



Cyd-Bwyllgor Corfforedig
Gogledd Cymru
North Wales
Corporate Joint Committee



Cynllun Trafnidiaeth Rhanbarthol

Gogledd Cymru

Yr Achos Dros Newid

(Drafft)





CRYNODEB GWEITHREDOL

Mae Cynllun Trafnidiaeth Rhanbarthol (RTP) Gogledd Cymru yn cael ei ddatblygu gan Gyd-bwyllgor Corfforedig y Gogledd (CJC). Mae'r Achos dros Newid hwn yn nodi nodau ac amcanion y RTP ac yn nodi'r materion, yr heriau a'r cyfleoedd allweddol y dylai'r cynllun eu hystyried er mwyn arwain y gwaith o ddatblygu rhwydwaith trafniadaeth integredig i Ogledd Cymru.

Mae'n ystyried tystiolaeth ac argymhellion Comisiwn Trafnidiaeth Gogledd Cymru gan hefyd ystyried sut y gall Gogledd Cymru gefnogi'r gwaith o gyflawni Llwybr Newydd - Strategaeth Trafnidiaeth Cymru, a pholisiau a strategaethau lleol.

Trefol a Gwledig

Mae natur amrywiol aneddiadau a chymunedau gogledd Cymru yn golygu bod angen i'r RTP ystyried anghenion preswylwyr mewn canolfannau trefol a chymunedau gwledig. Er y gellir, ac fe ddylid, hwyluso newid moddol drwy well cludiant cyhoeddus a theithio llesol yn ein trefi a'n dinasoedd a rhyngddynt, mae'n hollbwysig bod yr RTP yn cydnabod bod lleihau'r defnydd o gar mewn cymunedau gwledig yn fwy heriol.


Mae'n hanfodol fod yr RTP yn cynnig gwelliannau ar gyfer teithio llesol, cludiant cyhoeddus ac opsiynau symudol cynaliadwy eraill yn ardaloedd gwledig Gogledd Cymru. Bydd hyn yn darparu mwy o opsiynau ar gyfer teithio cynaliadwy mewn cymunedau sy'n aml yn derbyn gwasanaeth gwael ar hyn o bryd. Dylai'r RTP hefyd ystyried gwasanaethau trafniadaeth gwledig integredig sy'n gyson ac o safon uchel, a chynnwys gwell isadeiledd cerdded a beicio i gysylltu cymunedau gwledig. Fodd bynnag, mae'n hanfodol bod yr RTP yn cydnabod bod defnydd ceir preifat yn cael ei ystyried yn hanfodol i lawer o drigolion gwledig a rhaid ystyried sut i hwyluso'r newid i gerbydau trydan i'r rhai mewn ardaloedd gwledig sy'n fwy dibynnol ar ddefnyddio ceir preifat.

Cefnogi Datblygiad Economaidd

Rhaid i'r RTP gynnwys cynlluniau i gefnogi twf yr economi ar draws Gogledd Cymru mewn ardaloedd trefol a gwledig. Dylai'r system drafnidiaeth gael ei chynllunio mewn modd sy'n rhoi mynediad i bobl i swyddi o ansawdd da, waeth ble maent yn byw.

Dylai'r RTP gefnogi datblygiad economaidd parhaus Gogledd Cymru drwy ystyried gwella mynediad i safleoedd cyflogaeth yn y rhanbarth ar gyfer gweithwyr presennol ac yn y dyfodol a, lle bo'n berthnasol, i gwsmeriaid. Mae gofynion y rhwydwaith trafniadaeth yn amrywio ar draws Gogledd Cymru. Mewn ardaloedd gwledig, gall cyflogaeth fod yn dymhorol ac anghysbell. Mewn ardaloedd lle mae twristiaeth sylweddol, ceir galw cynyddol ar y rhwydwaith trafniadaeth yn rhymor yr haf. Ble mae gweithgynhyrchu a storio yn brif sectorau, mae'r ystyriaethau yn cynnwys nifer y teithiau i safleoedd cyflogaeth mawr, patrymau shifft a'r gofyn am lefelau uwch o symudiadau HGV.

Mae Porthladd Rhydd Ynys Môn a Pharth Buddsoddi Sir y Fflint a Wrecsam yn creu cyfleoedd sylweddol i Ogledd Cymru, ac mae'n hanfodol bod ein rhwydwaith trafniadaeth yn addas ar gyfer gwneud y mwyaf o'r cyfleoedd hyn. Dylai'r RTP geisio cefnogi llwyddiant porthladdoedd Caergybi a Mostyn a hwyluso eu twf yn y dyfodol ond amlinellu cynllun i sicrhau bod effeithiau symudiadau nwyddau yn cael eu lleihau. Dylai ystyried rôl cludo ar y rheilffyrdd a hefyd sut i annog cludwyr i newid i danwydd glanach. Dylai'r RTP hefyd nodi mesurau ar gyfer lleihau effaith amgylcheddol danfoniadau lleol.



Mae pwysigrwydd cymudo traws-ffiniol yn golygu bod yn rhaid i'r RTP ystyried cefnogi mwy o waith partneriaeth gydag awdurdodau yng ngogledd-orllewin Lloegr ac amlinellu cynigion ar gyfer gwelliannau i gludiant cyhoeddus a theithio llesol sy'n hwyluso cymudo traws-ffiniol cynaliadwy.

