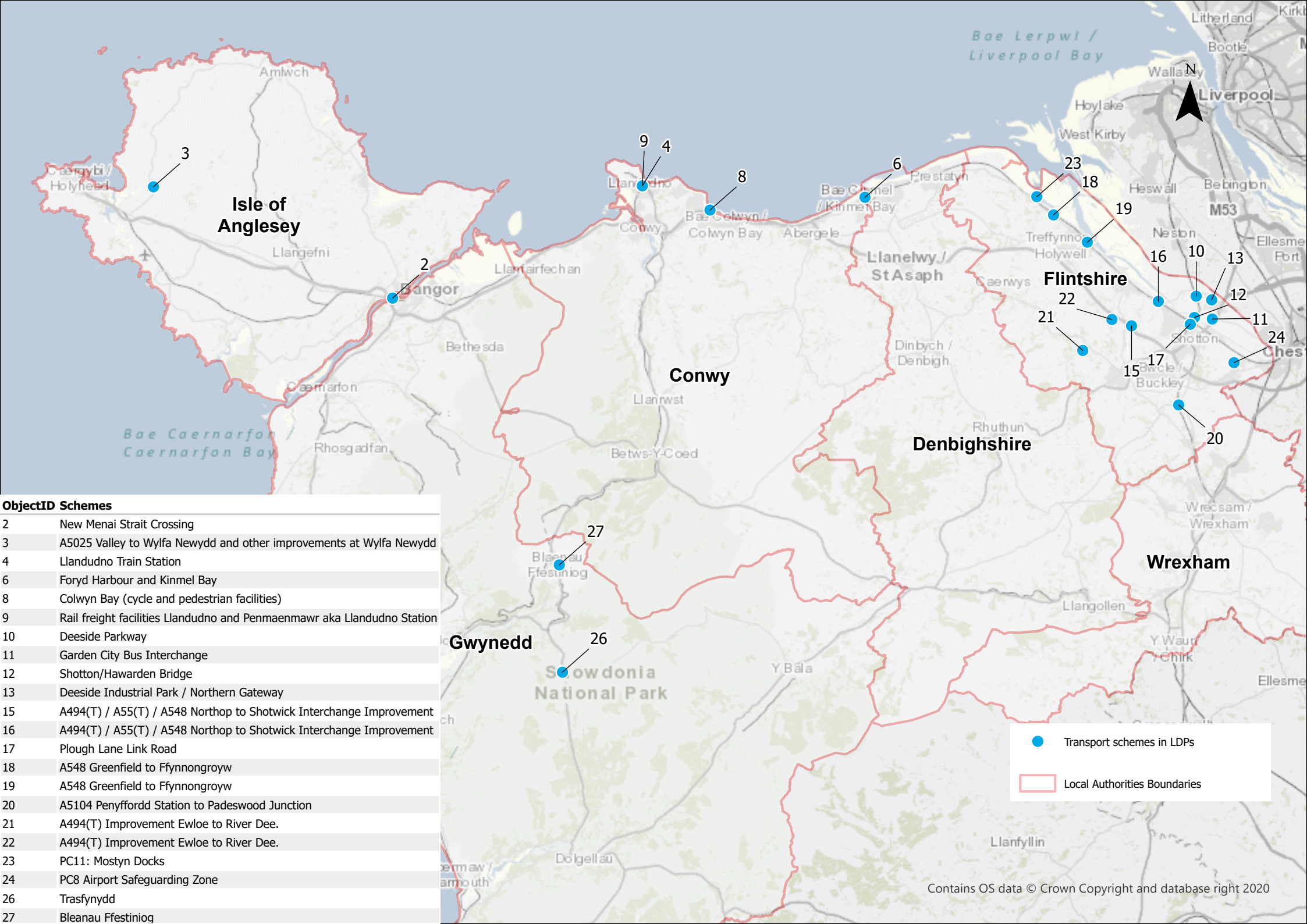
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Allocation Location	Units/Area
Llanberris – Ty Du Road	11
Llanrug – Church Field	10
Llanrug – Rhythallt Road	6
Nefyn – Helyg	19
Nefyn – Former Allotments	10
Penrhyn Deudraeth – Canol Cae	31
Penrhyn Deudraeth – Former Bron Garth Hospital	46
Penrhyn Deudraeth – Canol Cae	31
Pengroes – Maes Dulyn	39
Tywyn – Swyn y Tonnau	21
Tywyn – Garreglwyd	14
Wrexham	
KSS1 Wrexham – Lower Berese Farm/Ruthin Road	
KSS2 Wrexham – Land East of Cefn Roafd	
Wrexham – Land Adjoining Mold Road /A483	375
Wrexham – Jacques Scrapyard	36
Wrexham – Crown Buildings	71
Cefn Mawr – Rhosymerde Infant Site	22
Cefn – Ruabon Works Queen Street	51
Chirk – Land off B5070	180
Gwersyllt – Stansty Fields	96
Gwersyllt – Mold Road Industrial Estate	15
Llay – British Legion	60
Llay – Home Farm	365
New Broughton – Berse Road South	25
New Broughton – Gatewen Road	127
Brymbo – Steelworks	350
Holt – Sycamore House	35
Overton – St Marys Avenue	40
Penley – The Grane	25
Rossett – Rossett Road	137
Rhosrobin – Llay New Road	79

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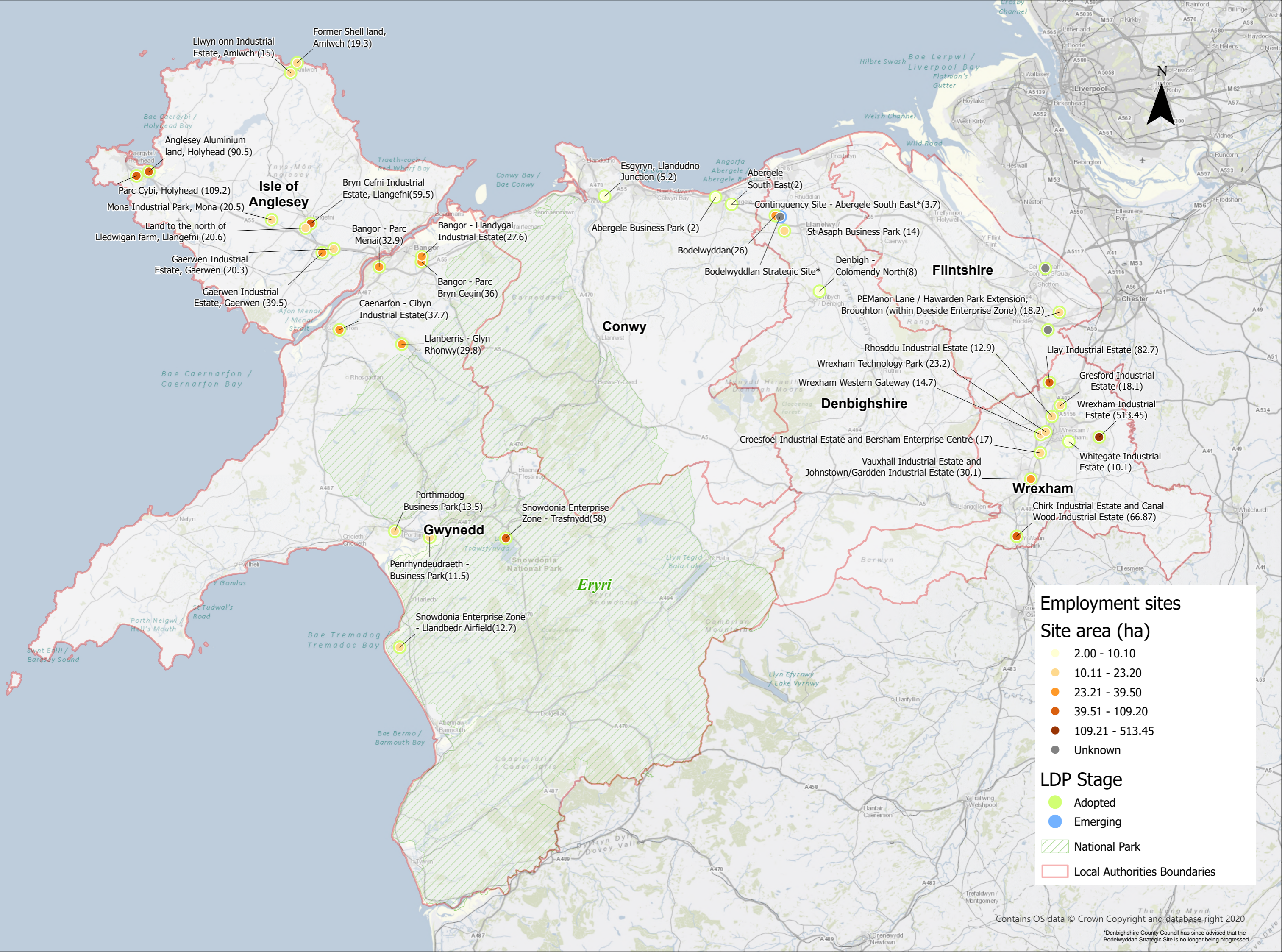
Appendix C – Transport Infrastructure Projects



ObjectID	Schemes
2	New Menai Strait Crossing
3	A5025 Valley to Wylfa Newydd and other improvements at Wylfa Newydd
4	Llandudno Train Station
6	Foryd Harbour and Kinmel Bay
8	Colwyn Bay (cycle and pedestrian facilities)
9	Rail freight facilities Llandudno and Penmaenmawr aka Llandudno Station
10	Deeside Parkway
11	Garden City Bus Interchange
12	Shotton/Hawarden Bridge
13	Deeside Industrial Park / Northern Gateway
15	A494(T) / A55(T) / A548 Northop to Shotton Interchange Improvement
16	A494(T) / A55(T) / A548 Northop to Shotton Interchange Improvement
17	Plough Lane Link Road
18	A548 Greenfield to Ffynnongroyw
19	A548 Greenfield to Ffynnongroyw
20	A5104 Penyffordd Station to Padeswood Junction
21	A494(T) Improvement Ewloe to River Dee.
22	A494(T) Improvement Ewloe to River Dee.
23	PC11: Mostyn Docks
24	PC8 Airport Safeguarding Zone
26	Trasfynydd
27	Bleanau Ffestiniog

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Appendix D – Employment Allocations



- Llwyn onn Industrial Estate, Amlwch (15)
- Former Shell land, Amlwch (19.3)
- Anglesey Aluminium land, Holyhead (90.5)
- Parc Cybi, Holyhead (109.2)
- Mona Industrial Park, Mona (20.5)
- Land to the north of Lledwigan farm, Llangefni (20.6)
- Isle of Anglesey
- Bryn Cefni Industrial Estate, Llangefni (59.5)
- Bangor - Parc Menai (32.9)
- Bangor - Llandygai Industrial Estate (27.6)
- Esgrryn, Llandudno Junction (5.2)
- Abergele Business Park (2)
- Abergele South East (2)
- Contingency Site - Abergele South East* (3.7)
- St Asaph Business Park (14)
- Bodelwyddan (26)
- Bodelwyddan Strategic Site*
- Denbigh - Colomendy North (8)
- Flintshire
- PEManor Lane / Hawarden Park Extension, Broughton (within Deeside Enterprise Zone) (18.2)
- Rhosddu Industrial Estate (12.9)
- Wrexham Technology Park (23.2)
- Wrexham Western Gateway (14.7)
- Denbighshire
- Wrexham
- Wrexham Industrial Estate (513.45)
- Gresford Industrial Estate (18.1)
- Llay Industrial Estate (82.7)
- Whitegate Industrial Estate (10.1)
- Chirk Industrial Estate and Canal Wood Industrial Estate (66.87)
- Vauxhall Industrial Estate and Johnstown/Garden Industrial Estate (30.1)
- Croesfoel Industrial Estate and Bersham Enterprise Centre (17)
- Gwynedd
- Snowdonia Enterprise Zone - Trasfnydd (58)
- Snowdonia National Park
- Eryri
- Porthmadog - Business Park (13.5)
- Penrhyndeudraeth - Business Park (11.5)
- Snowdonia Enterprise Zone - Llandbedr Airfield (12.7)
- Bae Caernarfon / Caernarfon Bay
- Bae Tremadog / Tremadoc Bay
- Bae Bermo / Barmouth Bay

Employment sites

Site area (ha)

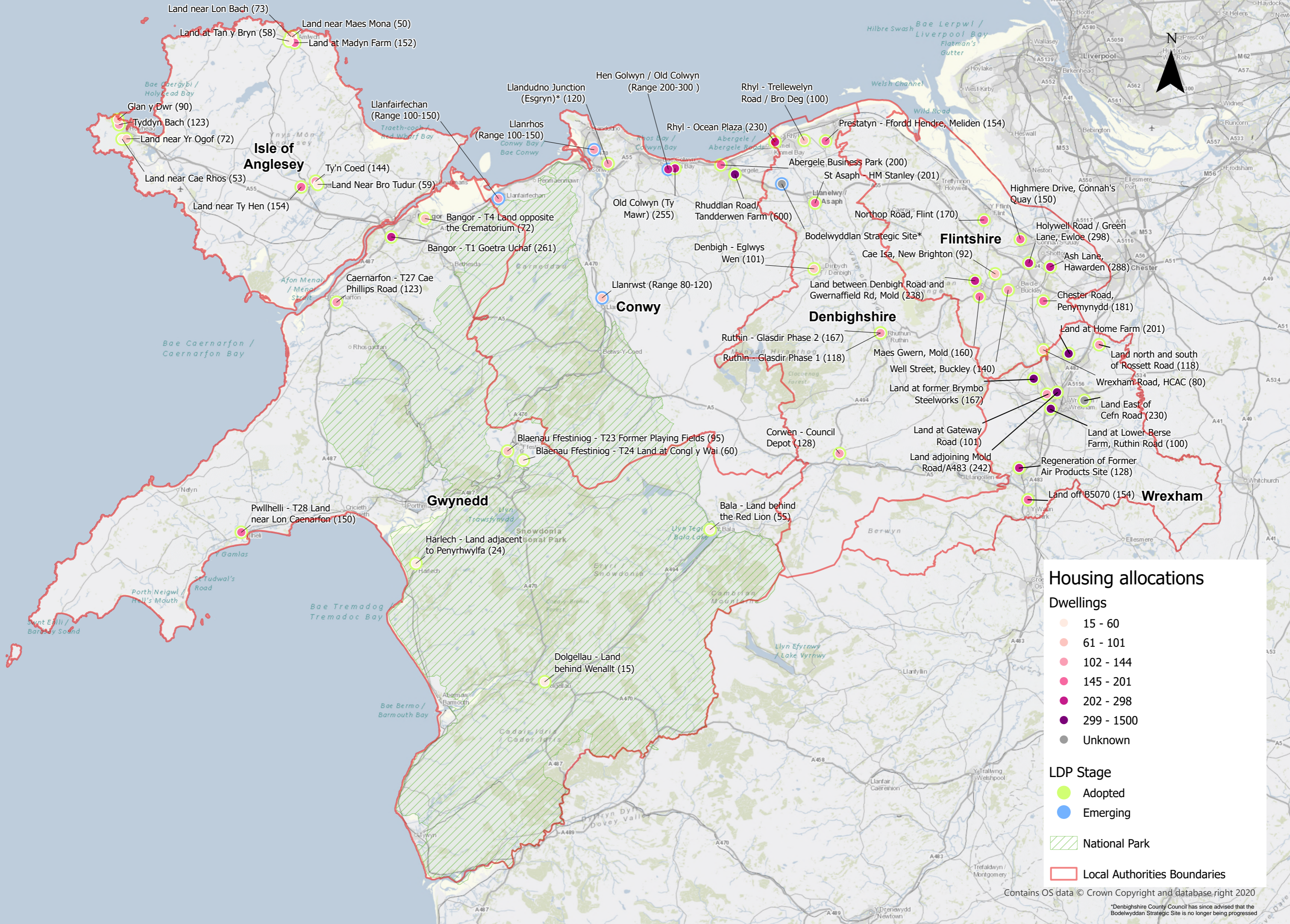
- 2.00 - 10.10
- 10.11 - 23.20
- 23.21 - 39.50
- 39.51 - 109.20
- 109.21 - 513.45
- Unknown

LDP Stage

- Adopted
- Emerging
- National Park
- Local Authorities Boundaries

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Appendix E – Housing Allocations