Yr Economi Ymwelwyr

Mae'r economi ymwelwyr yn hynod bwysig i sawl ardal yng ngogledd Cymru felly rhaid i'r RTP gynnwys cynlluniau i gefnogi twf yr economi ymwelwyr yng ngogledd Cymru, gan sicrhau ein bod yn cynllunio system drafnidiaeth sy'n darparu mynediad cynaliadwy i'r sawl atyniad ar draws y rhanbarth.

Dylai'r RTP ystyried hwyluso lleihau'r defnydd o geir a lleihau effaith ymwelwyr yn parcio ceir yn Eryri. Dylai hefyd gydnabod y newidiadau arfaethedig i Fryniau Clwyd drwy ymrwymiad maniffesto Llywodraeth Cymru am ail Barc Cenedlaethol yng ngogledd Cymru.

Teithio Llesol

Dylai'r RTP amlinellu cynigion i ymestyn a gwella'r rhwydwaith teithio llesol yng ngogledd Cymru ymhellach i annog cynnydd yn nifer y bobl sy'n dewis cerdded neu feicio. Dylai hyn ganolbwyntio ar gysylltiadau i brif atyniadau megis safleoedd cyflogaeth ac addysg, gorsafoedd rheilffordd ac atyniadau i dwristiaid.

Gwasanaethau Bws

Dylai'r RTP ystyried cynigion i adolygu a gwella gwasanaethau bws ymhellach yn ogystal â mesurau i annog cynnydd yn y defnydd o fysiau. Dylai gwasanaethau bws ganolbwyntio ar wella mynediad i wasanaethau o gymunedau. Dylent gysylltu â phrif atyniadau megis safleoedd cyflogaeth ac addysg, gofal iechyd, gorsafoedd rheilffordd ac atyniadau twristiaid. Mae gan fysiau rôl bwysicach fyth i'w chwarae yn y trefi a'r pentrefi niferus yng Ngogledd Cymru nad ydynt yn cael eu gwasanaethu gan wasanaethau rheilffordd.

Rheilffyrdd

Er nad yw rheilffyrdd yn cael eu dylanwadu'n uniongyrchol yn lleol, mae'n bwysig bod yr RTP yn cydnabod mesurau i wella'r hyn a gynigir gan reilffyrdd yng ngogledd Cymru. Er mwyn gwella gwasanaethau, y prif flaenoriaethau ar gyfer gwelliannau yw cynyddu capasiti Lein Rheilffordd y Gororau yng Ngorsaf Caer, a chynyddu lefelau gwasanaeth ar Brif Lein Gogledd Cymru. Mae gwelliannau pwysig eraill ar y rheilffyrdd yn cynnwys Caer i Wreccsam, Rheilffordd Dyffryn Conwy, ac Arfordir y Cambrian.

Dylai'r RTP ystyried pwysigrwydd cysylltiadau i brif ganolfannau megis Llundain, Caerdydd, Manceinion (yn cynnwys y maes awyr), Lerpwl, Crewe a Warrington (ar gyfer Rheilffordd Pwerdy'r Gogledd). Dylai'r Cynllun ystyried cysylltiadau teithio cynaliadwy i gyfleusterau cyfnewid mewn gorsafoedd rheilffordd.

Dylem geisio cyfleoedd i gynyddu cludo ar y rheilffordd yng ngogledd Cymru drwy'r RTP.

Newid Moddol

Mae arweiniad yr RTP yn gofyn i'r cynllun ganolbwyntio ar newid moddol (lleihau'r defnydd o geir drwy gynyddu'r defnydd o ddulliau mwy cynaliadwy). Mae'n hanfodol ein bod yn canolbwyntio ar hyn mewn ardaloedd trefol drwy ddarparu opsiynau amgen cynaliadwy o ansawdd uchel. Mewn ardaloedd gwledig, rydym angen cydnabod bod y newid hwn yn fwy heriol a chydabod bod newid i gerbydau dim allyriadau yn ffordd fwy effeithiol o ddatgarboneiddio teithio, wrth chwilio am gyfleoedd i wella'r ddarpariaeth teithio llesol a chlodiant cyhoeddus.

Rôl y Car Preifat

Wrth chwilio am gyfleoedd i annog mwy o bobl i deithio drwy deithio llesol a chlodiant cyhoeddus, dylai'r RTP gydnabod pwysigrwydd y rhwydwaith ffyrdd i'r rhyddid i symud o gwmpas Gogledd Cymru i'r sawl sydd â mynediad at gar a cheisio gwella gwytnwch y rhwydwaith hwn. Mae hyn yn arbennig o bwysig ar gyfer croesi'r Feni lle gall digwyddiadau ar y rhwydwaith ffyrdd ynysu cymunedau.

Mae angen i'r RTP ystyried opsiynau i wella dibynadwyedd a gwytnwch croesi'r Feni. Dylai hyn gynnwys gwella gwytnwch pontydd ffyrdd a gwell opsiynau trafndiaeth gynaliadwy.