Housing allocations

Dwellings

- 15 - 60
- 61 - 101
- 102 - 144
- 145 - 201
- 202 - 298
- 299 - 1500
- Unknown

LDP Stage

- Adopted
- Emerging

National Park

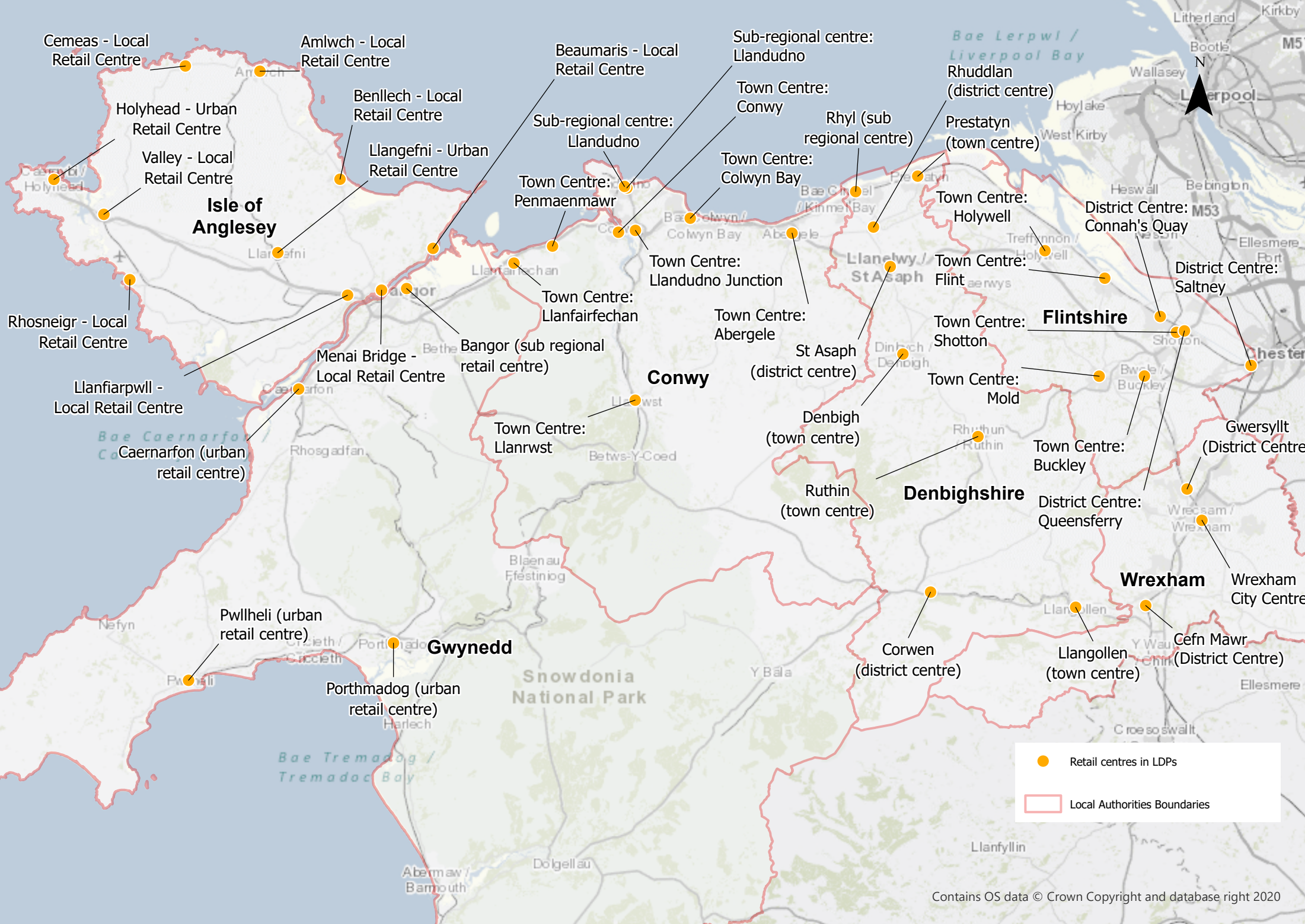
Local Authorities Boundaries

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*Denbighshire County Council has since advised that the Bodelwyddan Strategic Site is no longer being progressed

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Appendix F – Retail Centres



Cemeas - Local Retail Centre
Holyhead - Urban Retail Centre
Valley - Local Retail Centre

Amlwch - Local Retail Centre
Benllech - Local Retail Centre
Llangefni - Urban Retail Centre

Beaumaris - Local Retail Centre
Sub-regional centre: Llandudno
Town Centre: Penmaenmawr

Sub-regional centre: Llandudno
Town Centre: Colwyn Bay
Town Centre: Llandudno Junction

Rhuddlan (district centre)
Prestatyn (town centre)
Town Centre: Holywell

Rhosneigr - Local Retail Centre
Llanfarpwll - Local Retail Centre
Caernarfon (urban retail centre)

Menai Bridge - Local Retail Centre
Bangor (sub regional retail centre)

Town Centre: Llanfairfechan
Town Centre: Llanrwst

Town Centre: Abergele
St Asaph (district centre)
Denbigh (town centre)

Town Centre: Flint
Town Centre: Shotton
Town Centre: Mold

District Centre: Connah's Quay
District Centre: Saltney
Town Centre: Buckley

Pwllheli (urban retail centre)
Porthmadog (urban retail centre)

Town Centre: Llanrwst
Snowdonia National Park

Ruthin (town centre)
Corwen (district centre)

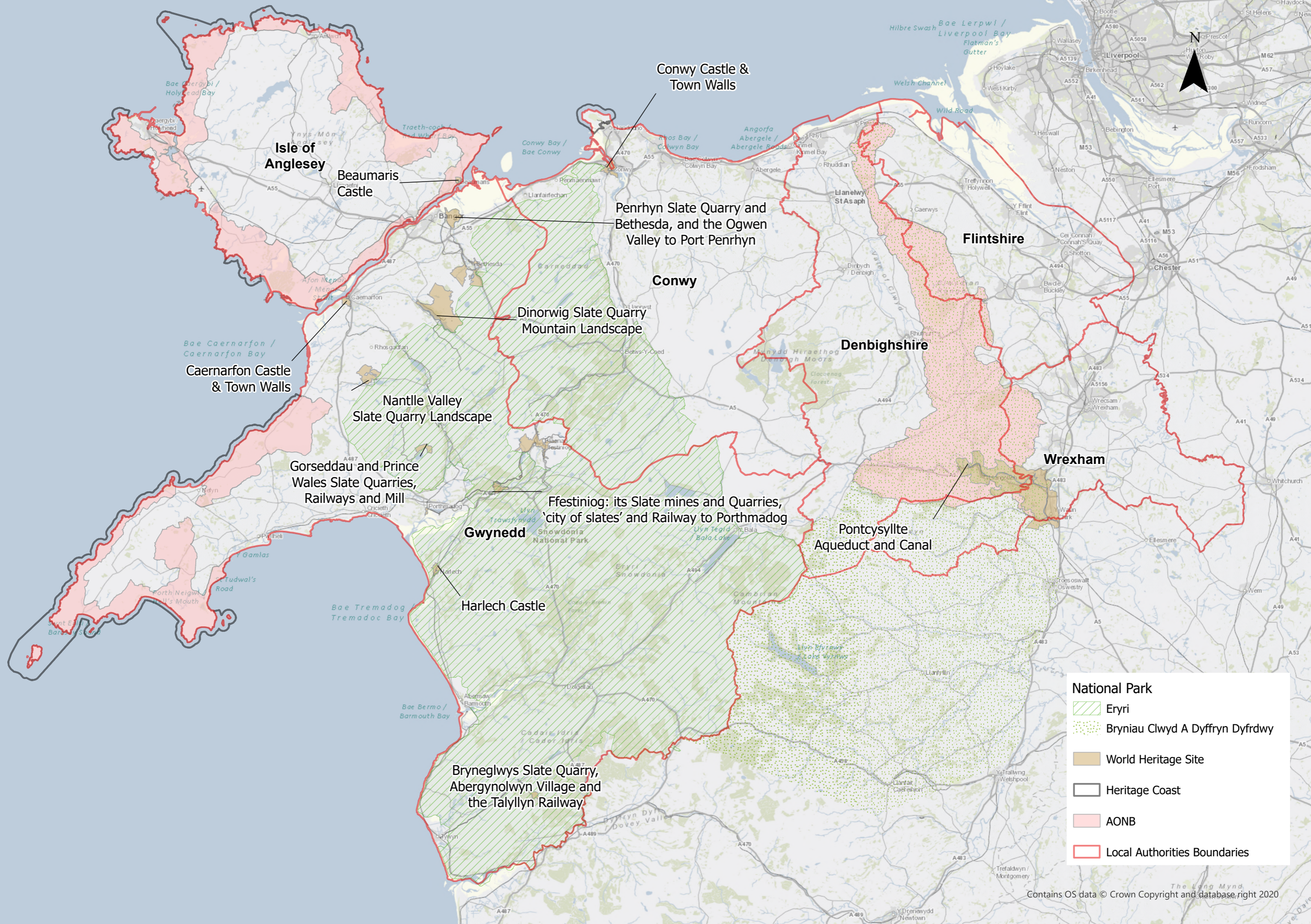
Denbighshire
District Centre: Queensferry
Llangollen (town centre)

Wrexham
Wrexham City Centre
Cefn Mawr (District Centre)

● Retail centres in LDPs
▭ Local Authorities Boundaries

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Appendix G – Environmental Designations



National Park

- Eryri
- Bryniau Clwyd A Dyffryn Dyfrdwy

World Heritage Site


Heritage Coast

AONB

Local Authorities Boundaries

Job number 302160-00
Date 10 May 2024

File Note

Project title	North Wales Corporate Joint Committee RTP/SDP Consultancy Support
Job number	302160-00
File reference	
cc	
Prepared by	
Date	8 May 2024
Subject	North Wales Regional Economic Framework – review and consideration of implications on RTP and SDP

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1. Case for change

Co-produced by Welsh Government and Ambition North Wales has a key role in ensuring that activities, at all levels, align to focus resources where they can have greatest impact for communities. The Regional Economic Framework (REF), through its priorities, sets out an approach to ultimately create the conditions for the Wales economy to prosper for the long term¹.

2. Status of development proposals

In December 2021, the Minister for Economy published Regional Economic Frameworks for each of the four regions of Wales.

The development of the REFs is an essential part of Welsh Governments commitment to a more focussed model of economic development - developing the distinctive strengths of regions, supporting inclusive and sustainable economic growth and maximising opportunities to address national, regional and local inequalities, contributing to the Well-being Goals for Wales.

These strategic documents are intended as a vehicle to help promote collaborative planning and delivery amongst public, private and third sector partners, working to a shared vision and a set of common economic development objectives. In taking forward their development Welsh Government have been acutely aware of the immediate reset and recovery required in the wake of the Coronavirus pandemic and the impact of the UK leaving the European Union, but also the need to set out the longer term aspirations to deliver a greener, fairer and more prosperous Wales for the benefit of all regions, communities and individuals.

Welsh Government have worked with partners in each of the regions to shape these Framework documents. Closer working relationships have been fostered with partners, including the Local Authorities and associated regional bodies, to co-design a placed-based approach to economic

¹ [North Wales RTP Implementation Plan FINAL 241123 \(sharepoint.com\)](#)

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development. Working together, in partnership, will be key also to ensure effective implementation and delivery against the priorities outlined in each Framework document. Welsh Government remain committed to doing so for the benefit of each region. As such these Regional Economic Frameworks, recognise the slightly different stage of development with each document:

- North Wales – The Framework has been informed by extensive engagement with stakeholders and has been fully endorsed for publication by the Economic Ambition Board. Further and final consideration, by the individual Local Authorities and other partners.

These Frameworks however must be agile to ensure they remain relevant and responsive to changing economic circumstances and new opportunities. They will play a key role in delivering Programme for Government commitment of progressing Economic Recovery & Resilience Mission and should inform collective efforts².

3. Socioeconomic impacts

The mission of the REF is to start creating innovative opportunities to ensure protection and enhancement of the natural environment whilst also allowing communities to thrive. Building on strengths and taking advantage of opportunities where they add value, beyond monetary value alone, to the region.

The priorities are framed in the context of a whole systems approach to facilitate decarbonisation of the economy, adapting and mitigating to climate change and improve the resilience of ecological networks (not in any order):

1. Skills & Workforce
2. Investment in magnets, hubs, supply chains, research and development, innovation and Entrepreneurship
3. Balanced support for indigenous and inward investors
4. Language, culture, place & heritage
5. Foundational Economy and a vibrant Micro / SME base.
6. Empowering communities for the benefit of future generations
7. Connectivity (transport and digital)
8. Leverage benefits of public sector
9. Low carbon energy
10. Food and Drink Industry

3.1.1 Population

There is a population of over 100,000 residents in 4 out of the 6 authorities (Flintshire, Wrexham, Gwynedd and Conwy). The mission details that there has been a 6.4% population increase between 2000 to 2020, population density growth of 2.5% between 2010 to 2020. However, the population growth rate was lower between 2000 and 2020 than between 2000 and 2010.

² Written Statement: Regional Economic Frameworks - Publication (<https://www.gov.wales/written-statement-regional-economic-frameworks-publication>)

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3.1.2 Welsh Language

North Wales includes 204,406 Welsh Speakers which equates to 41% of the population. This is a 2.8% increase since 2010.

3.1.3 Economy

In 2021, the average weekly earnings were £564.00. Highest of the 4 economic regions in Wales and, and above the UK average. In 2019, North Wales Gross Value Added (GVA) was valued at £15.4 billion which was 23% of Wales total GVA.

3.1.4 Employment

In the year ending June 2021, 315,200 jobs were in the region. This was a decrease of 11,300 on the previous year. Since 2018 there has been 5,135 new registered businesses across North Wales. In 2019, there were 65,360 active businesses in North Wales: micro (0-9 employees) – 61,745, small (10-49 employees) – 2,365, medium (50 – 249 employees) 560, large (250+ employees) – 690.

3.1.5 Connectivity

On average people in North Wales travel 18.5km to work. Regarding digital connectivity, 92% of homes and small businesses have access to at least 30Mb/s. **he Wellbeing Economy**

The REF is based on the principles of a Wellbeing economy. The Wellbeing Economy means taking a different approach to developing the economy for North Wales. The REF, following stakeholder discussions, has been structured around three core themes:



Figure 1: Wellbeing Framework

3.2 The Social and Community Wellbeing Economy

Priorities include maximising the impact of health service expenditure within the region, secure projects associated with new advanced technologies recognising the potential for growth in the area through North Wales Medical School. Promote economic opportunities including Growth Deal Investment, support businesses including build on programmes such as Afor and Business Wales. Encouraging strong partnerships between communities, businesses and councils, enabling town centres and redefining the local high street.

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Working with future generations to understand what opportunities they need, ensure the development of a range of bilingual further and higher education courses . Maximising virtual working opportunities for those living in rural areas. Including developing multi-language technology for Welsh language speakers.

3.2.1 Population

Between 2000 to 2020, there was a regional growth rate of 6.5%. Between the same period, the proportion of population aged 65 and over increased from 18.3% to 23.4% and the population aged 15 and under fell from 19.8% to 17.6%. From the periods of 2017 to 2018 and 2018 to 2019, 75% of people aged 16 and over reporting good or very good general health.

Given these trends in population growth, there would be more demand for elderly services such as adult social care, transportation and medical services. Whereas the decline in youth population would suggest that the demand for nursery, school and college places would be declining.

3.2.2 Welsh Language

There were 76.9% Welsh speakers in Gwynedd, the highest in North Wales and Wales. There was a 2.4% increase of Welsh speakers from 2010 to 2020. These figures demonstrate the importance of the Welsh language to North Wales and future continued trends.

3.3 The Experience Economy

The experience economy aim to support local communities, ensure all-year tourism, develop multilingual skills, align with Food Innovation Wales and North Wales Regional Sports Partnership.

The North Wales experience economy is measured on Tourism, Public Realm and Open Spaces, Culture, Sports and Leisure, the food and drink industry.

3.3.1 Tourism

- Direct employment 42,326 (2018, STEAM report);
- Economic Impact of T £3.1 billion Tourism Sector – (2016) (Wales Wide);
- Annual average for tourism expenditure £1.5 billion in 2017-2019 (Tourism profile NW 2017 – 2019);
- Anglesey, Gwynedd and Conwy have among the largest proportions of employment in tourism across Wales, after Pembrokeshire;
- When considering the number of visits to tourist attractions in Wales in 2018, 7 of the top 10 paid attractions in Wales were in North Wales: Bodnant Garden, Caernarfon Castle, Conwy Castle, Great Orme Tramway, Nova Prestatyn, Zip World Fforest, and Zip World Slate Caverns;
- In 2019, a total of 2.4 million sea passengers travelled between Wales and Ireland. 1.9 million of these passed through Holyhead;

3.3.2 Public Realm and Open Space

- In 2018, 5 of the top 10 free attractions in Wales were in North Wales:
 - Gwydir Forest Park
 - Newborough National Nature Reserve
 - Pontcysyllte Aqueduct & Trevor Basin Visitor Centre

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- Snowdon (Walkers) and Tir Prince Fun Park
- Racecourse & Market

3.3.3 Culture

- Second homes – areas of Gwynedd and Mon experiencing as much as 40% of housing stock as second homes (LDP);
- In 2019/2020, libraries in North Wales:
 - Welcomed 2,317,802 visitors;
 - Had 218,692 members;
 - Employed 167 people;
 - Loaned 2,038,402 physical books;
 - Loaned 251,471 EBook/ EAudio titles; and
 - Generated £473,250 of income.
- 36 Accredited (or working towards accreditation) museums in North Wales and Wales;
- There are 48 public libraries in North Wales;
- The Creative industry in NW supports 10,800 jobs;
- The weekly average earning of the creative industry is £711;
- There are more than 1,110 enterprises linked to the creative industry;
- In 2019, museums in North Wales:
 - Contributed £20,015,174 to the local economy; and
 - Welcomed 1,384,594 visits.
- In 2019 the nine staffed historical monuments sites welcomed over 660,000 visitors and 13,500 educational visits; and
- There are 61 historic monuments in state guardianship ranging from prehistoric burial sites to Medieval abbeys and castles.

3.3.4 Sports and Leisure

- For every £1 invested in sport in Wales there is a return of £2.88;
- The sport industry in Wales grown by 10% to £1,142m in 2016/17; and
- The sporting economy contributed £1,182m in Consumer Expenditure on Sport and generated 29,700 sport-related jobs in 2016-2017, however most of these were located in other regions. (The value of sport in Wales. | Sport Wales).

3.3.5 Food and Drink

- Welsh food and drink exports £551 million in 2020 (was growing until Covid hit Wales), a decrease of £19 million from 2019;
- Businesses in the supply chain had a turnover of £22.4 billion in 2020, an increase of £272 million from the previous year;
- GVA for Welsh food and drink increased by 3.9% from 2018 to 2019, from £3.70bn to £3.85bn;
- Food and Drink exports increased overall from 2016 to 2020 to £551.9m (increase of £116.3m); and
- Food and drink sector accounts for 17.8% of employment in 2019 (239,300 workers) (including farmers and agricultural labourers).