Rheoli a Chynnal Isadeiledd

Mae rhwydwaith o isadeiledd trafndiaeth wedi'i gynnal yn dda yn allweddol i gefnogi teithio o gwmpas y Gogledd, ar gyfer siwrneiau car preifat ond hefyd gwasanaethau bws a siwrneiau teithio llesol. Mae'r holl siwrneiau bws a chyfran fawr o dripiâu teithio llesol yn digwydd ar y briffordd. Gall diffygion ar y briffordd megis tyllau yn y ffordd fod yn berygl mwy sylweddol i feicwyr na defnyddwyr eraill y briffordd.

Felly, mae angen i'r RTP gydnabod pwysigrwydd cynnal a gwella'r isadeiledd presennol.

Datganiad o Weledigaeth


Y Weledigaeth ar gyfer RTP Gogledd Cymru yw:

Bydd gan Ogledd Cymru rwydwaith trafndiaeth integredig ddiogel, cynaliadwy, fforddiadwy, gwydn ac effeithiol sy'n cefnogi twf economaidd, ffyniant a lles.

Mae ein datganiad gweledigaeth wedi'i ategu gan set o 15 Uchelgais.

Drwy'r RTP, byddwn yn:

1. Datblygu rhwydwaith trafndiaeth wydn, effeithlon sy'n cael ei gynnal yn dda sy'n cefnogi twf economaidd
2. Datblygu'r isadeiledd a'r gwasanaethau sy'n rhoi dewis i bobl ynglŷn â sut maent yn teithio ar bob siwrnai
3. Gwella mynediad cynaliadwy i safleoedd cyflogaeth ac addysgiadol ac atyniadau i dwristiaid

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4. Gwella mynediad i wasanaethau allweddol
 5. Annog datgarboneiddio fel newid diwylliannol sy'n amlygu'r dewis i deithio drwy ddulliau gwahanol i'r car preifat
 6. Gwella mynediad i ganol trefi a dinasoedd ar gyfer pob dull cynaliadwy
 7. Lleihau allyriadau ecsôst ac allyriadau na ddaw o ecsôst o drafnidiaeth
 8. Gwella diogelwch i holl ddefnyddwyr y briffordd
 9. Lleihau'r angen i deithio
 10. Datblygu rhwydwaith trafndiaeth sy'n rhoi gwerth cymdeithasol i gymunedau
 11. Gwneud llesiant yn ystyriaeth graidd ar draws pob prosiect a rhaglen drafnidiaeth yng ngogledd Cymru
 12. Blaenoriaethu'r iaith a'r diwylliant Cymraeg
 13. Integreiddio cydraddoldebau ym mhob agwedd o gynllunio trafndiaeth
 14. Integreiddio'r Parth Buddsoddi a'r Porthladd Rhydd fel ystyriaethau rhanbarthol
 15. Nodi synergeddau rhwng y Cynllun Trafnidiaeth Rhanbarthol a'r Cynllun Datblygu Strategol


Cefnogir y weledigaeth gan gyfres o bedwar Amcan SMART, y gallwn asesu effaith polisiau a chynlluniau trafndiaeth y dyfodol yn eu herbyn a'u rôl wrth gyflawni'r weledigaeth ar gyfer trafndiaeth yng Ngogledd Cymru. Yr amcanion SMART hyn yw:

1. Gwella cysylltedd digidol a gwasanaethau lleol
2. Gwell hygyrchedd a dewis trafndiaeth
3. Galluogi datgarboneiddio drwy bontio i fflyd dim allyriadau
4. Galluogi Twf Economaidd Cynaliadwy

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1. CYFLWYNIAD

1.1 PWRPAS A CHYD-DESTUN

1.1.1 Y Cynllun Trafnidiaeth Rhanbarthol

Mae Llywodraeth Cymru wedi rhoi tasg i Gyd-bwyllgorau Corfforedig (CJC) yng Nghymru i ddatblygu Cynlluniau Trafnidiaeth Rhanbarthol i'r rhanbarth maent yn ei gynrychioli. Felly, mae'r Cynllun Trafnidiaeth Rhanbarthol ar gyfer Gogledd Cymru yn cael ei ddatblygu gan CJC y Gogledd.

Mae'r CJs ar draws Cymru yn cael eu harfogi (a'u cefnogi) i gynllunio ar gyfer gwasanaethau ar lefel ranbarthol, gan gyd-fynd â blaenoriaethau cynllunio rhanbarthol a lleol eraill.

Yn yr Arweiniad a ddarparwyd i'r CJC, mae Llywodraeth Cymru wedi nodi deg prif bwynt ar gyfer datblygu Cynllun Trafnidiaeth Rhanbarthol, fel yr amlinellir yn Atodiad 1. Gellir crynhoi'r rhestr fel:

Dylai Cynlluniau Trafnidiaeth Rhanbarthol:

- ganolbwyntio ar gyflawni newid moddol
- bod yn gryno
- Cael eu datblygu mewn ffordd gyd-gynhyrchiol ac ymgynghorol
- Cyd-fynd yn agos â Llwybr Newydd: strategaeth drafnidiaeth Cymru 2021
- canolbwyntio ar ganlyniadau
- Cefnogi nod Llywodraeth Cymru, ble bo'n bosib, i gyflawni statws carbon sero net erbyn 2023
- defnyddio dulliau a thechnoleg arloesol
- defnyddio dadansoddiad a chynlluniau presennol
- cael eu datblygu mewn partneriaeth ar draws rhanbarth y CJC
- cael eu datblygu yn dilyn y pum ffordd o weithio a amlinellir yn Neddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015
- ystyried ffyrdd creadigol o ymgysylltu â phobl i gyflawni newid moddol
- cynnwys elfennau sy'n cymhell pobl i beidio â defnyddio ceir a chymhell teithio mwy cynaliadwy
- cael eu datblygu ochr yn ochr â'r Cynllun Datblygu Strategol

Bydd yr RTP yn cael ei ddatblygu yn unol â Chanllawiau Llywodraeth Cymru, ac yn unol â dyletswyddau statudol eraill y CJC, gan gynnwys y Cynllun Datblygu Strategol (SDP).


Cyn dechrau gwaith ar yr RTP ei hun, rydym yn amlinellu'r Achos dros Newid. Bydd hyn yn:

- Amlinellu nod yr RTP
- Amlinellu amcanion SMART craidd sy'n cyd-fynd â Llwybr Newydd
- Tynnu ar Strategaeth Trafnidiaeth Cymru a strategaethau cenedlaethol, rhanbarthol a lleol eraill gan gynnwys Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015
- Ystyried canfyddiadau Comisiwn Trafnidiaeth Gogledd Cymru
- Tynnu ar ddealltwriaeth bresennol o faterion a chyfleoedd ar gyfer trafndiaeth yng ngogledd Cymru.

1.1.2 Llesiant

Mae Llwybr Newydd (gweler Atodiad 1) yn cyfeirio at bwysigrwydd llesiant mewn cyd-destun teithio. Mae'r ffordd yr ydym yn teithio yn cefnogi llesiant gwell, gyda'r ystyriaethau iechyd yn cynnwys:

- gwella ansawdd aer;
- lleihau sŵn; a
- ffordd o fyw mwy actif



Mae'r Cynllun Aer Glân i Gymru: Awyr Iach, Cymru Iach yn nodi mai 'Trafnidiaeth yw ffynhonnell fwyaf NOx yng Nghymru erbyn hyn, yn bennaf oherwydd allyriadau o drafnidiaeth ffyrdd, sy'n cyfrif am tua thraean o'r allyriadau'. Mae'r strategaeth hefyd yn disgrifio sut mae iechyd pobl Cymru, yn sylfaenol, yn dibynnu ar ansawdd yr amgylchedd yr ydym yn byw ynddo.

Mae'r cyd-destun llesiant ynghylch ein gofynion trafndiaeth yn sylweddol a rhaid eu hystyried yn llawn mewn unrhyw brosiect neu raglen yng ngogledd Cymru. Defnyddir asesiadau WellTAG, ble bo'n briodol, i sicrhau bod penderfyniadau ar fuddsoddi mewn trafndiaeth yn ystyried nodau llesiant. Gwyddwn fod trafndiaeth yn tanategu a chefnogi rhagosodiad y 7 Nod Llesiant, ac ar gyfer unrhyw brosiect neu raglen sy'n ymwneud â theithio yn y dyfodol, rhaid rhoi sylw dyledus i egwyddorion ac amcan y Nodau Llesiant:


- Cymru lewyrchus - system drafnidiaeth sy'n darparu llwybrau cryf a dibynadwy i lefydd gweithio ac astudio
- Cymru gydnherth - System drafnidiaeth Gogledd Cymru sy'n gallu cynnal safon uchel dan amgylchiadau heriol
- Cymru iachach - drwy symud at system drafnidiaeth sy'n hyrwyddo Teithio Llesol, mabwysiadu dull newid moddol a darparu cyfleusterau sy'n lleihau dibyniaeth ar y motor tanio - canolbwyntir ar wella ansawdd aer, lleihau sŵn
- Cymru sy'n fwy cyfartal - system drafnidiaeth sy'n agored a hygyrch i bawb.
- Cymru o gymunedau cydlynol - bod cynlluniau teithio Integredig yng ngogledd Cymru yn cael eu teilwra i anghenion gwahanol gymunedau ac yn canolbwyntio ar gysylltedd a hygyrchedd
- Cymru â diwylliant bywiog lle mae'r Gymraeg yn ffynnu - mae llefydd dysgu, diwylliant a hamdden yn hygyrch drwy llwybrau nad ydynt yn hybu dibyniaeth ar gar
- Cymru sy'n gyfrifol ar lefel fyd-eang - gyda Gogledd Cymru yn chwarae ei ran i gyflawni Sero Net drwy gynlluniau a ddyfeisiwyd yn dda ar gyfer datgarboneiddio

Mae angen cydnabod pwysigrwydd y 3ydd sector, yn enwedig mewn ardaloedd mwy gwledig lle mae bysiau mini wedi'u lleoli yn y gymuned yn achubiaeth i'r preswylwyr hynny nad oes ganddynt fynediad rheolaidd i geir ac mewn ardaloedd lle mae cludiant cyhoeddus wedi'i leihau neu ddim ar gael. I'r henoed, mae cludiant wedi'i leoli yn y gymuned yn cynnig achubiaeth ar gyfer cymdeithasu, siopa, cynnal iechyd a chael mynediad i ofal iechyd.