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3.4 The Low Carbon and Low Emissions Economy

Priorities are to work collaboratively across every sector, especially with the utility sector, to create Low Carbon Energy and Green Growth Route maps. Developing and implementing a coherent, multi vector energy system which provides a consistent approach to exploiting opportunities in low carbon and green growth to maximise skills capability and wider benefits to local communities and ensuring the pound stays local.

Examples include hydrogen, low carbon energy, EV charging, energy efficiency, tidal stream, tidal range (lagoon), offshore wind, nuclear, marine, Holyhead Gateway, space, aerospace and automotive, active transport, public transport, cycle and walking networks.

3.4.1 Renewable energy

- North Wales host 37% of Wales' renewable energy capacity (1,183 MW);
- Of the renewable energy installed in the region, of which 8% is locally owned;
- 85% of the 17,800 low-carbon energy projects in the region were for solar energy;
- Ynys Mon, Conwy and Wrexham had the lowest low-carbon energy capacity in the region 85 MW, whilst Flintshire had the highest with over 30% of the region's capacity;
- 39% Largest proportion of energy use is for commercial and industrial consumption;
- North Wales's total energy consumption fell by 5% between 2005 and 2017 and the greenhouse gas emissions from energy system fell by 28%;
- North Wales consumes nearly 25% of Wales' energy, slightly higher than its population of 22% (2019); and
- 36% of our homes are EPC band E, F or G.

3.4.2 Agriculture

- Total emission from agriculture sector in Wales have declined by 12% between 1990-2016; and
- Agriculture emissions dominated by methane (62%) and nitrous oxide (28%), with 10% of sector emissions as carbon dioxide. This reflects the dominance of livestock enteric emissions (largely from sheep and cattle), which accounts for 54% of the sector's emissions in 2016.

3.4.3 Transport

- Workers living in NW aged 16-74 travel to work (census 2011):
 - 75.7 % (237,000) by car, van, motorcycle, scooter or moped;
 - 11.9% (37,000) on foot or by bike;
 - 5.1 % (16,000) by train, bus, minibus or coach.
- In 2019, 567,000 lorries and unaccompanied trailers passed through Welsh ports to and from Ireland. 81.9% of this traffic went through Holyhead (see StatsWales).

3.4.4 Nuclear

- In Wales, there are 893 people employed directly in nuclear industry organisations; and
- 2016 estimate put the GVA contribution of the average nuclear worker to the economy at £96,600.

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3.4.5 Waste

- 2020 over 65% of waste in Wales recycled.

3.4.6 Manufacturing

- Commercial and industrial electricity consumption constitutes 71% of all electricity consumption in the region.

3.4.7 Infrastructure – Ports/Roads

- 2018 Holyhead had the third largest volume of freight traffic – 5.2 million tonnes; and
- The A55 - 87 miles crossing 5 of 6 local authorities in North Wales, forming part of the trans European network.

4. Transport and access impacts

4.1 Road use (LRN)

The REF could lead to improvements in the road network to accommodate increased traffic and improve connectivity. The framework could lead to economic growth in the region, which could increase traffic on the local road network. However, the framework aims to address these challenges by promoting a transition to a low carbon and low emissions economy. This could lead to a decrease in car traffic and an increase in the use of public transport and active travel.

4.2 Road use (SRN)

The framework uses the sustainable transport hierarchy to give priority to meeting the demand for travel by walking, cycling, and public transport ahead of private motor vehicles³. This could lead to a shift in the use of the strategic road network, with potentially less reliance on private vehicles and more emphasis on public transport and active travel options.

The framework aims to invest in reliable, efficient, and affordable transport services that people want to use, can use, and do use. This could lead to improvements in the strategic road network to accommodate increased traffic and improve connectivity.

The A483/A55 corridor is of key importance to the region as a catalyst for wider economic growth⁴. Any improvements or developments in this corridor as part of the framework could have a significant impact on the strategic road network in North Wales.

4.3 Active Travel

The framework uses the sustainable transport hierarchy to prioritise walking, cycling, and public transport ahead of private motor vehicles. This could lead to an increase in active travel in the region.

³ [Llwybr Newydd: the Wales transport strategy 2021](#)

⁴ [North Wales Joint Local Transport Plan](#)

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The framework recognises the need for a comprehensive active travel network. It suggests that significant increases in the number of people walking and cycling for everyday journeys could be achieved if appropriate quality active travel networks were in place.

The framework aims to bring services to people in order to reduce the need to travel. This could potentially increase the use of active travel for short journeys. The framework aims to make sure the transport infrastructure is safe, accessible, well-maintained, and future-proofed, to adapt to climate change. This could lead to improvements in active travel infrastructure to make it more resilient to the impacts of climate change.

The Welsh Government is investing significantly in active travel, providing people with access to high-quality active travel routes across Wales⁵. This investment could lead to improvements in active travel infrastructure in North Wales.

4.4 Park and ride facilities

Investment into and economic growth of North Wales could increase the demand for park and ride facilities as result of new employment areas and businesses. Deeside Industrial Park and ride site was constructed to better connect the surrounding communities with the 9,000 jobs provided by the industrial park⁶. However, Flintshire Council decided to end the shuttle bus service in February 2023 due to lack of demand⁷. This demonstrates the shift to more flexible working patterns. Existing park and ride site may need to adapt and reinvent to align with modern working patterns.

4.5 Relevant ongoing proposals

Skills & Workforce Development:

- Investment in training, education, and skills development.
- Fostering innovation and entrepreneurship through research and development.
- Strengthening supply chains and hubs.

Social and Community Wellbeing Economy:

- Prioritising community well-being and inclusivity.
- Supporting fair work and decent jobs.
- Addressing inequality and promoting collaboration.

Experience Economy:

- Enhancing tourism, cultural experiences, and leisure activities.
- Leveraging the region's unique environment and communities.

Low Carbon and Low Emissions Economy:

- Transitioning to sustainable industries.

⁵ [Welsh Government - We need to think big and show ambition on active travel](#)

⁶ [Business News Wales - New Park and Ride to Boost North Wales Industrial Park](#)

⁷ [Deeside Industrial Estate: Council to end shuttle bus service from £2m park and ride due to lack of use](#)

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- Reducing reliance on fossil fuels.
- Promoting green transformation

5. Stakeholder Engagement

- Welsh Government
- Local businesses
- Local politicians
- Community groups

File Note

Project title	North Wales Corporate Joint Committee RTP/SDP Consultancy Support
Job number	302160-00
File reference	
cc	
Prepared by	
Date	8 May 2024
Subject	Wales Infrastructure Investment Strategy – review and consideration of implications on RTP and SDP

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1. Case for change

A network of well-maintained transport infrastructure is key to supporting travel around North Wales, both for private car journeys but also for bus services and active travel journeys. All bus journeys and a large proportion of active travel trips take place on the highway. Highway defects such as pot holes can be a more significant hazard for cyclists than other highway users.

Therefore, the Regional Transport Plan (RTP) needs to acknowledge the importance of maintaining and improving existing infrastructure.

Through the RTP, infrastructure and services will be developed that provide people with a choice about how they travel for each journey. A network of well-maintained transport infrastructure is key to supporting travel around North Wales, both for private car journeys but also for bus services and active travel journeys. All bus journeys and a large proportion of active travel trips take place on the highway. Highway defects such as pot holes can be a more significant hazard for cyclists than other highway users.

The severe funding pressures that local authorities are faced with is impacting on the ability of authorities to adequately maintain the existing asset, and this poses a risk to successful delivery of the objectives of the RTP.

2. Status of development proposals

Wales Infrastructure Investment Strategy (WIIS) published December 2021 sets out the Welsh Government's 10-year vision of the outcomes that investment in infrastructure should enable¹. It is underpinned by an investment of more than £8.1 billion over the next three years². The strategy is

¹ [Welsh Government - Wales infrastructure investment strategy 2021](#)

² [Government Business - £8.1bn Welsh investment to support green infrastructure](#)

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outcome-based, built around the four domains - economic, social, environmental, and cultural – of the Well-being of Future Generations (Wales) Act³

3. Socioeconomic impacts

3.1 Skills and labour

Mutual Investment Model education programme will see an investment of up to £500m of additional investment in new Education facilities and is expected to deliver around 30 schools and colleges over the next seven years.

The A465 will see an estimated £400m of project spend in Wales, with £170m within the Heads of the Valleys region generating a project value of £675m for the wider Welsh economy.

A wide range of Community Benefits will also be delivered through the scheme, supporting the objectives of the Valleys Task Force. These benefits include contractual targets for training and jobs for local people, and local supply chain opportunities.

Maximising youth employment and skills development is key to priorities for the reconstruction effort. The A465 dualling will provide over 120 apprenticeships, 60 traineeships, over 320 internships and over 1600 national qualifications, leaving a legacy of improved skills.

There is evidence that high quality, modern infrastructure, can contribute to improvements in the educational outcomes of young people⁴ and over 90,000 learners across 176 settings are benefitting from new and improved learning environments since 2016⁵. The National Foundation for Education research indicates that⁶ learner attitudes had become more positive after the move into the new school buildings. Education infrastructure is also about more than just school fabric; bringing together investment in broader areas such as Early Years, ICT and Further Education at an early stage, increases the opportunity to provide more joined-up facilities that offer greater benefits to learners. The strategic infrastructure investment in education estate will provide the standards of accommodation and technology needed to enable learners to reach their full potential.

Capital support to the Higher Education sector enables the provision of improved learning and teaching spaces, with a direct benefit to the education of students in Welsh Higher Education Institutions. A range of factors, not least the impact of COVID-19, are likely to lead to long term shift in how Higher Education is delivered, including a reduction of the amount or duration of in-person teaching, with some element of estates reorganisation likely. Invest in infrastructure to support the Higher Education sector to meet these ongoing challenges.

³ [Welsh Government - Wales infrastructure investment strategy: integrated impact assessment](#)

⁴ www.core.ac.uk/download/pdf/42587797.pdf

⁵ <https://gov.wales/sites/default/files/publications/2020-10/education-in-Wales-our-national-mission-update-october-2020.pdf>

⁶ 1 (ed.gov) www.files.eric.ed.gov/fulltext/ED502369.pdf

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3.2 Accommodation and spatial distribution of the workforce

Infrastructure investment can contribute to creating and sustaining employment over the long run by helping to attract and retain businesses and by improving their viability, for example through reducing transport costs. While the primary reason for investing in infrastructure is the delivery of long run benefits of this kind, public investment also creates demand in the short to medium term, particularly in the construction industry and associated supply chains. The construction sector in Wales contributes approximately £5bn per annum⁷, which is 7% of all industries, as well as employing approximately 65,000 employees⁸ across 48,000 businesses⁹.

The Development Bank of Wales (DBW) plays a major role in supporting economic recovery and sustainable growth, and never more so than in response to COVID-19. In 2020-21, over £92m of emergency funding was delivered to 1,334 SMEs, safeguarding over 16,000 jobs¹⁰. The Welsh Government's ongoing commitment to business support was clearly demonstrated through the significant £270m capitalisation of the Wales Flexible Investment Fund earlier this year.

The Development Bank of Wales (DBW) plays a major role in supporting economic recovery and sustainable growth, and never more so than in response to COVID-19. In 2020-21, over £92m of emergency funding was delivered to 1,334 SMEs, safeguarding over 16,000 jobs¹⁰. The Welsh Government's ongoing commitment to business support was clearly demonstrated through the significant £270m capitalisation of the Wales Flexible Investment Fund earlier this year.

Llwybr Newydd set out an ambition for the SRN in Wales to both sustain and create employment opportunities in Wales¹¹. Making travel more efficient and sustainable can widen the labour catchment area for businesses, as well as increasing the attractiveness of an area to new businesses improving employment opportunities¹², ¹³. In the short run, the supply chain associated with the operation, maintenance and improvement of the Strategic Road Network supports between 800 and 1000 employees who are integral to our success in maintaining and improving the network.

3.3 Welsh Language impacts

Ambition to increase the number of Welsh speakers to 1 million, and increase the percentage of the population that speak Welsh daily, and can speak more than just a few words of Welsh, from 10% to 20% by 2050.

⁷ Gross Value Added in Wales by industry (gov.wales) www.statswales.gov.wales/Catalogue/Business-Economy-and-Labour-Market/Regional-Accounts/Gross-Value-Added-GDP/gvainwales-by-industry

⁸ Employee jobs in Wales by industry and year (gov.wales) www.statswales.gov.wales/Catalogue/Business-Economy-and-Labour-Market/People-and-Work/Employment/ Jobs/Employees-Only/Business-Register-and-Employment-Survey-SIC2007/employeejobsinwales-by-industry-year

⁹ Enterprises by industry (SIC2007), size-band and area (gov.wales) www.statswales.gov.wales/Catalogue/Business-Economy-and-Labour-Market/Businesses/BusinessStructure/Headline-Data/enterprises-by-industry-sic2007-sizeband-area

¹⁰ www.developmentbank.wales/sites/default/files/2021-06/DBW_Annual2021.pdf

¹¹ gov.wales/sites/default/files/publications/2021-03/llwybr-newydd-wales-transport-strategy-2021-full-strategy_0.pdf

¹² gov.wales/sites/default/files/statistics-and-research/2018-12/060524-economic-effects-transport-infrastructure-improvements-en.pdf

¹³ HMEA WSRN Analyses v2.pdf

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In order to reach our 2050 target, we will need an additional 438,000 Welsh speakers. Whilst this is not the sole responsibility of the statutory education sector, we know that this is one of the key levers that we need to utilise to be successful, and that we will need to invest in the reconfiguration of our educational estate in order to improve and increase Welsh language provision. Specific grant funding has been made available to local authorities since 2018 to deliver joined up Welsh medium education and childcare infrastructure, with 49% of the Childcare Offer capital invested for Welsh medium and nearly 6% for bilingual childcare provision. This investment delivers additional Welsh medium provision, helps to attract pupils to the Welsh medium sector, and provides opportunities for children who do not come from Welsh medium families to socialise and play through the medium of Welsh. Ensure that capital investments in improving the education estate and expanding Welsh language early years provision supports the ambition of reaching 1 million Welsh speakers by 2050.

Welsh language will be maximised externally, and not just for Welsh residents. Investment in tourism, events and creative sectors provides the accommodation, facilities and infrastructure that enable our young people to work in their communities, and for our guests to learn about, access and enjoy Welsh culture and language¹⁴. The investments made to support tourism and events businesses require explicit promotion and protection for the Welsh language, and continue to ensure that capital support for the tourism, events and creative sectors supports Welsh language targets.

3.4 Tourism

Capital support will ensure maximising the use of our cultural assets to support both the tourism industry itself, and communities more broadly.

The Strategy will do more to develop and promote a unique ‘Welsh Welcome’. This will be based on promoting characterful places to stay and local food and drink experiences across Wales.

Investment in heritage assets will reflect the distinctive history of Wales, recognising the inherent value of protecting such assets as well as the broader benefit to the tourism industry.

4. Transport and access impacts

The WIIS’s investment includes £770 million for public transport, £585 million for rail, and £185 million for bus travel.

4.1 Road use (LRN)

In 2018 transport was responsible for 17% of Welsh greenhouse gas emissions – 62% from private car use, 19% from Light Goods Vehicles and 16% from bus and Heavy Goods Vehicles¹⁸. Llwybr Newydd – the Wales Transport Strategy, published earlier this year set a target of 45% (currently 32%) of journeys to be made by public transport, walking and cycling by 2040 to achieve the carbon reduction pathway.

Strategic Road Network “soft estate” (the green spaces and land associated with a road) is a significant natural resource of approximately 3000 hectares. Given that they are relatively

¹⁴ gov.wales/sites/default/files/publications/2020-02/welcome-to-wales-priorities-for-the-visitor-economy-2020-2025.pdf

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undisturbed, such sites generally have high biodiversity value, and through demonstration best practice on our trunk roads, through these “soft estates” measures can be delivered that improve the connectivity and diversity of our ecosystems.

In North Wales, construction has commenced on A55 Abergwyngregyn to Tai'r Meibion, due for completion in 2022. Progress on the 3rd Menai Crossing has also been made but there are no dates for construction at this time.

4.2 Road use (SRN)

The network carries approximately 65% of all road traffic in Wales, comprising of 11.2bn vehicle kilometres in 2017. The Welsh Government Trunk Road Maintenance Manual¹⁵ establishes a robust regime for routine maintenance, resilience & contingency planning, as well as managing safety risk. A sustainable funding strategy is required in this £17bn asset, to address the current maintenance backlog and ensure it supports delivery of the ambitions and priorities in the new Wales Transport Strategy.

The strategy will ensure that the strategic infrastructure investments enable effective maintenance of the SRN, meeting statutory obligations, and protecting the safety and lives of the people of Wales.

Llwybr Newydd set out an ambition for the SRN in Wales to both sustain and create employment opportunities in Wales¹⁶. Making travel more efficient and sustainable can widen the labour catchment area for businesses, as well as increasing the attractiveness of an area to new businesses improving employment opportunities^{17,18}. In the short run, the supply chain associated with the operation, maintenance and improvement of the Strategic Road Network supports between 800 and 1000 employees who are integral to our success in maintaining and improving the network. Strategic investment in the SRN will reflect both the investment hierarchy, and the ambition to create employment opportunities, as set out in Llwybr Newydd.

4.3 Active travel

Evaluation of UK programme has shown that investment in safe and convenient active travel infrastructure leads to increased rates of walking and cycling, and Llwybr Newydd gives priority to developing interventions that support active travel, public transport and ultra-low emissions vehicles over other private motor vehicles. In making strategic infrastructure investment decisions, hierarchy will be reflected across the differing transport portfolios, recognising the role that modal shift can play in decarbonisation.