Noda Llwybr Newydd fod rhaid i ni feddwl yn wahanol am y ffordd yr ydym yn teithio. Yn cyfeirio at newid hinsawdd, dywed mai'r 'argyfwng hinsawdd yw un o faterion mwyaf diffiniol ein hoes. Os ydym am warchod bywydau ein plant, mae angen i ni gyflawni sero net erbyn 2050'. Mae angen i'r RTP hwn fynegi sut bydd Gogledd Cymru yn symud i sefyllfa lle bydd yno lai o geir ar y ffordd, gyda mwy o bobl yn defnyddio cludiant cyhoeddus, yn cerdded neu'n beicio - er mwyn gwneud hyn, bydd angen newid yn y ffordd o feddwl ynglŷn â sut ydym yn teithio bob dydd - y siwrnai o'r cartref i'r gwaith, i ymweld â ffrindiau a sut ydym yn teithio i lefydd hamdden ac adloniant. Mae'r Achos dros Newid isod yn mynegi sut byddwn yn dechrau'r daith.

1.2 Strwythur yr Achos dros Newid

Mae gweddill y ddogfen hon yn amlinellu'r Achos dros Newid ar gyfer RTP Gogledd Cymru. Rydym yn dechrau gyda nod ac amcanion y cynllun yn Adran Dau. Mae Adrannau Tri, Pedwar a Phump yn dangos sut wnaethom nodi'r amcanion hynny ar gyfer yr RTP drwy ystyried Gogledd Cymru fel lle (Adran 3), sut ydym yn teithio (Adran 4), a'r Materion a'r Cyfleoedd (Adran 5).



Mae Adran Chwech yn amlinellu ein Strategaeth Ymgysylltu, ac mae Adran Saith yn ystyried rolau, cyfrifoldebau, ac ariannu ar gyfer datblygu a chyflawni'r RTP.

Mae'r polisiâu cenedlaethol, rhanbarthol a lleol sy'n dylanwadu datblygiad yr RTP yn cael eu hystyried yn Atodiad 1: "Cyd-destun Strategaeth a Pholisi"

Mae'r Achos dros Newid hwn yn ystyried y dystiolaeth sydd ar gael ar adeg datblygu'r RTP. Cydnabyddir y bydd ystadegau a thystiolaeth newydd a diweddar yn ymwneud â thrafnidiaeth yn dod i'r amlwg ar ôl cyhoeddi'r Achos dros Newid. Bydd y rhain yn cael eu hystyried wrth ddiweddarau'r RTP a'i ddogfennau cefnogol yn y dyfodol.

Mae tystiolaeth ategol wedi'i chynnwys yn Atodiad 2: "Papur Cefndir, data a thystiolaeth RTP Gogledd Cymru".

2. NODI AMCANION

2.1 Gweledigaeth

Bwriedir i'r weledigaeth ar gyfer yr RTP fod yn esblygiad o'r datganiad gweledigaeth cryf a oedd wedi'i gynnwys yng Nghynllun Trafnidiaeth Lleol ar y Cyd 2015¹.

Bwriad y Weledigaeth hefyd yw cefnogi'r gwaith o ddarparu Llwybr Newydd² yng Ngogledd Cymru a bwrw ymlaen ag argymhellion Comisiwn Trafnidiaeth Gogledd Cymru³. Gellir gweld rhagor o fanylion am y dogfennau hynny yn Atodiad 1.

Y Weledigaeth ar gyfer RTP Gogledd Cymru yw:

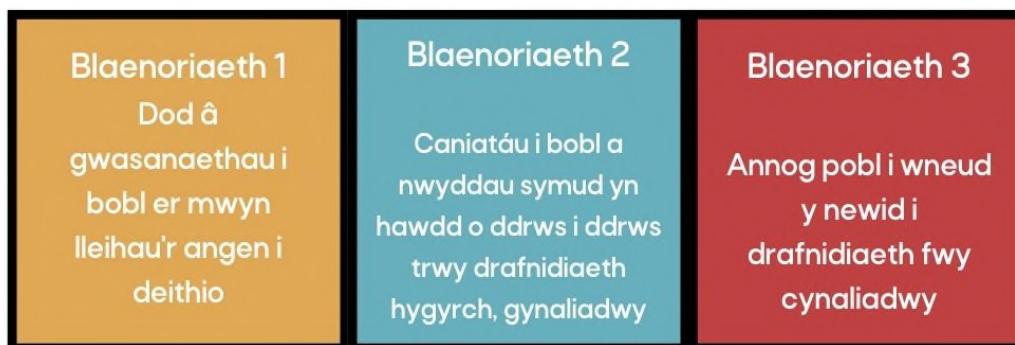
Bydd gan Ogledd Cymru rwydwaith trafndiaeth integredig ddiogel, cynaliadwy, fforddiadwy, gwydn ac effeithiol sy'n cefnogi twf economaidd, ffyniant a lles.

Gweledigaeth yw hon, ac felly, mae'n uchelgeisiol ei natur. Bwriedir i'r datganiad o weledigaeth fod yn rhywbeth all pob awdurdod, partner a rhan-ddeiliad yng ngogledd Cymru weithio a chyfrannu tuag ato.

Bydd llwyddiant y Weledigaeth yn dibynnu ar lefel y buddsoddiad sydd ar gael i drafndiaeth o'r holl ffynonellau yn ystod y blynyddoedd nesaf. Yr amgylchiadau gorau er mwyn gallu gwireddu'r weledigaeth hon yw cydweithio'n agos fel y CJC ar y cyd â Llywodraeth Cymru, gydag awdurdodau lleol a'r Llywodraeth ar draws y ffin, budd-ddeiliaid eraill yn y maes trafndiaeth, defnyddwyr trafndiaeth, sefydliadau sector gwirfoddol a chyda datblygwyr a busnesau.

2.2 Uchelgeisiau

Fel sylfaen i'n datganiad gweledigaeth, ceir gyfres o Amcanion a bydd prosiectau/rhaglenni yn cael eu hasesu yn eu herbyn. Mae'r uchelgeisiau hyn wedi'u nodi i gyd-fynd â blaenoriaethau Llwybr Newydd, a ddangosir yn Ffigwr 2.1.



Ffigwr 2.1 - Blaenoriaethau Llwybr Newydd

Dangosir uchelgeisiau'r RTP yn Nhabl 2.1.

¹Cynllun Trafnidiaeth Lleol ar y Cyd Gogledd Cymru 2015 (flintshire.gov.uk)

²Llwybr Newydd: strategaeth trafndiaeth Cymru 2021 | LLYW.CYMRU

³Comisiwn Trafnidiaeth Gogledd Cymru | LLYW.CYMRU



Uchelgais Drwy'r RTP, byddwn yn:		Pam fod hyn yn bwysig i Ogledd Cymru?	Cyd-fynd â Llwybr Newydd: Strategaeth Drafnidiaeth Cymru 2021.
1	Datblygu rhwydwaith trafndiaeth wydn, effeithlon sy'n cael ei gynnal yn dda sy'n cefnogi twf economaidd	Mae system drafnidiaeth ddibynadwy ac effeithlon yn hwyluso symudiad nwyddau, mynediad i leoliadau i dwristiaid a mynediad pobl i swyddi, addysg a gwasanaethau.	Yn cefnogi a chyd-fynd â Llwybr Newydd drwy ddarparu system drafnidiaeth sy'n 'cyfrannu at ein huchelgeisiau economaidd ehangach, a helpu cymunedau lleol'
2	Datblygu'r isadeiledd a'r gwasanaethau sy'n rhoi dewis i bobl ynglŷn â sut maent yn teithio ar bob siwrnai	Mae gormod o siwrneiau yng ngogledd Cymru yn gofyn i bobl gael mynediad i gar preifat. Mae hyn yn cyfyngu opsiynau i bobl sydd heb gar ac yn arwain at gynnydd mewn tagfeydd ac allyriadau. Drwy ddarparu opsiynau ar gyfer teithio, rydym yn creu rhwydwaith tecach sy'n gwasanaethu pob preswlydd.	Amcan yn cyd-fynd â Llwybr Newydd drwy atal 'problemau yn y dyfodol drwy leihau tagfeydd er mwyn gyrru newid moddol at deithio llesol a chlodiant cyhoeddus.'
3	Gwella mynediad cynaliadwy i safleoedd cyflogaeth ac addysgiadol ac atyniadau i dwristiaid	Mae economi rhanbarthol llwyddiannus angen i breswylwyr allu cael mynediad i gyfleoedd cyflogaeth a hyfforddiant. Mae hyn yn cynnwys cyfleoedd traws-ffiniol. Mae twf parhaus y sector twristiaeth yn dibynnu ar ymwelwyr yn gallu cael mynediad i atyniadau.	Amcan sy'n cyd-fynd ag ymgyrch y Strategaeth i fod yn 'Dda i'r economi a lleoedd yng Nghymru'
4	Gwella mynediad i wasanaethau allweddol	Mae'n hanfodol fod pob preswlydd yng ngogledd Cymru yn gallu cael mynediad i wasanaethau megis ysbytai, deintyddion, meddygfeydd, banciau, siopau ac ati. Mae hyn yn benodol amlwg i breswylwyr Ynys Môn fydd angen croesi'r Fenai o bosib i gael mynediad i'r fath wasanaethau.	Mae'r Amcan yn cyd-fynd â Blaenoriaeth 2 drwy wella dibynadwyedd, diogelwch ac amllder trafndiaeth gyhoeddus a gweithio i ymestyn 'cyrhaeddiad' daearyddol trafndiaeth gyhoeddus mewn ffordd greadigol.