¹⁵ gov.wales/sites/default/files/publications/2019-01/181025atish12647doc1.pdf

¹⁶ gov.wales/sites/default/files/publications/2021-03/llwybr-newydd-wales-transport-strategy-2021-full-strategy_0.pdf

¹⁷ gov.wales/sites/default/files/statistics-and-research/2018-12/060524-economic-effects-transport-infrastructure-improvements-en.pdf

¹⁸ HMEA WSRN Analyses v2.pdf

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At a UK level, a study extrapolating how increased active travel as a result of climate change strategies calculated that around 34,000 disability-adjusted life-years would be saved in 2030¹⁹, with a value of over £2.5bn per year²⁰. Llwybr Newydd puts investment in walking and cycling at the top of the hierarchy for new transport infrastructure²¹. In making strategic investment decisions, the strategy will prioritise new active travel infrastructure, recognising the significant health benefits which that investment can deliver.

Walking and cycling are the most affordable transport modes, enabling access to employment, training, education and services at no or low cost. However, there are currently marked inequalities in the likelihood of cycling within minority groups, despite a strong desire to start within these groups²². Investment in strategic active travel infrastructure will consider the benefits that schemes can deliver in encouraging take up across all social groups.

The Active Travel Act requires local authorities to plan and deliver active travel networks across Wales²³ that create the conditions to allow the majority of shorter everyday journeys to be made on foot or by bike. The strategy will ensure that strategic investment in active travel infrastructure promotes the accessibility of key public services.

4.4 Park and ride facilities

“Town Centre First” policy seeks to ensure that, as well as public services, new business development and high-skill jobs are increasingly concentrated in town and city centres. Affordable and effective public transport systems support higher density developments in towns and cities –and the productivity benefits that this brings – through the relief of congestion, whilst improved bus infrastructure also increases the passenger capacity of the roads. Our strategic investment in public transport infrastructure will allow the productivity benefits of the town-centre focus of new business development to be realised.

5. Relevant ongoing proposals

The North Wales Growth Deal offers the opportunity for nearly £1bn of investment across the north Wales region, not just the £120m each of investment from Welsh and UK Government. The challenge for all partners is to exploit the synergies between the programmes to maximise the return on every pound invested for the region.

6. Stakeholder engagement

- Welsh Government
- Transport for Wales (TfW)

¹⁹ No 178: More evidence as to the importance of co-benefits of climate change mitigation – Travelwest www.travelwest.info/essential-evidence/no-178-more-evidence-as-to-the-importance-of-co-benefits-of-climate-change-mitigation

²⁰ Smith, A.C. et al (2015); Health and environmental co-benefits and conflicts of actions to meet UK carbon targets; in Climate Policy, www.ora.ox.ac.uk/objects/uuid:c83ec664-bc36-4965-b117-37a1a6cb9196 – p.17

²¹ gov.wales/sites/default/files/publications/2021-03/llwybr-newydd-wales-transport-strategy-2021-full-strategy_0.pdf – page 19

²² www.arup.com/perspectives/publications/promotional-materials/section/inclusive-cycling-in-cities-and-towns

²³ www.legislation.gov.uk/anaw/2013/7/section/10/enacted

Job number 302160-00
Date 9 May 2024

- Network Rail
- Transport User Groups
- Local politicians
- Community

File Note

Project title	North Wales Corporate Joint Committee RTP/SDP Consultancy Support
Job number	302160-00
File reference	
cc	
Prepared by	[REDACTED]
Date	3 April 2024
Subject	Ambition North Wales (ANW) Regional Investment Strategy

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1. Case for change

ANW was established in 2012 to develop a regional approach to economic growth and address barriers facing the North Wales economy. It covers six local authority areas: Conwy, Denbighshire, Gwynedd, Flintshire, Isle of Anglesey and Wrexham. It also partners with two of North Wales's universities, Bangor University and Wrexham University; and two further education institutions, Grŵp Llandrillo Menai and Coleg Cambria.

The overarching ambition of ANW is to improve the region's economic, social and environmental wellbeing in a sustainable way. There is a focus on business, skills and opportunities for the future, whilst championing the Welsh language, culture and heritage.

ANW are seeking to make North Wales connected, resilient, smart and sustainable. This will involve improving digital connectivity, creating job opportunities, retaining young people, and developing and innovating high value products whilst strengthening supply chains. The aim is for these projects to produce little or no carbon emissions and secure a long-term future for future generations.

The ANW partnership successfully agreed a £1 billion North Wales Growth Deal in 2020. This includes £240 million split equally from the Welsh and the UK governments to be invested over 15 years. The remainder of the Growth Deal will consist of £179 million from other public sector organisations and £721 million from the private sector.

The aim of the deal is to create 4,200 new jobs in high value sectors to boost regional prosperity and improve standards of living in North Wales. It is estimated that the Growth Deal investment will result in £2.4 billion net additional GVA.

The Growth Vision was founded on three key principles:

- Smart – with a focus on innovation and high value economic sectors to advance economic performance.

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- Resilient – with a focus on retaining young people, increasing employment levels and skills to achieve inclusive growth
- Connected – with a focus on improving transport and digital infrastructure to enhance strategic connectivity to and within the region.’

2. Socioeconomic impacts¹

North Wales has a total population of 687,000, which represents 22% of Wales’s total population. Flintshire has the largest population in North Wales, with over 155,000 residents and making up 23% of the region’s total population, followed by Wrexham’s population of over 135,000.

North Wales has an unemployment rate of 2.2% compared with 2.8% in the UK. Four local authorities have unemployment rates that are below the UK average, particularly Gwynedd with an unemployment rate of only 0.7%. However, with unemployment rates each of 3.5%, Denbighshire and Wrexham are also experiencing higher than average unemployment, alongside low employment rates. This pattern also translates into economic inactivity rates.

Over the last decade, employment has grown at a slower rate in North Wales than the UK. Gwynedd is the only local authority to see larger employment growth of 10% (equivalent to 5,200 jobs), whereas Wrexham’s employment shrunk by 1% with a loss of 800 jobs overall.

Residents in North Wales are more likely to commute longer distances to work than workers in Wales and the UK. This also varies significantly across the six local authorities and highlights the differences in job availability across the region.

For example, 56% of Wrexham workers choose to travel less than 10m to work, compared with only 40% in the Isle of Anglesey. In addition, where only 8% of Wrexham workers are travelling over 30km to work, 13% are doing this in Gwynedd.

2.1 Skills and labour

Most significantly, 82.5% of Gwynedd’s residents choose to remain in Gwynedd for work, but only 59.3% of Flintshire’s residents do the same. In four of the local authorities, over 90% of residents work within North Wales. However, in Wrexham and Flintshire, 20% and 27% commute out of North Wales.

Flintshire has the highest proportion of non-residents commuting in for work (39%). 24% of these workers come from outside of North Wales. In contrast, aside from Wrexham, the proportion commuting into the other North Wales local authorities from outside of North Wales is generally low.

Several industries fall within the low growth, low specialisation quadrant. One of these is Property, which is North Wales highest value industry by GVA per employee by a large margin (£585,000). However, in terms of employment size this industry is small and shrinking. In addition, Construction has had the largest decline in employment of 25% but is also of high value to the

¹ Data from the 2011 Census has been used for this analysis due to the 2021 Census being impacted by the Covid-19 lockdown.

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North Wales economy. These sectors are an important component of the Land & Property programme within the Growth Deal.

2.2 Tourism

Tourism is also a key component of the Growth Deal. North Wales has many areas of outstanding natural beauty and beautiful coastline that offers huge potential in the tourism sector. However, despite being the 4th largest employer in the sector, the size of the industry has been declining and this reflects the need for investment across the region to rewrite the narrative of North Wales as an overnight tourist destination.

In Wales, the sector comprises 495 companies (4%), has leveraged over 396 deals (3%) and achieved £6.36bn of capital investment over 10 years (0.2%). In 2023 however, there has been very little investment (~£10 mil). This is the lowest level of investment for 10 years.

Key sectors in the industry include specialty retail, food products, buildings and property, hotels, and restaurants.

There are over 34 'large' leisure and tourism related projects currently either in planning or that have been proposed in the recent past across North Wales. The majority of these are focused along the North Wales coastline and in the major towns of Rhyl, Colwyn Bay and Llandudno, Bangor and Caernarfon. These include new theatres, hotels, sports halls, training centres, restaurants and bars etc. In total these projects equate to over £150 million of PSI investment in new tourist and leisure infrastructure across North Wales.

3. Transport and access impacts

There is opportunity for North Wales to harbour the employment growth in the transport sector by looking to have more of a focus on net zero transport solutions. Furthermore, specialisms in Business Administration could be harnessed across the region by investing in availability of high quality, flexible office space, and strengths already present in Flintshire in the Professional Scientific and Technical sector could be built upon.

4. Land and property

In Wales, the land and property sector comprises 453 companies (3%), has leveraged over 340 deals (3%) and achieved £12.5bn of capital investment over 10 years (2%). In 2023 however, only £78 million has raised, significantly lower than the average over 10 years. Key sectors in the industry include industrial development, oil and gas, infrastructure, clean technology, energy and energy infrastructure.

ANW aims to raise £274million of additional PSI for Land and Property as part of their £79 million Growth Deal. This scale of private sector investment is £200 million more than has been raised so far in 2023. However, in 2021 over £700 million was raised, so the scale is within the capability of the area to deliver on.

ANW's current investment in Land and Property include redevelopment of the Former North Wales Hospital, Denbighshire; Holyhead Gateway, Anglesey; Parc Bryn Cegin, Gwynedd; Warren Hall, Flintshire; and Western Gateway, Wrexham.

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There are over 120 ‘large’ residential, office, or industrial development projects either currently in planning or that have been proposed in the recent past across North Wales. The majority of these are focused along the North Wales coastline, however there are also multiple projects in rural locations across the region. The highest value schemes are major town centre regeneration, hospital, theatre, or housing development. In total these projects equate to over £628 million of PSI investment.

5. Development Pipeline

The maps on the following pages highlight the large and mega infrastructure, housing, industrial and office projects in the process of planning or completed across North Wales. The maps also highlight infrastructure, built up areas and environmental constraints. It is clear that large areas of North Wales, particularly Gwynedd, are subject to environmental constraints when it comes to progressing planning permission for projects, including areas of outstanding natural beauty.

Figure 4.40 displays the clusters of planning applications of completed projects and Figure 4.41 displays planning applications that are in progress. Each circle on the map represents one project, and a cluster of projects is displayed by an icon with the number of projects.

This data has been taken from Glenigans, a large and extensive database of construction projects across the UK. The Glenigans database does not include all projects in the UK so there are limitations to this analysis. However, it is a large sample of projects and gives an indication of the size and scale of each industry across the region.

6. Infrastructure

There is a cluster of 18 completed infrastructure projects in Flintshire at Deeside Industrial Park. One of the largest of these is Tenth Avenue, Deeside at the Toyota Motor Manufacturing UK plant. This involved 12,680 units of Solar Photovoltaic Panels. Other completed projects include an electricity sub-station, flood protection at the RAF Sealand South Camp, and a Park and Ride facility.

In the pipeline in Deeside there is a Gas Fire Power Plant and an airport extension at Airbus. There are a large number of sites in planning for demolition. The largest site in the pipeline is a mega project which comprises of a biomass plant that will generate 299MW of electricity, enough to power 300,000 homes.

There is a cluster of completed infrastructure projects in the centre of Wrexham. These include two additional Solar Photovoltaic Farms (with another in progress), plus an Anaerobic Digestion plant in Parkside. In the pipeline in Wrexham is a mega sized project on the Metro System at Deeside Industrial Park and a transport hub at Wrexham General Train Station (both pre-planning).

There are a large amount of completed infrastructure projects along the coast in Rhyl and Abergele. This includes Foryd Harbor which completed phase 2 of the marina and a harbour building, alterations to Rhyl Railway Station, coastal defence schemes and an adventure golf course at Ty Mawr Holiday Park. There is also another large Solar Photovoltaic Farm with 96,000 units.

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Planning permission has been granted for two bus depots at the Arriva Bus Depot in Rhyl and at St Asaph Business Park.

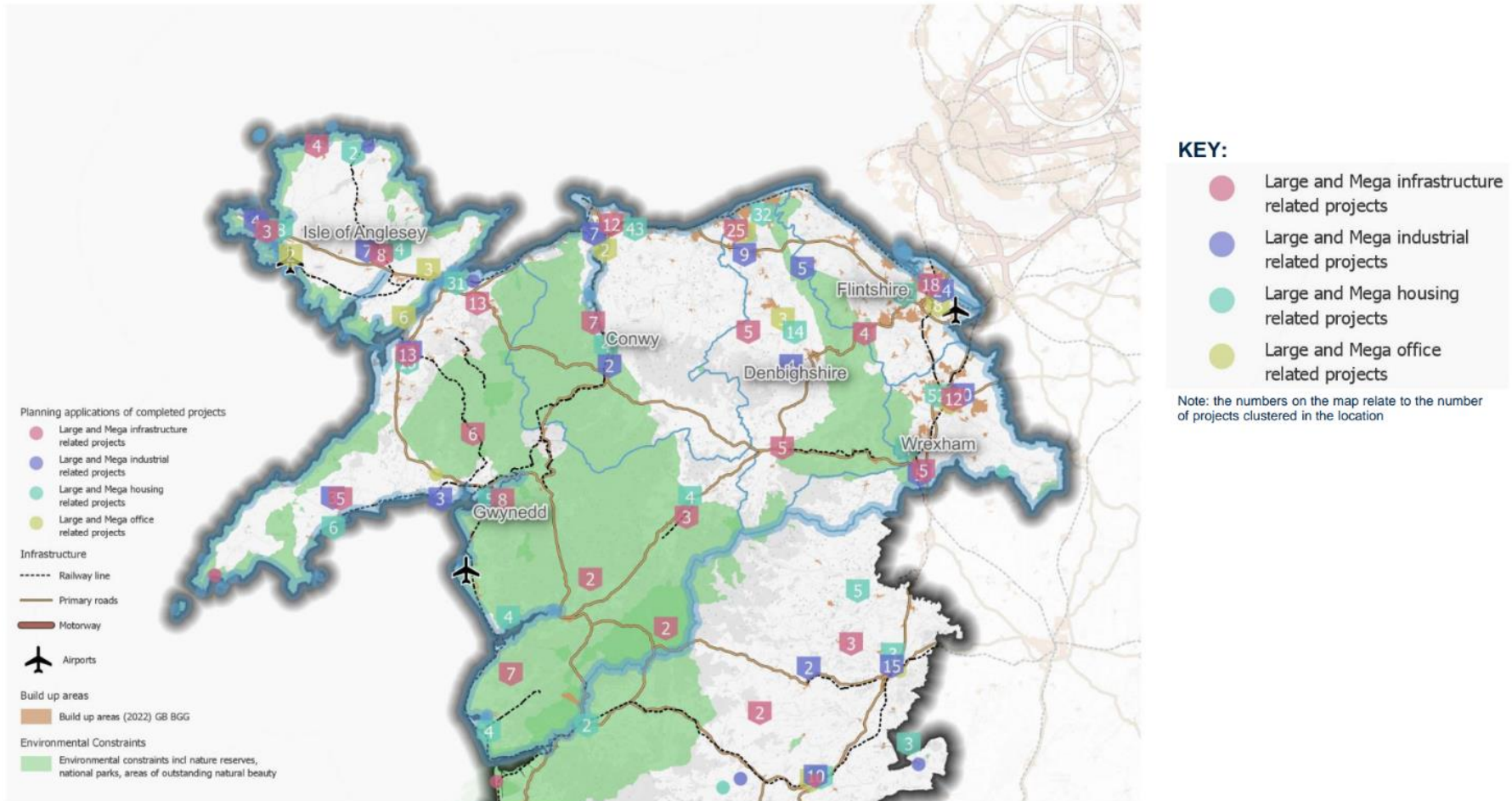
There has been a scattering of infrastructure projects completed along the coastline in Anglesey. This includes a mega project involving the decommissioning program at the 10 Magnox sites. There has also been airport related projects at the RAF Valley and enabling work at Wylfa Power Station. Many of the projects in Anglesey have been local road improvements.

There are several infrastructure projects in the pipeline in Anglesey. These include 7 turbines off the coast as part of a Tidal Stream Scheme. Detailed planning for this has been granted. There are several sea defence and flood protection projects in the works.

There have been a large number of completed infrastructure projects in Caernarfon and Bangor in Gwynedd.