Uchelgais Drwy'r RTP, byddwn yn:		Pam fod hyn yn bwysig i Ogledd Cymru?	Cyd-fynd â Llwybr Newydd: Strategaeth Drafnidiaeth Cymru 2021.
5	Annog datgarboneiddio a newid mewn diwylliant sy'n gweld pobl â dewis o deithio gyda dulliau gwahanol i'r car preifat	<p>Mae'n hanfodol ein bod yn lleihau allyriadau o drafnidiaeth, a bydd cynnydd yn y defnydd o Gerbydau Trydan yn cefnogi hyn, ond dim ond drwy leihau'r defnydd o geir y byddwn yn gallu lleihau effeithiau amgylcheddol lleol traffig, tagfeydd a pharcio, a gwella iechyd.</p> <p>Mewn rhai lleoliadau, gellir annog y newid hwn mewn diwylliant drwy ysgogi'r gymuned i adnabod datrysiadau lleol.</p>	<p>Mae'r Amcan yn cyd-fynd â Blaenoriaeth 3 drwy annog pobl yng ngogledd Cymru i wneud y newid i ddulliau trafnidiaeth mwy cynaliadwy drwy ddull newid moddol. Drwy annog newid mewn ymddygiad, archwilio opsiynau rhannu car ac opsiynau archwilio cyfleoedd digidol i edrych ar gynllunio ac archebu siwrnai yn effeithiol.</p> <p>Bydd targed Llywodraeth Cymru o 45% o siwrneiau i'w gwneud ar gludiant cyhoeddus, cerdded a beicio erbyn 2024 yn brif ystyriaeth wrth gynllunio trafnidiaeth ac yn SDP Gogledd Cymru.</p>
6	Gwella mynediad i ganol trefi a dinasoedd ar gyfer pob dull cynaliadwy	<p>Mae canol trefi a dinasoedd wrth galon cymunedau Gogledd Cymru, a bydd eu llwyddiant a'u hadfywiad parhaus yn cael ei gefnogi drwy sicrhau bod preswylwyr ac ymwelwyr yn gallu teithio iddynt drwy ddewis o ddulliau.</p>	<p>Mae'r amcan hwn yn cyd-fynd â blaenoriaethau Llywodraeth Cymru drwy gyd-fynd â dull Canol Tref yn Gyntaf drwy, ble bo'n bosib, leoli gwasanaethau cyhoeddus newydd yn agos at ble mae pobl yn byw gan arwain at lai o deithio a'u cysylltu â llwybrau presennol ble bo'n bosib. Rhaid i hyn hefyd ystyried anghenion y rhai sy'n byw mewn ardaloedd mwy gwledig ac anghysbell a bod yn brif ystyriaeth yn y SDP.</p>



Uchelgais Drwy'r RTP, byddwn yn:		Pam fod hyn yn bwysig i Ogledd Cymru?	Cyd-fynd â Llwybr Newydd: Strategaeth Drafnidiaeth Cymru 2021.
7	Lleihau allyriadau ecsôst ac allyriadau na ddaw o ecsôst o drafnidiaeth	<p>Bydd lleihau Allyriadau CO2 yn ein helpu i fynd i'r afael â'r argyfwng hinsawdd byd-eang. Mae llygryddion eraill, megis NO2 a mater gronynnol, yn effeithio ar ansawdd aer lleol ac yn gysylltiedig â sawl effaith andwyol ar iechyd.</p> <p>Cydnabyddir y bydd ceir preifat yn dal i chwarae rôl bwysig ar gyfer siwrneiau, yn enwedig mewn ardaloedd gwledig, felly dylid hwyluso newid i gerbydau dim allyriadau.</p>	<p>Yr amcan yn cyd-fynd ag uchelgeisiau Llesiant drwy'r awydd i wella ansawdd aer a lleihau sŵn amgylcheddol sy'n gysylltiedig â thrafnidiaeth – bydd y ffactorau hyn yn cael eu hystyried yng Nghynllun Datblygu Strategol Gogledd Cymru.</p> <p>Mae'r amcan hwn yn cyd-fynd â'r awydd i leihau allyriadau nwyon tŷ gwyr o drafnidiaeth – bydd yr RTP yn ystyriol o lwybr lleihau carbon Pwyllgor Newid Hinsawdd y DU ar gyfer trafndiaeth arwyneb.</p>
8	Gwella diogelwch i holl ddefnyddwyr y briffordd	<p>Dylid ystyried ein rhwydwaith priffyrdd yn ddiogel i bawb, yn enwedig defnyddwyr ffordd mwy bregus.</p>	<p>Gellir nodi aliniad gyda Llwybr Newydd drwy sicrhau bod prosiectau a rhaglenni a nodwyd/blaenoriaeth ar draws Gogledd Cymru yn rhoi sylw i fannau tagfeydd cyfyng, yn buddsoddi mewn cynlluniau sy'n cefnogi diogelwch y ffordd, dibynadwyedd siwrnai, gwytnwch, newid moddol ac yn darparu diogelwch ar gyfer defnyddwyr ffyrdd.</p>
9	Lleihau'r angen i deithio	<p>Mae newidiadau mewn diwylliant ers pandemig COVID-19, a gwelliannau mewn technoleg, wedi gweld lleihad yn yr angen am drafnidiaeth. Gweithio o gartref er enghraifft neu mewn modd mwy hybrid. Mae hyn yn cael effaith positif ar leihau pwysau parcio, tagfeydd, pwysau amser teithio prysur a llygredd.</p>	<p>Amcan yn cyd-fynd â Llwybr Newydd drwy gefnogi ac annog mentrau digidol ac eraill sy'n lleihau dibyniaeth ar y car sy'n cyfrannu at leihau tagfeydd, lleihau allyriadau carbon, yn enwedig yn ystod oriau prysur.</p>