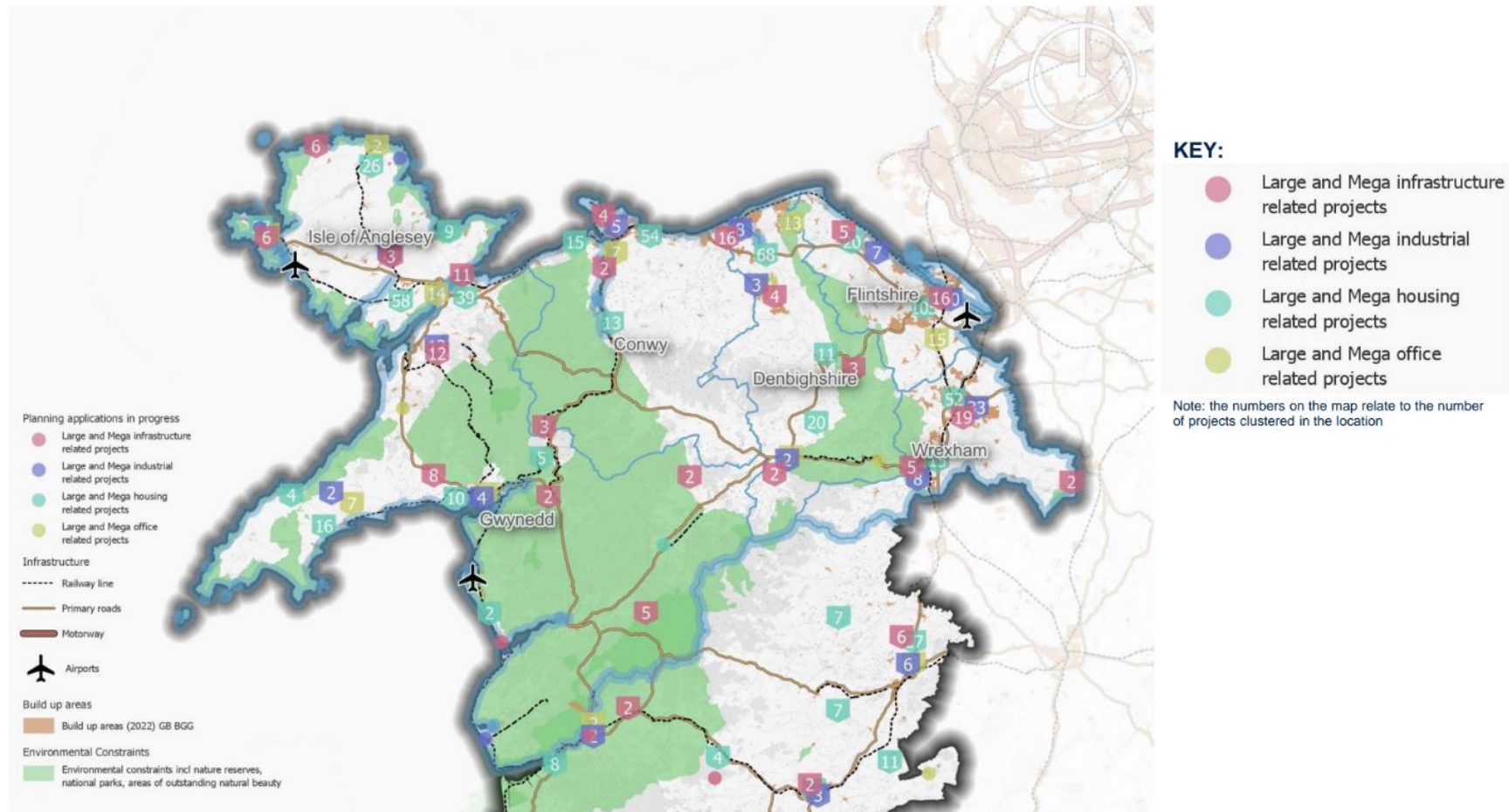
Many of these were Hydro Electric projects and waste transfer stations. Gwynedd has also had several large solar farms built in recent years. There have been a number of new and refurbishment projects completed at Trawsfynydd Nuclear Power Station. There is a pre-planning application for a new train station in Caernarfon and works on cycleways and footpaths in the pipeline. There are also plans for improvements to the Menai Suspension Bridge. There is pre-planning for more solar farms in Gwynedd: Trefor Solar and Porthmadog Solar.

Figure 4.40 Map of North Wales Large and Mega Projects – Planning Applications of Completed Projects



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Figure 4.41 Map of North Wales Large and Mega Projects – Planning Applications in Progress




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Date 3 April 2024

Appendix C

Health, wellbeing, and sustainability data and evidence reviews

File Note

Project title	North Wales Corporate Joint Committee RTP/SDP Consultancy Support
Job number	302160-00
File reference	
cc	
Prepared by	
Date	8 May 2024
Subject	Clean Air Plan for Wales Healthy Air, Healthy Wales – review and consideration of implications on RTP and SDP

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1. Case for change

The Clean Air Plan for Wales: Healthy Air, Healthy Wales states that ‘Transport is now the largest source of NO_x in Wales, predominantly due to emissions from road transport, accounting for approximately one third of emissions’. The strategy also describes how fundamentally, the health of the people of Wales depends on the quality of the environment.

The wellbeing context around transport requirements are significant and must be fully factored into any project or programme in North Wales. WelTAG assessments need to be factored into planning, where appropriate, to make sure that transport investment decisions take well-being goals into consideration. Transport underpins and supports the premise of the 7 Wellbeing Goals under the Well-being of Future Generations (Wales) Act 2015.

2. Status of development proposals

The plan sets out a 10-year pathway to achieving cleaner air. The plan timescales for delivering actions are framed within three Senedd periods, short term: 2020 to 2021, medium term: 2021-26 and longer term: 2026-2031.

3. Socioeconomic impacts

3.1 Skills and labour

The plan aims to fund cycle training for children and adults and child pedestrian training. In 2021, the plan will review how this training can be optimised to go beyond acquisition of skills to include behaviour change elements.

The aims of the decarbonisation programme will have a direct effect on air quality and vice versa. Acting on climate change not only reduces emissions and builds resilience but also ensures Wales has clean air and water, liveable places, productive farmland, energy security and green jobs.

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Ultra-low emission powered vehicles (ULEVs) can reduce dependency on imported fossil fuels and help support local renewable energy generation projects and green jobs.

The National Infrastructure Commission for Wales (NICW's) long-term aim is for Wales to be a place of clean air and water, cohesive communities, energy security and good jobs. Infrastructure is key to achieving this. Within this aim, air quality is a threat to health and NICW will seek opportunities to contribute to air quality improvement.

Efforts to reduce industrial air pollution may require new technologies and practices, potentially creating jobs in environmental engineering and manufacturing sectors.

The plan mentions strengthening emissions control in agriculture, which could lead to job opportunities related to sustainable farming practices and technologies.

Investment in active travel infrastructure and promotion of public transport could generate jobs in construction, urban planning, and public transportation services.

The introduction of a Clean Air Act for Wales may create roles in regulatory bodies, legal services, and compliance sectors.

Overall, while the plan aims to improve air quality, it also presents opportunities for economic growth and job creation in areas aligned with environmental sustainability.

3.2 Welsh Language impacts

The plan will actively encourage, promote and facilitate the use of the Welsh language. Ensure equal standards of services in both English and Welsh. As the Clean Air Plan is implemented, a distinctive Welsh identity will be fostered.

3.3 Tourism

While the plan primarily focuses on air quality, its indirect effects can indeed influence tourism in North Wales. Improved air quality can enhance the overall tourist experience. Visitors are more likely to enjoy their stay in areas with clean air, as it contributes to their well-being and comfort.

Clean air also positively affects outdoor activities such as hiking, sightseeing, and exploring natural landscapes. Tourists may be more inclined to visit regions where they can breathe fresh air without concerns about pollution.

Tourists are increasingly conscious of environmental factors, including air quality. A region known for its commitment to clean air may attract environmentally conscious travellers.

Positive perceptions of air quality can lead to word-of-mouth recommendations and positive reviews, encouraging more tourists to visit North Wales. A healthier environment can indirectly benefit the local economy. Tourists spend money on accommodations, dining, attractions, and souvenirs. If North Wales is seen as a clean and healthy destination, it may attract more visitors and boost economic activity.

Businesses related to outdoor tourism (such as adventure sports, guided tours, and eco-friendly accommodations) may thrive in areas with good air quality. North Wales is known for its stunning natural beauty, including Snowdonia National Park, coastal areas, and historic sites. The Clean Air

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Plan can help preserve these natural attractions by reducing pollution. Tourists are drawn to pristine landscapes, and efforts to maintain clean air contribute to the long-term sustainability of these areas.

4. Transport and access impacts

4.1 Road use (LRN)

Transport is now the largest source of nitrogen dioxide in Wales, predominantly due to emissions from road transport, accounting for approximately one third of emissions. Road transport is responsible for approximately 80% of nitrogen dioxide concentrations at roadside (Defra figure for UK average in 2017), with diesel vehicles the largest source, affecting local air quality.

The plan aims to create sustainable places through better planning, infrastructure and transport through tackling roadside nitrogen dioxide concentrations in Wales.

The plan outlines various measures to reduce emissions from vehicles, including promoting electric and low-emission vehicles. As more people transition to cleaner vehicles, there may be a gradual reduction in emissions from road traffic.

Encouraging the adoption of electric charging infrastructure can lead to changes in travel behaviour, potentially reducing the number of conventional fuel-powered vehicles on the roads.

Improved air quality can positively impact traffic flow and congestion. When air quality is better, people may be more willing to use alternative modes of transportation (such as cycling, walking, or public transport), which can alleviate road congestion.

The plan's focus on reducing pollution near schools and hospitals may involve traffic management strategies, such as restricted zones or speed limits, which could affect local road networks.

Reduced car journeys and road congestion can deliver reductions in polluting emissions and revenue generated by such a scheme may be used to support improvements in local transport provision.

The plan emphasises investment in sustainable transport options. This could lead to the development of better cycling lanes, pedestrian-friendly areas, and improved public transportation networks.

Investments in public transit infrastructure may encourage more people to use buses and trains, potentially reducing the reliance on private cars and easing road congestion.

Clean Air Zones/Low Emission Zones specifically target a defined geographical area with the aim of achieving reductions in polluting emissions locally. In recent years, there have been increasing calls for charging Clean Air Zones/Low Emission Zones to be introduced as a means of achieving local reductions in polluting emissions largely resulting from road transport.

The agent of change principle has been incorporated into national planning policy and will require a business or person responsible for introducing a change is responsible for managing that change. For example, a developer constructing a new shopping centre which has the potential to generate a

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significant amount of additional traffic on surrounding roads is responsible for ensuring this does not result in unacceptable levels of air pollution for local residents.

4.2 Road use (SRN)

The plan ensures remedial measures to achieve compliance with EU limit values for NO₂ are based on sound evidence and are likely to ensure continued emissions reductions to achieve compliance in the soonest time possible. To support this, Welsh Government expanded the remit of their independent expert review panel to advise on activities to achieve and maintain compliance, including work to develop further measures on the strategic road network.

4.3 Active travel

The plan aims to invest over £84M investment into active travel infrastructure. Key changes to Wales' planning policy (Planning Policy Wales) which will contribute towards improved air quality whilst at the same time creating places where people can live well include the promotion of Active Travel (walking and cycling) to create good places and support health and well-being. Services will need to be easily accessible by active travel and a new transport hierarchy has been introduced for planners to consider.

For shorter journeys, Welsh Government want walking and cycling to become the preferred choice. Beyond improved air quality, active travel modes offer many benefits, both for the individual and for society. Most notably these modes improve mental and physical health, are emission free and reduce congestion and peak time demand on public transport. Active Travel (Wales) Act 2013 came into force in 2014 and one of its key elements is the need for Local Authorities to plan and develop integrated walking and cycling networks which connect where people live with where they need and want to go.

The Active Travel Fund was established in 2018 to accelerate delivery of the networks in 2019/20. Over £69M was allocated to Local Authorities to develop new walking and cycling routes and facilities, and make improvements to their existing infrastructure.

Funded schemes include major new links, packages of measures to tackle multiple smaller gaps and barriers on a whole town basis, as well as public bike share schemes, including the first electric public bike share scheme in Wales.

Welsh Government will work across government and with external partners to develop and align behaviour change programmes to encourage uptake of healthy and active travel modes. Active Journeys is the key programme which promotes walking, cycling and scooting to school. The programme was refreshed in 2020 running until 2023, with a budget boosted by over 50%. The programme was updated to include elements aimed at parents and the wider school community and wider support and communication for schools outside the programme.

Updated Delivery and Design Guidance, setting out planning and consultation approaches and requirements and the design specifications for walking and cycling infrastructure was published in 2020.

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4.4 Park and ride facilities

The plan emphasises the need for cleaner modes of transportation. As part of this, park and ride facilities could play a crucial role. Park and ride services encourage commuters to leave their cars outside urban areas and use public transportation to reach their destinations. By promoting park and ride facilities, the plan indirectly reduces emissions from personal vehicles.

The Clean Air Plan encourages investment in active travel infrastructure and supports decarbonisation efforts. Park and ride facilities can be integrated into this strategy. Expanding existing park and ride sites or establishing new ones near major transportation hubs encourage people to switch from private cars to public transport.

Improved air quality awareness may lead to changes in commuter behaviour. If people perceive that park and ride options are convenient, reliable, and contribute to cleaner air, they may be more likely to use them. The plan's educational campaigns and community engagement efforts can promote park and ride facilities as a sustainable alternative.

5. Relevant ongoing proposals


The plan advocates for a Clean Air Act for Wales, aligning with World Health Organisation guidelines.

The plan sets a goal for buses and taxis to transition to electric or hydrogen-powered vehicles by 2028. Working on a proposal for all new cars and light goods vehicles in the Public Sector fleet to be ultra-low emission by 2025 and where practicably possible, all heavy goods to be ultra-low emission by 2030.

6. Stakeholder engagement

- CJC
- Welsh Government
- Transport for Wales
- NRW
- Transport Operators
- Transport User Groups
- Local politicians
- Environmental groups
- Community groups

File Note

Project title	North Wales Corporate Joint Committee RTP/SDP Consultancy Support
Job number	302160-00
File reference	
cc	
Prepared by	
Date	3 April 2024
Subject	Net Zero Wales – review and consideration of implications on RTP and SDP

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1. Case for change

Welsh Government's aim to achieve net zero carbon status by 2023. This includes a globally responsible Wales – with North Wales playing its part in achieving Net Zero through well thought through plans for decarbonisation.

Llwybr Newydd states the way we travel must be thought about differently. Referring to climate change it says that the 'climate emergency is one of the biggest defining issues of our time. To protect the lives of our children, net zero must be achieved by 2050' This RTP needs to articulate how North Wales will move to a position where it has fewer cars on the road, with more people using public transport, walking or cycling – to do this will require a shift in thinking about how daily journeys are approached – the journey from home to work, to visit friends and travelling to places of leisure and entertainment.

2. Status of development proposals

The Net Zero Wales plan, launched by the Welsh Government, sets out the next stage in their pathway to achieve net zero emissions by 2050.

The plan focuses on the second carbon budget (2021–2025) and aims to lay the foundations for achieving net zero by 2050. It contains more than 120 government policies and proposals covering various areas, including peatland restoration, active travel, green skills, and renewable energy¹.

By March 2023, all public sector organisations in Wales had to report their emissions and publish their plans to achieve net zero. The plan includes building 20,000 new low-carbon social homes for rent and investing in travel options to encourage public transport usage and support walking and cycling.

¹ [Climate Change, Environment and Infrastructure Committee – 20 January 2022](#)

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Net Zero Wales aims to create a greener, stronger, and fairer Wales while addressing climate change. It looks ahead to build the foundations for Carbon Budget 3 and the 2030 target, ultimately leading to net zero emissions by 2050².

3. Socioeconomic impacts

3.1 Skills and labour

The Welsh Government recognises the importance of growing a skilled workforce to support the net zero challenge. The Net Zero Skills Action Plan outlines 36 actions across 7 priority areas to identify and deliver the right skills needed for a net zero future. It focuses on upskilling people to work in net zero jobs, ensuring a greener, stronger, and fairer Wales.

The Stronger, Fairer, Greener Wales: Net Zero Skills Plan sets out a vision for collaboration among the Welsh Government, businesses, education sectors, and trades unions to upskill the workforce for net zero jobs of the future³.

3.2 Accommodation and spatial distribution of the workforce

New roles related to renewable energy, energy efficiency, and sustainable practices may emerge. Including jobs in renewable energy installation, electric vehicle infrastructure, and green construction. Existing workers may need to upskill or reskill to meet the changing demands of net zero industries.

Some traditional industries may decline, while others grow. For example, fossil fuel-related jobs may decrease, while clean energy and environmental sectors expand.

The spatial distribution of jobs could shift based on where net zero projects and investments are concentrated. North Wales, with its natural resources and potential for renewable energy (such as wind, hydro, and solar), could play a significant role in achieving net zero.

The impact on the workforce will depend on the specific net zero initiatives implemented in the region. North Wales could become a hub for renewable energy projects (e.g., offshore wind farms), which could create jobs in construction, maintenance, and operations.

Local training and education programs would need to focus on net zero skills to prepare the workforce for these opportunities. Supporting industries (e.g., supply chains for electric vehicles or green technologies) could also influence job distribution.

3.3 Tourism

Tourism businesses are adopting eco-friendly practices, such as reducing energy consumption, minimising waste, and promoting sustainable travel options. The region aims to position itself as a centre of excellence in the tourism and hospitality sector by embracing innovative solutions.

² [Net Zero Wales](#)

³ [Welsh Government – Net Zero Article](#)

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Tourist attractions are incorporating green technologies, such as solar panels and energy-efficient systems⁴. Examples of the impact net zero will have on tourism include:

- **Llandudno Bay Hotel:** This historic Grade II listed hotel in Llandudno reduced its carbon footprint by 84% through eco-friendly measures. It received international recognition for its “green revolution” and commitment to sustainability⁵.
- **Frankie’s Aquarium:** Frankie’s Aquarium installed PV solar panels and plans further green technologies, contributing to a net zero future for this tourist attraction⁶.

4. Transport and access impacts

4.1 Road use (LRN)

The transition to net zero involves reducing emissions from transportation, including road vehicles. Policies may encourage the adoption of electric vehicles (EVs), cycling, and walking as alternatives to fossil fuel-powered cars. Investment in EV charging infrastructure could impact road networks.

To support cleaner transport options, road infrastructure may need upgrades. These include the installation of an increased number of EV charging stations along highways and in towns. There would be an increased need for cycle lanes and pedestrian paths through the enhancement of cycling and walking infrastructure. Implementing intelligent traffic systems to optimise flow and reduce congestion.

A greener road network can positively impact local economies and tourism through the promotion of scenic routes for EV tourism and the development of hubs with EV charging, bike rentals, and public transport connections.

4.2 Road use (SRN)

The Welsh Government conducted a roads review to ensure road investment aligns with the Wales Transport Strategy, Net Zero Wales, and the Programme for Government. The review assessed various road schemes and provided recommendations.

The goal is to reduce car journeys and promote sustainable modes of transport. Schemes within the strategic road network in North Wales that were considered during the review:

- **A55 At-grade Crossing Review:** The A55 is a major route connecting North Wales. The review assessed the need for at-grade crossings (e.g., pedestrian crossings, cycle paths) to enhance safety and encourage active travel.
- **A494 Lon Fawr Ruthin/Corwen Road:** This road serves rural communities. The review explored ways to improve connectivity while minimising environmental impact.
- **A487 Llwyn Mafon:** The A487 runs along the coast. Balancing road improvements whilst considering environmental conservation was imperative.

⁴ [Net Zero Wales Agenda February 2024](#)

⁵ [New Drive Puts North Wales on Road to Net Zero Future](#)

⁶ [North Wales Hotel Wins Global Award for its ‘Green Revolution’](#)

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- **A483 Wrexham Bypass Junction 3 to 6:** Enhancements to this bypass could include smart traffic management, lane optimisation, and sustainable design.
- **A5/A483 Halton Roundabout:** Improving this junction could enhance traffic flow and safety, considering net zero principles.

The North Wales Energy Strategy aims for 55% of vehicles driven in North Wales by 2035 to be electric⁷. EV charging infrastructure will play a vital role in supporting this transition.

4.3 Active travel

Encouraging active travel through awareness and improved infrastructure would be a reduced reliance on fossil fuel-powered vehicles and contribute to net zero goals.

The A487 trunk road between Aberystwyth and Machynlleth provides an opportunity for active travel. Improving active travel along this route would connect villages and towns with safe, zero-carbon walking and cycling routes, making it easier for people to choose active modes of transportation.

Net Zero Wales includes a policy to invest in travel options which provides the opportunity to encourage active travel in North Wales.

4.4 Park and ride facilities

Park and Ride facilities were originally established to reduce vehicle traffic entering urban areas. Commuters could leave their cars and use buses to travel into cities, towns, villages, or shopping precincts⁸. However, the shift to remote work due to COVID-19 has led to a reduction in vehicles using Park and Ride facilities. As more people work from home, these car parks are being underutilised.

Net Zero Mobility Hubs aims to tackle the underutilisation of existing park and ride facilities through transforming Park and Ride sites into “Net Zero Mobility Hubs” powered with solar photovoltaic (PV) energy. Solar PV canopies could serve as the base/minimum energy provision, with other local energy inputs also be integrated. These facilities could offer electric vehicle (EV) charging, contribute power to the local grid, and provide network balancing services.

Beyond their traditional purpose, Park and Ride sites could become multi-modal hubs. They might include re-fuelling points for various future fuels (e.g., EVs, hydrogen) and adapt to changing transport needs and technological advances.

5. Relevant ongoing proposals

Alwen Forest Shared Ownership Scheme

A 33 MW wind energy project on the Conway/Denbighshire border. It involves community ownership and contributes to net zero goals.

⁷ [North Wales Energy Strategy](#)


⁸ [Innovation Exchange challenge: Future Proof Net Zero Mobility Hubs at Park and Ride facilities – Feasibility and business case toolkit](#)

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6. Stakeholder engagement

- Local authorities
- Businesses and industries
- Community groups
- Transport operators and providers
- Energy suppliers
- Educational institutions
- Environmental organisations
- Public

File Note

Project title	North Wales Corporate Joint Committee RTP/SDP Consultancy Support
Job number	302160-00
File reference	
cc	
Prepared by	
Date	8 May 2024
Subject	Noise and Soundscape plan for Wales – review and consideration of implications on RTP and SDP

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1. Case for change

Noise, meaning unwanted or harmful sound, affects health and well-being in a number of ways, including sleep disturbance, annoyance, impacts on learning, decreased productivity, hearing loss and increased risk of cardiovascular disease. It can arise from a wide variety of human activities including domestic, commercial and transportation sources.

People will experience the benefits of a transition from traditional noise control to a more inclusive soundscape-based approach when they can see public bodies taking on board local communities' views on their sound environments, in terms of both what they value and what they think needs to be improved.

2. Status of development proposals

In 2018, the Noise and Soundscape Action Plan 2018-2023 (NSAP)¹ was published, which reframed noise policy in Wales in terms of the Well-being of Future Generations (Wales) Act 2015 (“the WFG Act”). It resulted in Wales being recognised as the first nation to include soundscapes in national policy, and it was referenced in the United Nations Environment Programme’s Frontiers 2022 report².

In 2023, the Environment (Air Quality and Soundscapes) (Wales) Bill was introduced, which will require Welsh Government to produce a national strategy on soundscapes. In 2018, the NSAP was produced, giving the new Noise and Soundscape Plan 2023-2028 a more solid legal foundation will raise its profile and increase its effectiveness in guiding informed decision-making.

¹ [Welsh Government - Noise and soundscape action plan 2018 to 2023](#)

² [United Nations Environment Programme’s Frontiers 2022 report](#)

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The draft Noise and Soundscape Plan 2023-2028 retains and refines the core messages of the NSAP, which include:

- ambition being appropriate soundscapes;
- commitment to embed the five ways of working in the WFG Act; and
- commitment to join up action on noise and air quality wherever it makes sense to do so.

The draft Plan covers new topics that have come to the fore within the last five years, such as issues around remote working, aural diversity, air source heat pumps, changes in speed limits, and fireworks. It also sets out what has been delivered over the last five years, such as noise mitigation works completed on the trunk road network.

Developments in planning policy and guidance, notably work towards publishing and implementing a new Technical Advice Note (TAN 11) and related soundscape design guidance, on which were recently consulted on, are also included in the Plan, as are the latest noise maps and results from the National Survey for Wales 2021-22.

3. Socioeconomic impacts

3.1 Skills and labour

By reducing harmful noise levels, the plan aims to improve health and well-being, which can lead to increased productivity and potentially reduce absenteeism in the workforce. The plan may lead to new noise mitigation projects, creating job opportunities in construction and related industries.

Emphasis on soundscapes could boost demand for environmental consultants and specialists in acoustic design. Addressing soundscapes in residential areas may support the trend of remote working, affecting working patterns and skill requirements.

The Noise and Soundscape Plan for Wales 2023-2028 does not directly address skills development in North Wales. However, it mentions the RAF Valley and MOD St Athan as part of the military aviation activities in Low Flying Area 7, which includes North Wales. While the plan focuses on managing noise and soundscapes, the presence of military facilities and the potential for infrastructure development to mitigate noise could indirectly impact skills through job opportunities related to noise assessment and environmental management in the region.

3.2 Accommodation and spatial distribution of the workforce

The draft plan retains and refines the core messages of the NSAP, including:

- Ensuring the right sound environment in the right place at the right time.
- Aligning with the Well-being of Future Generations (Wales) Act 2015.
- Integrated Action on Noise and Air Quality wherever it makes sense to do so.

The plan also covers new topics that have emerged in the last five years, such as remote working, aural diversity, air source heat pumps, changes in speed limits, and fireworks.

While the plan does not explicitly focus on employment, its broader goals can indirectly influence the workforce:

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- By addressing noise-related health issues, the plan contributes to overall well-being, potentially leading to a healthier and more productive workforce.
- Enhancing soundscapes in cities, towns, and villages can make these areas more attractive for businesses, tourism, and investment, potentially creating job opportunities.
- Noise mitigation works (such as those completed on the trunk road network) may involve employment opportunities during construction and maintenance.
- The plan's focus on aural diversity and emerging technologies (like air source heat pumps) could stimulate research and innovation, potentially benefiting the workforce.
- By aligning with the Well-being of Future Generations Act, the plan encourages sustainable development, which can positively impact employment in the long term.

Greater recognition by decision-makers of the benefits of natural sounds to human well-being will lead to higher recreational quality of green spaces in and around 82 villages, towns and cities. Disabled people and people of lower socioeconomic status who do not own a vehicle or who find it impractical to access long-range public transport to beauty spots will be able to enjoy local recreational spaces with an improved sound environment

3.3 Welsh Language impacts

The Noise and Soundscape Plan for Wales 2023-2028 supports the Welsh language by:

- Acknowledging the aural diversity of the population, which includes Welsh speakers.
- Promoting community involvement in decisions affecting soundscapes, which can include Welsh-speaking communities.
- Supporting the well-being goals that celebrate diversity, potentially benefiting the preservation and promotion of the Welsh language as part of Wales' cultural heritage.

The plan recognises the importance of considering the context and involving communities, which would naturally encompass Welsh language speakers, in shaping the sound environment. This approach aligns with the principles of the Well-being of Future Generations (Wales) Act 2015.

3.4 Tourism

The Noise and Soundscape Plan for Wales 2023-2028 impacts tourism in North Wales by considering the importance of soundscapes in enhancing the experience of protected landscapes, which are often key tourist attractions.

The plan acknowledges that soundscapes are an integral part of the experience in protected landscapes such as National Parks or Areas of Outstanding Natural Beauty, which can include regions in North Wales. It recognises that sound and tranquillity may be special qualities of these landscapes, contributing to their character and the sense of place that attracts tourists.

The plan suggests that valued and iconic sounds can strengthen community ties, evoke cultural identity, and promote tourism by linking people to places. Initiatives like the NRW-led Tranquillity & Place mapping aim to inform policy and practice for well-being benefits, which can enhance the tourist experience by identifying and protecting tranquil spaces.

Irrespective of location or scale, the design and micro-siting of proposals must seek to minimise their impact, particularly those in close proximity to homes and tourism receptors. Communities

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should be protected from significant cumulative impacts to avoid unacceptable situations whereby, for example, smaller settlements could be potentially surrounded by large wind schemes

4. Transport and access impacts

4.1 Road use (LRN)

The Noise and Soundscape Plan for Wales 2023-2028 outlines several ways it will impact the local road network:

The plan supports the reduction of speed limits in built-up areas from 30 mph to 20 mph, which is expected to decrease noise levels and enhance the soundscape quality³. Utilisation of strategic noise maps to prioritise noise mitigation works, such as noise barriers and resurfacing, based on modelled noise levels and population affected.

A communications program will be rolled out to reduce instances of unnecessary vehicle idling, which contributes to noise pollution. The plan looks forward to proposals that improve the MOT test to address the problem of excessively noisy vehicles.

These measures aim to manage transportation sounds, improve the acoustic environment, and contribute to the overall well-being of the community.

4.2 Road use (SRN)

The Welsh Government has tackled road noise in various locations across the Welsh Strategic Road Network. It has carried out noise reduction schemes on the A55 at Abergele and the A40 near the Bryn, which included the construction of noise barriers on the trunk road boundary. It has also developed a new low noise surfacing material, known as WG SMA, which is currently undergoing testing to establish its noise reducing properties. Early indications demonstrate that this could reduce road traffic noise levels by approximately 4 decibels.

The Welsh Government is also undertaking trials to reduce road noise on concrete carriageways through the use of Cold Applied Ultra Thin Surfacing (CAUTS) as a surface overlay and Stress Absorbing Membrane Interlayer (SAMI) across concrete joints. It has been established that concrete carriageways generate the highest levels of traffic noise on the Strategic Road Network and therefore these sites were prioritised for mitigation over the last five years.

The Welsh Government intends to use the new noise maps to identify priority areas where noise mitigation may be required between 2023 and 2028. Priority areas will be determined based on modelled noise levels, population affected and perception of noise. Often the areas most affected by noise are located near sections of poor road surfacing and bridge joints, therefore mitigation will likely align with ongoing and planned maintenance regimes. The four main mitigation measure options to address high priority noise sites will be:

- Resurfacing using the low noise surfacing material developed by the Welsh Government which has recorded improvements in low noise characteristics and improved durability.

³ [The Restricted Roads \(20 mph Speed Limit\) \(Wales\) Order 2022 \(legislation.gov.uk\)](https://legislation.gov.uk)

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- Enhancing the soft estate (green infrastructure) adjacent to communities to provide visual screening, which has been found to reduce the perception of noise and improve well-being.
- Implementing lower speed limits, in line with updated guidance on setting local speed limits in Wales.
- Noise barriers would also be considered but as a last resort measure due to carbon increase, environmental consequences, and cost.

Complaints received from residents in high noise areas will be used to identify priority sites, as these will help inform the perception of road noise. However, complaints will not be the deciding factor of which sites will be progressed as this will be based on whether the mitigation measures above can be implemented.

The Welsh Government intends to monitor the results of noise camera trials carried out elsewhere in the United Kingdom and may implement these in areas of significant anti-social noise disturbance in the future depending on their success. Refinement of prioritisation on the back of recent reports such as the Roads Review⁴, aids in understanding more about the effects of noise and widen the mitigation options that are possible, certain schemes may be raised higher in prioritisation rank.

Although the Welsh Government does not plant trees or vegetation for the purposes of noise abatement on the Strategic Road Network, it is recognised that a change in visual screening from vegetation can affect people's perception of road traffic noise levels. The Welsh Government will carry out a further review on the impact roadside vegetation has on the perception of road traffic noise levels and the results of the review will be used to inform whether greening measures are used over the next five years. The Welsh Government also intends to invest in trials of new techniques, materials and highway infrastructure that may significantly reduce noise levels on the Strategic Road Network.

4.3 Active travel

Sustainable travel is at the heart of Llwybr Newydd: The Wales Transport Strategy 2021⁵. One of its well-being ambitions is to improve air quality and reduce environmental noise associated with transport. It says will reduce decibels and increase healthier soundscapes, keep noise to an acceptable level in the design of new developments, adopt noise mitigation on motorways and quieter vehicle travel, and grow active travel in line with the actions in the Noise and Soundscape Plan.

The plan identifies green infrastructure as an opportunity to provide options for active travel along routes other than beside busy roads, making walking and cycling increasingly attractive alternatives to motor vehicle use, thereby reducing the route users' personal exposure to air and noise pollution, and potentially the vehicular emissions of those who would be put off active travel by busy traffic, as well as reducing the risk of collisions.

⁴ <https://www.gov.wales/roads-review>

⁵ <https://www.gov.wales/llwybr-newydd-wales-transport-strategy-2021>

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The plan aims to utilise strategic noise maps to inform activities like setting local speed limits and developing active travel routes. Also, aligning with the Wales Transport Strategy to promote sustainable travel, reduce environmental noise, and enhance healthier soundscapes.

Considering noise and tranquillity in the design of new developments would encourage active travel. Investing in trials of new materials and infrastructure that could reduce noise levels and improve the environment for active travel.

5. Relevant ongoing proposals

The Welsh Government will continue to input to Defra's noise and nuisance evidence programme and the Inter-Departmental Group on Costs and Benefits Noise subject group (IGCB(N)), to help build a stronger foundation for decision-making affecting noise and soundscapes across the UK. Officials will aim to offer assistance to their Defra counterparts in formulating and evaluating research proposals, drafting project specifications, providing policy oversight and reviewing draft final reports, as far as time allows. It is expected that the Tranquillity & Place resource will inform the writing of the next State of Natural Resources Report to be prepared by NRW under the Environment (Wales) Act 2016.

The Welsh Government will carefully consider all the consultation feedback received on the draft new TAN 11, and revise it accordingly before formally adopting it and revoking TAN 11: Noise (1997). At the same time, the case for further guidance and training for local authorities to support implementation of the new TAN 11 will be considered.

Noise and soundscape will receive due regard alongside air quality in the Welsh Government's anti-idling guidance and communications programme. The intention is to consult stakeholders on anti-idling guidance during 2024 and to publish the guidance by March 2025. It is anticipated that the Welsh Government will work with local authorities to implement behaviour change communications following enactment of the Environment (Air Quality and Soundscapes) (Wales) Bill.

The Welsh Government will continue to take measures to reduce noise at priority sites adjacent to the Welsh Strategic Road Network over the next five years.

Although the Welsh Government does not plant trees or vegetation for the purposes of noise abatement on the Strategic Road Network, it is recognised that a change in visual screening from vegetation can affect people's perception of road traffic noise levels. The Welsh Government will carry out a further review on the impact roadside vegetation has on the perception of road traffic noise levels and the results of the review will be used to inform whether greening measures are used over the next five years. The Welsh Government also intends to invest in trials of new techniques, materials and highway infrastructure that may significantly reduce noise levels on the Strategic Road Network.


Following the publication of updated guidance on setting local speed limits in Wales, the Welsh Government will review the speed limits across the trunk road network.

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6. Stakeholder engagement

- National Government
- Transport for Wales
- North Mid Wales Trunk Road Agency
- NRW
- Local Politicians
- Environmental Groups
- Community

File Note

Project title	North Wales Corporate Joint Committee RTP/SDP Consultancy Support
Job number	302160-00
File reference	
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Prepared by	
Date	8 May 2024
Subject	A Healthier Wales – review and consideration of implications on RTP and SDP

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1. Case for change

Through moving towards a transport system that promotes Active Travel, adopts a modal shift approach and provides facilities that reduces reliance on the combustion engine – focus will be to improve air quality, reduces noise.

2. Status of development proposals

A Healthier Wales (AHW) includes actions designed to focus activity through the AHW Transformation Programme.

Following support by Cabinet in September 2020 for the future direction of AHW, the actions have been revised to support the stabilisation and recovery of services following Covid-19 as well as elements of AHW brought to the forefront by pandemic.

3. Socioeconomic impacts

The plan envisions a shift from a reactive healthcare system to one that focuses on health and wellbeing. It aims to prevent illness and promote overall health.

Building on the philosophy of Prudent Healthcare, the plan emphasises effective relationships and collaboration within Wales¹.

The plan includes four key themes:

- Improved population health and wellbeing
- Better quality and more accessible health and social care services
- Higher value health and social care
- A motivated and sustainable health and social care workforce.

¹ [A Healthier Wales: Our Plan for Health and Social Care. 2018.](#)

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The plan recognises the need to address socioeconomic disparities in health outcomes. By focusing on prevention and holistic care, it aims to reduce health inequalities across different socioeconomic groups. The plan emphasises on prevention, early intervention, and integrated care which can lead to cost savings in the long run.

By promoting healthier lifestyles and addressing social determinants of health, such as housing, education, and employment, the plan indirectly contributes to economic stability and productivity of North Wales.

If successful, the plan could positively impact Wales' socioeconomic fabric by improving overall health, reducing healthcare costs, and enhancing workforce productivity.

3.1 Skills and labour

Improving health and wellbeing of everyone in Wales should start early. From pre-birth and the first 1000 days, through to the influence of a new school curriculum on the existing Healthy Schools Programme to build insights about healthy and active life choices, mental resilience and other life management skills into young people's education. It needs to continue through adult life, including through initiatives such as Healthy Working Wales which supports employers across Wales to improve health and well-being at work, and through helping people to plan effectively for their own long term housing and care needs.

The national 1000 Lives Improvement Programme has equipped thousands of people working in NHS Wales with the skills they need to drive improvement, as individuals and in front-line teams.

Welsh Government will invest to develop the skills we needed within the workforce, for example to make better use of clinical informatics, and to drive digital transformation projects. Ensure that digital architecture, and work digitally, is more open to the outside world, in ways that support economic development in Wales, and which offer exciting career opportunities, as well as improving health and social care services.

From 2018, invest in the future skills needed within the health and social care workforce, and in the wider economy, to accelerate digital change and maximise wider benefits for society and the Welsh economy.

The best new models being developed in Wales share a common characteristic: a broad multidisciplinary team approach where well-trained people work effectively together and all the up-to-date and relevant information about the individual's circumstances and preferences is shared, in order to make the best possible use of everyone's skills and experience. To support these new models of care, strengthen the support, training, development and services available to the workforce with a focus on building skills across a whole career and supporting their health and wellbeing. This will enable them to continue to care, to maintain and improve their own physical and mental health, and to act as role models to encourage others to do the same.

This new strategy will address the Parliamentary Review's call for joint regional workforce planning, with an emphasis on expanding generalist skills and enabling staff to work at the top of their skill set and across professional boundaries, in line with the philosophy of Prudent Healthcare.

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Kick start capacity building in core areas by establishing a small number of intensive learning academies focussed on the professional capability which will need in the future. These will act as hubs for developing the skills and expertise needed, for sharing knowledge and good practice, for translating research into outcomes, and for working with external partners. Graduates of the academies can then take a leading role in supporting A Healthier Wales: our plan for health and social care redesign of the systems/policy in key areas and act as informed advocates of change.

Through a national clinical plan, sets out strategic approach to delivering high quality health and social care services which meet the needs of people across Wales. This will include consideration of how specialist services and hospital-based services should be provided, and the skills and technologies needed to support them, as part of the broader health and social care offer.

3.2 Accommodation and spatial distribution of the workforce

Using rapidly evolving in-home web based support, as well A Healthier Wales: our plan for health and social care as in person. There will be better ways to access other sources of non-medical care and support, such as how to manage debt, housing problems or local community services and activities.

A key role for Regional Partnership Boards (RPBs) in driving the development at local level of models of health and social care, including primary and secondary care. Local cluster needs assessment and service plans should feed into regional assessments and Area Plans developed by RPBs. Early models of care may focus on the priority groups identified by the Review (i.e. the Welsh language, older people, children, people with mental ill health and people with disabilities), but expect clusters and RPBs to work together.

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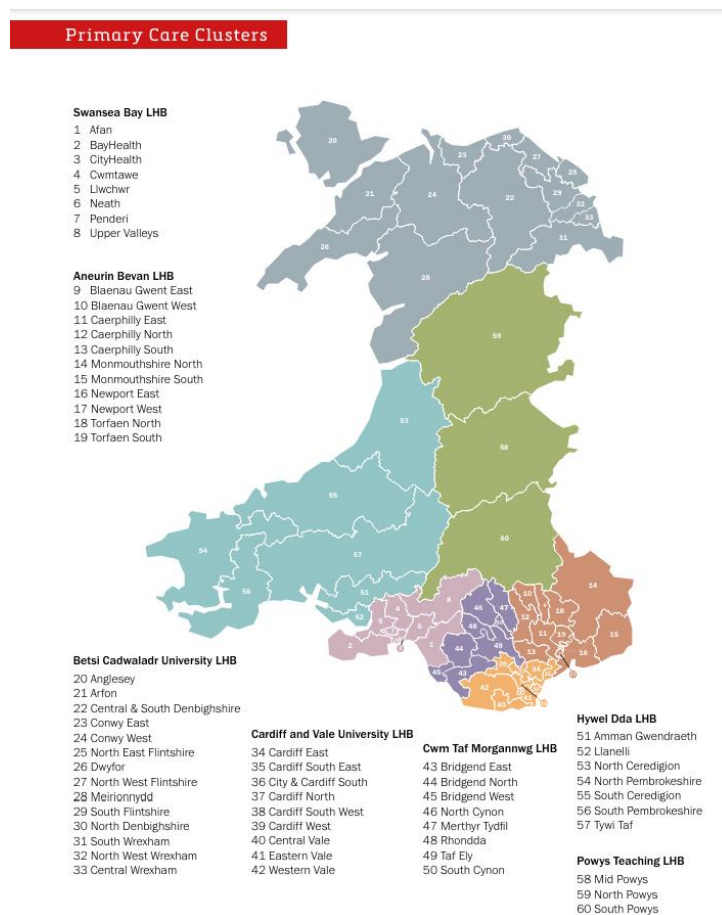


Figure 1: Primary Care Clusters in Wales

From 2018, strengthen planning capacity and capability throughout the health and social care system, including in Regional Partnership Boards and Public Service Boards. Also, Support Regional Partnership Boards to develop their Area Plans setting out new models of seamless care, pooled budgets and joint commissioning arrangements.

By 2019, invest in a small number of priority areas which offer opportunities to drive higher value health and social care, through new approaches, emerging technologies, and strategic partnership opportunities.

The national Train, Work, Live campaign has started to make a difference to recruitment in the NHS but more is needed to continue to attract and retain the best, and to provide an attractive environment and culture for new entrants to the workforce.

Establish a small number of intensive learning academies focussed on the professional capability. These will act as hubs for developing the skills and expertise needed, for sharing knowledge and good practice, for translating research into outcomes, and for working with external partners. Graduates of the academies can then take a leading role in supporting A Healthier Wales: our plan

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for health and social care redesign of the systems/policy in key areas and act as informed advocates of change.

3.3 Welsh Language impacts

Regional Partnership Boards (RPBs) will drive the development at local level of models of health and social care, including primary and secondary care. Local cluster needs assessment and service plans should feed into regional assessments and Area Plans developed by RPBs. Early models of care may focus on the priority groups identified by the Review (i.e. the Welsh language, older people, children, people with mental ill health and people with disabilities), but it is expected to see clusters and RPBs working together to interpret the national Design Principles for themselves and aligning them to their own priorities. Models coming through which have a particular focus on Welsh language provision, building on the standards of Mwy na Geiriau (More than Just Words) so that more people can communicate in their language of choice. Clusters and RPBs should foster closer collaborative working in order to enable this.

By end of 2019, develop a new Workforce Strategy for Health and Social Care in Wales, which includes planning for new workforce models, strengthening prevention, well-being, generalist and Welsh language skills, developing strategic education and training partnerships, supporting career long development and diversification across the wider workforce.

4. Transport and access impacts

Implementing a healthier Wales will require a shared planning approach at national, regional and local levels.

4.1 Road use (LRN & SRN)

More services will be provided outside of hospitals, closer to home, or at home, and people will only go into hospital for treatment that cannot be provided safely anywhere else. This 'community-based approach' will help take pressure off hospitals, reduce the time people have to wait to be treated, and the time they spend in hospital when they have to go there.

Provision of community based services would have an impact on local infrastructure within residential and rural communities. The provision of community hubs would require parking provision, accessibility and serviceability of road transportation.

The shift to services to peoples homes would reduce the requirement to travel to hospitals and community facilities.

North Wales faces challenges related to its road and rail networks. Unlike South Wales, there are limited motorway networks in the region. While the plan doesn't directly address road improvements, a holistic approach to health and well-being could influence infrastructure decisions²

² [Traffic Wales](#)

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4.2 Active travel

While the plan doesn't directly mention active travel, its focus on prevention aligns with encouraging healthier lifestyles. By promoting walking and cycling, the plan indirectly supports active travel, especially in urban areas.

Active travel requires safe and accessible infrastructure. The plan's emphasis on community engagement and collaboration could lead to better walking and cycling paths. Local authorities and transport providers may consider active travel options when planning infrastructure improvements.

The plan's vision of keeping people healthy and independent aligns with the positive impact of active travel on overall health.

Encouraging active travel can reduce car dependency, traffic congestion, and air pollution. By prioritising walking and cycling infrastructure, North Wales can create healthier and more sustainable communities.

In summary, while the plan doesn't explicitly address active travel, its holistic approach to health and well-being indirectly supports initiatives that promote walking, cycling, and other forms of active transportation.

4.3 Park and ride facilities

The plan emphasises a holistic view of health, considering not only medical services but also social and economic factors.

Park and ride facilities play a role in promoting sustainable transportation, reducing traffic congestion, and improving air quality. As part of a whole system approach, these facilities could be integrated into broader health and wellbeing strategies.

By encouraging healthier lifestyles and active transportation options, the plan indirectly aims to reduce car dependency. Park and ride facilities can contribute to this goal by providing convenient alternatives to driving directly into urban centres. They encourage people to use public transport, walk, or cycle.

The plan emphasises equitable access to services. Park and ride facilities should be designed with accessibility in mind. Ensuring that these facilities are accessible to all, including people with disabilities, older adults, and families, aligns with the plan's vision.

Park and ride facilities can be part of a collaborative effort, connecting with health and social care services and promoting overall wellbeing.

5. Relevant ongoing proposals

North Wales does have some specialisation in Public Administration & Defence, and in Health, which is also the largest industry by employment size.

The Development Bank of Wales prefer to invest £0.05m-£10m in projects with revenues greater than £50m. Most projects have involved private lending, with 31% in the Healthcare sector and 30% in Information Technology. Some large North Wales investments include £1m to Tahdah in 2021 (business productivity and software company, Llandudno), £2.9m to Reacta Healthcare in

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2021 (other pharmaceuticals and biotechnology company, Deeside) and £0.7m to Gluu (education and training services, Wrexham).

The Welsh Government has committed to developing a workforce strategy for health and social care. This strategy aims to address workforce challenges, enhance recruitment, and improve staff well-being³.

There is an ongoing consultation on proposals to introduce new legislation to improve social care arrangements and strengthen partnership working. The goal is to achieve the vision set out in the Social Services and Well-being (Wales) Act 2014 for people needing care and support and carers requiring support⁴.

The ongoing focus remains on implementing a whole system approach to health and social care. This approach emphasises health promotion, prevention, and effective relationships to impact well-being throughout life.

6. Stakeholder engagement

- The Welsh Government established the Citizen Voice Body as a cornerstone of implementing the plan.
- Prudent Healthcare
- Parliamentary leaders, staff, and the public across health and social care.
- NHS Wales
- Hospitals and General Practitioners

³ [A Healthier Wales: a workforce strategy for health and social care, delivery plan 2022 to 2023. Social Care Wales](#)

⁴ [White Paper - Rebalancing care and support. Welsh Government](#)



Cyd-Bwyllgor Corfforedig
Gogledd Cymru
North Wales
Corporate Joint Committee



North Wales Regional Transport Plan

Case for Change

Annex 3 - Stakeholder Engagement Plan

(Draft)





Case for Change

Annex 3

Stakeholder Engagement Plan

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1. INTRODUCTION

1.1 Purpose of the Engagement Plan

Arup has been commissioned by the North Wales Corporate Joint Committee (NWCJC) to support the development of its Regional Transport Plan (RTP), which aligns with the shared visions and priority objectives of Llwybr Newydd, the Wales Transport Strategy.

In accordance with the RTP Guidance¹, an Engagement Plan must be prepared in support of the RTP to show who will be involved in developing the RTP, how they will be involved, and any details of stakeholder engagement activities and public consultation.

The purpose of this working Stakeholder Engagement Plan is to set out the intended engagement and consultation milestones and timescales for the NWCJC RTP, including identifying key stakeholders and what activities will be undertaken during each stage. The plan is a live document and will be continually monitored and updated up to completion of the RTP.

This Engagement Plan has been prepared for the NWCJC to consider and decide on its approach, which will lead to an update in readiness for implementation of future engagement activities.

It was approved in draft at the CJC Transport Sub Committee meeting held 1 October 2024 and has been submitted to be approved in full by the same Committee on 16 December 2024. This Plan has been a live working document, and will inform all engagement and consultation activities in connection with the RTP.

1.2 Engagement Led Approach

Given the wide range of issues and interests related to the RTP, stakeholder engagement and public consultation will be critical to its successful development and implementation.

This Engagement Plan aims to help involve all relevant stakeholders and interested individuals and organisations, to seek and obtain their views and support in the progression of the RTP.

Through the Case for Change and this Engagement Plan, a number of individuals and organisations have been identified as key stakeholders for the RTP, and this Plan sets out how they will be communicated with according to their needs and requirements.

This Engagement Plan also outlines how we will engage to help ensure all groups of people including hard to reach groups are provided with the opportunity to participate, which will help involve representatives of North Wales society, culture, economy, and environment, and beyond. We will achieve this through a combination of:

- A core key stakeholder group overseeing the successful delivery of the Plan;
- Focused meetings to discuss topic specific issues and opportunities with members of the key stakeholder group;
- Briefing sessions and stakeholder workshops, to involve a wider range of individuals and organisations representing a wide range of interests pertinent to the Plan; and
- Public consultation to involve the wider community and hard to reach groups who may be affected by the RTP's possible outcomes.

Stakeholder mapping is provided in section 3 of this Plan, whilst the approach to engagement and consultation is set out in section 4 of this Plan.

¹ <https://www.gov.wales/sites/default/files/publications/2023-07/guidance-to-corporate-joint-committees-on-regional-transport-plans-2023.docx>



We are encouraged to see examples of regional collaboration and involvement with a shared purpose of improving the well-being of the region through existing initiatives. As advocated by the Well-being of Future Generations (Wales) Act 2015 we will seek to collaborate and involve with those groups further to develop an even better understanding of regional and sub-regional issues, opportunities, and needs, in order to help add value and secure buy-in to the proposals within the RTP and ensure that the five ways of working are embedded in everything we do.

The NWCJC offers an opportunity for local authority collaboration at the strategic regional spatial scale. Whilst local interests will be at play, the RTP should help local officers and members develop and buy-into a shared regional vision and objectives for transport, crossing administrative boundaries.

We intend to unite the diverse stakeholder group with a common set of values, vision and objectives up front, to which we are all working and refer back to these throughout the process if and when opinion diverges.

By focussing attention more on the bigger picture and less on the pathway to get there, the chances of successfully obtaining advocacy are greatly increased. Additionally, this approach will ensure the consideration of the Well-being of Future Generations Act throughout the process in relation to its ways of working.

Collaborative working behaviours are considered an essential component for successful outcomes of the RTP and as such an approach to collaborative working will be agreed, along with more specific and tangible positive collaborative behaviours building on the terms of reference for the NWCJC.

It should be noted that we do not define 'collaboration' as unity or agreement, but the unique value created through bringing together differing perspectives and opinions to create debate, discussion, knowledge sharing and increased understanding, with a unique end result that encapsulates this diverse input.

We will therefore involve stakeholders in agreeing a vision and objectives for the RTP that will influence the possible interventions that could be progressed accordingly. This will help get early buy-in to the RTP preparation and later implementation stages.

The draft vision, SMART objectives² and cross cutting themes for the RTP have been developed collaboratively between the NWCJC, its members, Transport for Wales and the Welsh Government. They are presented below as key points of reference for the approach to stakeholder engagement.

1.3 Vision, Objectives and Cross Cutting Themes

The North Wales RTP Vision Statement is:

North Wales will have a safe, sustainable, affordable, resilient, and effective integrated transport network that supports economic growth, prosperity and well-being.

The North Wales RTP Case for Change initially set out 15 objectives that help underpin that vision, which the Welsh Government has considered and suggested amendments with support from Transport for Wales. Those have informed the development of four key SMART objectives, which establish targets and help ensure alignment between the RTP and the Llwybr Newydd priorities / well-being goals for the purposes of transport appraisal, as is required by the RTP Guidance (considered further in section 2 of this Plan).

The draft North Wales RTP SMART objectives are outlined below.

1. **Improve digital connectivity and local services:** We will enable 30% or more of people in North Wales to work remotely by 2030 through better land use planning and improved digital connectivity, which should reduce the overall need to travel and enable shorter trips better suited to sustainable modes.

² Specific, Measurable, Achievable, Relevant, and Time-Bound



2. **Improved accessibility and transport choice:** We will develop infrastructure and services that provide people with a choice about how they travel for each journey, and support sustainable economic growth through improved access to key settlements, employment, educational sites and tourist attractions. The accessibility of each key trip attractor should be improved, supporting the national mode share target of 45% of journeys to be undertaken by walking, cycling and public transport by 2040.
3. **Enable decarbonisation through transition to a zero-emission fleet:** We will develop supporting infrastructure and support incentives to enable at least 50% of motor vehicles and all public buses operating in North Wales to be zero emission by 2035.
4. **Enable Sustainable Economic Growth:** We will develop a resilient, safe, well-maintained, and efficient transport network that delivers sustainable economic growth by improving accessibility to existing and planned employment areas. At least 50% of households in North Wales will have an increased range of travel within 1 hour by public transport, supporting access to key employment sites and regional centres.

In addition to the RTP objectives, and based on initial feedback and discussion with the NWCJC, and informed by engagement with Transport for Wales and North Wales Local Authority officers, the following cross-cutting themes are considered critical for helping to achieve the vision and objectives:

- **Social value** – recognising that transport benefits extend beyond a narrow consideration of quantified journey time improvements. Recognising the social and well-being impacts and benefits that transport systems bring to communities is important, particularly for rural and socially isolated communities.
- **Equity** – equity or parity of transport options means ensuring that everyone in North Wales has fair access to transport options. It recognises that different people have different needs, particularly those belonging to disadvantaged groups, or those in rural communities.
- **Community led** – empowering local communities and advocacy groups to participate and take ownership of promotion and development of transport solutions, as well as operating community-based services.
- **Integration** – recognising that modal shift requires a holistic, integrated approach to journey planning, working across different modes and sectors to make it easier for people to travel door-to-door using sustainable transport modes.
- **Affordability** – acknowledging the challenges of delivery in the current financial and commercial context for the public sector and UK economy.



2. Guidance

In addition to the Engagement Plan fulfilling the aims and purposes outlined in section 1, the plan has also been prepared in line with the following guidance and initial NWCJC RTP documents.

2.1 RTP Guidance

The RTP Guidance states that before starting work on developing the RTP, the NWCJC should develop a 'Case for Change' and as part of this Case for Change, the CJs should develop an Engagement Plan.

The Engagement Plan should set out:

- Who will be involved in developing the RTP; and
- How they will be involved, including details of the formal consultation process and other engagement and involvement mechanisms.

RTPs are required to be developed collaboratively, drawing on knowledge and experience of previous local and regional transport plans. They are also required to be prepared in collaboration with key partners including the local authorities in the NWCJC and other partners including Transport for Wales, Welsh Government, and transport groups and operators in the private and third sectors across different transport modes. In addition to the public, who should be engaged with through a creative and innovative manner involving a diverse range of people.

2.2 NWCJC RTP: Case for Change

The NWCJC RTP: Case for Change sets out the aims and objectives of the RTP and identifies the key issues, challenges and opportunities the plan should consider in order to guide the development of an integrated transport network for North Wales.

Within the Case for Change document, its Table 6.1 identifies key stakeholders to be engaged including:

- The NWCJC;
- Eryri National Park as a NWCJC Member;
- Welsh Government;
- Statutory Bodies;
- Statutory Office Holders;
- Transport Operators;
- Economy and Tourism Groups;
- Transport User Groups;
- Freight Groups;
- Politicians;
- Environmental Groups; and
- The community.



The Case for Change also identifies when and how individual organisations should be engaged with and has been used to form the basis of the stakeholder mapping in section 3 and the engagement programme in section 4 of this Plan.

2.3 NWCJC RTP: Implementation Plan

The NWCJC RTP: Implementation Plan defines the tasks, resources and budget required to develop and deliver the RTP for North Wales.

The plan identifies several work packages required to develop the RTP including the need to develop a stakeholder management plan to agree the method of informing public and stakeholders of the RTP to ensure that the message is heard amongst as many residents as possible, with limited budget and minimising environmental impact. This Engagement Plan satisfies the requirements of the stakeholder management plan.

2.4 WeITAG Guidance

In addition to this Engagement Plan being prepared in line with the RTP Guidance, Case for Change and Implementation Plan, engagement must be undertaken and satisfied as part of the Welsh transport appraisal guidance (WeITAG) process.

WeITAG sets out that CJs should provide details of who has been consulted, summarise feedback and explain how comments have been taken into account. This should be based on an Engagement Plan and recorded in a Consultation Report, to be undertaken and satisfied as part of the WeITAG and Integrated Wellbeing Appraisal (IWBA) process.

WeITAG outlines that Engagement Plans should align with the five ways of working in the Wellbeing of Future Generations Act and it further states that the Engagement Plan should outline:

- Who you want to engage with;
- Why you want to engage with them;
- How you will engage with them;
- When you will engage with them; and
- What you will do with the feedback they provide.



3. Stakeholder Mapping

In order to ensure meaningful engagement for the RTP, the following stakeholders have been identified and will be engaged with throughout the RTP preparation period in line with the engagement activities outlined in section 4 of this Plan.

The table below builds on the key stakeholders identified within the NWCJC RTP Case for Change.

Stakeholder Group	Stakeholders	Influence	Interest	Justification
Responsible authority	NWCJC Interim Chief Executive: Alwen Williams	High	High	The CJC and its constituent organisations are responsible for Plan development
NWCJC members	Chair: Councillor Mark Pritchard Vice Chair: Councillor Charlie McCoubrey Councillors: Nia Wyn Jeffreys Jason McLellan Dave Hughes Gary Pritchard Edgar Wyn Owen	High	High	The CJC and its constituent organisations are responsible for Plan development
NWCJC Strategic Transport Sub-Committee	Goronwy Owen Edwards (Chair for 2024/25) Dafydd Rhys Thomas (Vice-chair of the Sub-committee for 2024/25) David Bithell Barry Mellor Glynn Banks Craig ab Iago Angela Jones Ben George Huw Percy Geraint Edwards Emlyn Jones Darren Williams Katie Wilby Dafydd Wyn Williams Alwen Williams Iwan Evans Dewi Morgan Sian Pugh	High	High	Details can be found here: https://democracy.gwynedd.llyw.cymru/mgCommitteeDetails.aspx?ID=439 Terms of Reference can be found here: https://democracy.gwynedd.llyw.cymru/documents/s41852/Appendix%201%20-%20Terms%20of%20Reference.pdf



Stakeholder Group	Stakeholders	Influence	Interest	Justification
NWCJC Local Authority officers (including but not limited to transport, planning and economic development) (Advisory Group)	Isle of Anglesey County Council Conwy County Borough Council Denbighshire County Council Flintshire County Council Gwynedd Council Wrexham County Borough Council Eryri National Park Authority	High	High	The CJC and its constituent organisations are responsible for Plan development It is particularly important that there is effective engagement with land use planning colleagues developing Strategic Development Plans
Key stakeholder group	NWCJC, Welsh Government, Transport for Wales	High	High	The CJC and its constituent organisations are responsible for Plan development. Welsh Government are responsible for review and approval of the plan. Transport for Wales is a key delivery partner.
Statutory Bodies	Natural Resources Wales Cadw	Medium	Medium	Input from environmental and heritage bodies will limit any detrimental impact
Business groups, economy and tourism Groups	Anglesey Energy Island Programme Anglesey Freeport Cwnmi Eginio CBI Last Energy Llandrillo Menai North Wales Economic Ambition Board Wrexham and Deeside National Growth Area North Wales Regional Sports Partnership Food Innovation Wales North Wales Regional Skills Partnership Bangor University Wrexham University Development Bank of Wales North Wales Ministerial Task Force North Wales Business Council Business Wales	Medium	Medium	Important to capture the view of those involved in the development and freight sector Well-placed to advise on the role of the RTP in supporting economic growth



Stakeholder Group	Stakeholders	Influence	Interest	Justification
Community, Local Boards and Politicians	City and Town Councils, and Boards	Medium	Medium	These groups represent the views of their electorate and provide local knowledge.
Health and Well-being	NHS Wales Public Health Wales Future Generations Commissioner	Medium	Medium	Offices are crucial to ensuring that Well-being priorities are considered
Transport Bodies	North and Mid Wales Trunk Road Authority Network Rail Highways Agency Bws Cymru Roads Review Panel Bws Cymru Fflecsi Services Arriva Wales M&H Coaches Sustrans Freight Transport Association Road Haulage Association North Wales Transport Commission Roads Review Panel	Medium	Medium	Transport groups and operators are crucial to planning and delivery
Cross border	Liverpool City Region Combined Authority South East Wales CJC/CCR South West Wales CJC Mid Wales CJC	Medium	Medium	Cross border travel between North East Wales and North West England is important The other CJs in Wales have an interest in transport outcomes across Wales
Public	Any individual or other organisation	Medium	Low-medium	It is vital that the public have the opportunity to comment on the Plan.
Other likely interested parties	Heneb, Trust for Welsh Archaeology Design Commission for Wales Institute of Civil Engineers RTPI Cymru National Energy System Operator National Infrastructure Commission Net Zero Industry Wales WLGA	Low-medium	Low-medium	Other potentially interested parties include professional bodies and advisors



4. Approach to Engagement

Engagement Programme

The Engagement Plan for the RTP will adopt a staged approach framed around the following key stages:

Stage	Period	Timescale
Stage 1: Initial draft RTP, Regional Transport Delivery Plan (RTDP) and Integrated Well-being Appraisal (IWBA)	Inception to Public Consultation	November 2023 – January 2025
Stage 2: IWBA (Statutory Assessments) Scoping	5-week IWBA (Statutory Assessments) Scoping exercise	October – November 2024
Stage 3: Public Consultation	Minimum 12-week Public Consultation	January – April 2025
Stage 4: Final draft RTP, RTDP and IWBA	End of Public Consultation and update to take into account any comments – submission of final draft RTP, RTDP and IWBA to the Welsh Government	April – May 2025
Stage 5: Publish RTP, RTDP and IWBA	Submission of final RTP, RTDP and IWBA – Welsh Government and ministerial approval as required	June 2025

Further information on the activities to be undertaken at each stage is provided within the following sections including the purpose of the activity, who will be involved, when and the approach to be taken.

This Engagement Plan is a live document and the planned engagement activities will be reviewed and refined throughout the engagement programme as necessary.

4.1 Stage 1: Initial draft RTP, RTDP and IWBA

Stage 1 of the engagement programme will cover the period from inception to the public consultation exercise, including the preparation of the initial draft RTP, RTDP and IWBA.

Some activities in this stage have already taken place or are ongoing as outlined below.

4.1.1 Stakeholder Workshops

Two Stakeholder Workshops were held online (Teams). A summary of the events is presented below:

Stakeholder Workshop 1

Purpose: To present and test the identification of key issues and focus areas linked to the available data and evidence base.

Attendees: NWCJC members and officers, Transport for Wales, Welsh Government

When: 25th April 2024

Approach: Workshop 1 presented the key evidence sources used to inform and identify issues and focus areas for the RTP, considering assessment and prioritisation methodologies, and a list of past, present and emerging policies, projects and schemes. This allowed for any gaps in knowledge to be highlighted by stakeholders, as well as suggestions.



Stakeholder Workshop 2

Purpose: To present and test options for an appraisal framework, draft policies, programmes and projects.

Attendees: NWCJC members and officers, Transport for Wales, Welsh Government

When: 2nd May 2024

Approach: The project team reported back on how the results of Stakeholder Workshop 1 helped shaped the emerging draft RTP including vision, SMART objectives, and long list of options for draft policies, programmes and projects at different geo-spatial scales. The project team presented the new policy direction and list of programmes and projects in draft for different focus areas, alongside initial appraisal and prioritisation. The stakeholder group were then tasked with identifying challenges, opportunities, and ideas pertinent to the suggested policy, programme and project long list. A spreadsheet of options was issued alongside presentation slides for comments after the meeting, with a deadline of Thursday 23rd May.

4.1.2 Ongoing Officer and Member Feedback

Purpose: To seek comments on emerging issues, evidence and information, draft policies, programmes and projects.

Stakeholders: NWCJC Local Authority members and officers (Advisory Group)

When: Throughout Stage 1

Approach: Briefings and feedback opportunities are ongoing and open throughout the initial draft stage of the RTP, RTDP and IWBA. The project team has provided briefings and outlined the emerging evidence, methodologies for appraisal and assessment, draft policies, programmes and projects. Opportunities at key milestones are provided for officers and members to ask questions and provide feedback, which the project team will consider as part of the development of the initial draft RTP, RTDP and IWBA.

4.1.3 RTP Sessions

Purpose: To discuss specific topics relevant to the development of the RTP, RTDP and IWBA and ensure consistencies and efficiencies between the CJs in the preparation of their regional plans.

Attendees: Welsh Government, Transport for Wales, and CJs

When: All Stages

Approach: Regular meetings have been held in a round table forum online (Temas). The NWCJC project team has provided updates on the status of the North Wales draft RTP and outlined its planned approach to development of the relevant documents and assessment. The meetings offer opportunities for the CJs to discuss potential consistencies and efficiencies in the preparation of their regional plans.

4.1.4 NWCJC and Transport sub-committee meetings

Purpose: Since the 28th January 2022 the NWCJC members have met to discuss key issues and make decisions pertinent to governance, duties and requirements. This has included establishing a transport sub-committee to help oversee the development of the RTP.

Attendees: NWCJC members

When: All Stages

Approach: The NWCJC and subcommittee members will continue to meet on a regular basis to discuss and agree CJC business, and facilitate key decision making including on the RTP at its key milestones.



4.2 Stage 2: IWBA (Statutory Assessments) Scoping

Purpose: WelTAG requires IWBA and the RTP Guidance sets out how the RTP must be supported by IWBA. The IWBA must show how well-being has been considered in the RTP including social, environmental, economic and cultural well-being, and take into account the five ways of working advocated in the Well-being of Future Generations Act. It should also show how the RTP will contribute to other outcomes such as NetZero and equality. As a plan, Strategic Environmental Assessment (SEA) is required, whilst other statutory assessments will be needed as outlined in the RTP Guidance, including but limited to Habitats Regulations Assessment (HRA). SEA and HRA both have their own legislation and regulations to be satisfied. As part of the preparation of the IWBA a scoping exercise must be undertaken in accordance with the relevant regulations, and feedback from the scoping exercise will inform the full IWBA and statutory assessments.

Participants: NRW and Cadw (the statutory consultees) and the NWCJC Local Authorities

When: October – November 2024 (5-week scoping period)

Approach: A IWBA (Statutory Assessments) Scoping Report will be sent to the competent authorities NRW and Cadw as statutory consultees, and shared with the NWCJC Local Authorities for comments for a 5-week scoping consultation period. The scoping exercise will be undertaken in accordance with the SEA Regulations and a Habitats Regulation Assessment (HRA) Pre-screening Report will be appended to the IWBA (Statutory Assessments) Scoping Report. Comments will inform the RTP alongside full IWBA including statutory assessments as required.

4.3 Stage 3: Public Consultation

Purpose: Taking into account comment and feedback during Stages 1 and 2, a draft RTP, RTDP and IWBA will be published for a minimum 12-week public consultation carried out in accordance with the relevant statutory assessment regulations including SEA. The consultation will seek feedback from any individual or organisation with an interest in transport in North Wales. The consultation will also satisfy the requirements of the SEA Regulations etc with comments sought from statutory consultees as required.

Attendees: All groups (open to the public)

When: January – April 2025 (minimum 12-week period)

Approach: A minimum 12-week consultation period will run in Winter 2024-25 seeking views on the draft RTP, RTDP and IWBA documents. To make the participation as accessible as possible taking into account the broad geographic area, a virtual public consultation exhibition room will be created utilising Arup's Virtual Engage platform³. 'Attendees' will be able to access the virtual consultation room at any time of day during the consultation period to view information and provide their feedback. An online web browser-based portal (Virtual Engage) will allow the public to browse information display boards, the draft plans and consultation materials, as well as submit their comments using an online form.

The public will be able to have their say by responding to an online questionnaire (with questions to be discussed and agreed with the NWCJC in advance of launch). This approach will allow a wider demographic than that usually participates in consultation events including hard-to-reach groups.

Notification of the public consultation and virtual public consultation room will be signposted through social media feeds led by the NWCJC and its partners, and online news channels and the NWCJC website subject to agreement.

³ <https://www.arup.com/services/digital-solutions-and-tools/virtual-engage/>



In addition, email invitations will be sent out to stakeholders at the launch of the public consultation to invite participation and share the opportunity with their colleagues and other interested individuals and organisations.

Hard copies of materials and questionnaires will be made available for individuals unable to access online material, on request. A project email address and telephone number will be created to facilitate requests that will be shared with the NWCJC project leadership to action. This will also facilitate discussion over the phone for people who prefer more traditional methods of engagement.

In addition to the activities outlined above for members of the public, officer and member briefings will be arranged to provide key stakeholders with advance notice of the launch of the public consultation.

Consideration will also need to be given to the relevant Welsh Language Requirements. Consultation materials and questionnaires should be made available in both Welsh and English. Furthermore, any requests for Welsh language materials will be available and accommodated when appropriate. The public consultation materials will be bi-lingual, with translation services to be provided on request.

The collation of any responses from members of the public would be stored in line with relevant data protection policies, with a data protection statement to be provided by the NWCJC on the questionnaire etc.

Following the close of the public consultation, feedback will be analysed and summarised, with key themes and comments informing revised plan documents and assessments as appropriate.

4.4 Stage 4: Final draft RTP, RTDP and IWBA

Purpose: Activities will be undertaken to finalise the draft RTP, RTDP and IWBA prior to submission to the Welsh Government. These are described below.

When: April to May 2025

Approach: See below.

4.4.1 Consultation Report

A Consultation Report will be prepared to provide a summary of the engagement and consultation activities undertaken and feedback received during the Public Consultation and wider engagement programme. It will set out how comments have informed the final documents and assessments.

4.4.2 Officer and Member Briefings

Prior to the submission of the draft RTP, RTDP and IWBA to the Welsh Government, NWCJC officer and member briefings will be arranged to present the final draft RTP, RTDP and IWBA documents, and provide a summary of the feedback received following the public consultation and how this has been addressed.

4.4.3 Sub-committee approval (NWCJC sign off)

Prior to submission of the draft RTP, RTDP and IWBA to the Welsh Government, NWCJC and Transport sub-committee approval will be sought.

4.4.4 Presentation to Welsh Government

The NWCJC will offer a presentation to the Welsh Government on the final draft RTP, RTDP and IWBA alongside submission, to assist Welsh Government review and decision making.



4.5 Stage 5: Publish RTP, RTDP and IWBA

Purpose: Submission of the final draft RTP, RTDP and IWBA for the Welsh Government and ministerial approval.

When: June / Summer 2025

Approach: Once approved by the Welsh Government and ministers, the final documents will be published on the NWCJC website, and an email sent to all participants of the engagement activities and public consultation to notify them of the adoption and publication. The NWCJC may consider launch events alongside the publication to encourage awareness and involvement, seeking to support the implementation of the RTP and its RTDP. A Monitoring and Evaluation report will also assist ongoing engagement throughout the plan period.

5. Next Steps

Subject to NWCJC approval and allocation of a budget for this Engagement Plan, the details will be developed further with iterative updates made as necessary.