Uchelgais Drwy'r RTP, byddwn yn:		Pam fod hyn yn bwysig i Ogledd Cymru?	Cyd-fynd â Llwybr Newydd: Strategaeth Drafnidiaeth Cymru 2021.
10	Datblygu rhwydwaith trafnidiaeth sy'n rhoi gwerth cymdeithasol i gymunedau	Mae'n bwysig bod ein rhwydwaith trafndiaeth yn adlewyrchu anghenion preswylwyr a chymunedau. Mae rhwydwaith trafndiaeth sy'n cydnabod gwerth cymdeithasol yn cefnogi cyflawniad nodau a dyheadau strategol eraill a osodwyd ar lefel lleol, rhanbarthol a chenedlaethol.	Drwy gefnogi Cysylltu Cymunedau, bydd strategaeth LIC i fynd i'r afael ag unigrwydd ac ynysu cymdeithasol yn cael ei chefnogi drwy weithredu'r amcan hwn. Trafnidiaeth yw un o hoelion wyth cymuned oed-gyfeillgar, a dangosir hyn drwy brosiectau a rhaglenni lleol/sydd wedi'u lleoli yn y gymuned, yn cynnwys y bws fflecsi a gweithio gyda phartneriaid trydydd sector.
11	Gwneud llesiant yn ystyriaeth graidd ar draws pob prosiect a rhaglen drafnidiaeth yng ngogledd Cymru	Rhaid i lesiant pob preswlydd ar draws Gogledd Cymru fod yn ystyriaeth graidd pob prosiect a rhaglen sy'n ymwneud â thrafnidiaeth.	Amcan yn cyd-fynd â'r egwyddorion a amlinellwyd yn Llwybr Newydd drwy; Cydraddoldeb – gyda chynhwysiad a lleihau rhwystrau i weithgarwch economaidd a chyfleoedd hamdden yn allweddol i brosiectau a rhaglenni Iechyd – Trwy ganolbwyntio ar newid moddol, lleihau llygredd aer sy'n cefnogi aer glanach Hyder a Diogelwch – Blaenoriaethu diogelwch, cryfhau cymunedau drwy drafnidiaeth effeithiol, cefnogi cysylltiadau cymdeithasol – e.e. y bws fflecsi. Amgylcheddol – drwy leihau allyriadau a lleihau effaith amgylcheddol lleol traffig



Uchelgais Drwy'r RTP, byddwn yn:		Pam fod hyn yn bwysig i Ogledd Cymru?	Cyd-fynd â Llwybr Newydd: Strategaeth Drafnidiaeth Cymru 2021.
12	Blaenoriaethu'r iaith a'r diwylliant Cymraeg	Dylai ein system drafnidiaeth ddarparu mynediad cynaliadwy i weithgareddau a digwyddiadau diwylliannol a Chymraeg. Mae'n bwysig bod gwybodaeth, gan gynnwys archebion a gwybodaeth/systemau digidol, yn cael ei darparu yn Gymraeg ac yn Saesneg.	Yn cyd-fynd drwy danategu Mesur y Gymraeg (Cymru) 2011 ac yn cyfrannu at gyrraedd miliwn o siaradwyr Cymraeg erbyn 2050.
13	Integreiddio cydraddoldebau ym mhob agwedd o gynllunio trafndiaeth	Mae cydraddoldebau yn brif ystyriaeth i Ogledd Cymru - gyda demograffi eang ac amrywiol yn byw mewn lleoliadau a chymunedau gwledig, rhannol wledig a threfol - mae sicrhau mynediad cyfartal yn allweddol ar gyfer cyflawni RTP llwyddiannus. Byddwn yn gwneud gwasanaethau trafndiaeth ac isadeiledd yn hygyrch a chynhwysol drwy anelu i gael gwared ar y rhwystrau ffisegol, agweddol, amgylcheddol, systemig, ieithyddol ac economaidd sy'n atal pobl rhag defnyddio trafndiaeth gynaliadwy. Byddwn yn anelu i gael gwared ar y rhwystrau ffisegol, agweddol, amgylcheddol, systemig, ieithyddol ac economaidd sy'n atal pobl rhag defnyddio trafndiaeth gynaliadwy, sy'n cynnwys cerdded, beicio a chludiant cyhoeddus.	Bydd yr amcan hwn yn cefnogi'r Llwybr Cydraddoldeb drwy sicrhau hygyrchedd trafndiaeth ac adnabod meysydd sydd angen eu cryfhau. Bydd hefyd yn hybu cynhwysiad ac yn nodi lle nad yw pethau'n gweithio fel y dylent. Prif faes ar gyfer ymgynghori fydd blaenoriaethu ymgorffori cydraddoldeb a hygyrchedd mewn cynllunio trafndiaeth ar draws Gogledd Cymru.



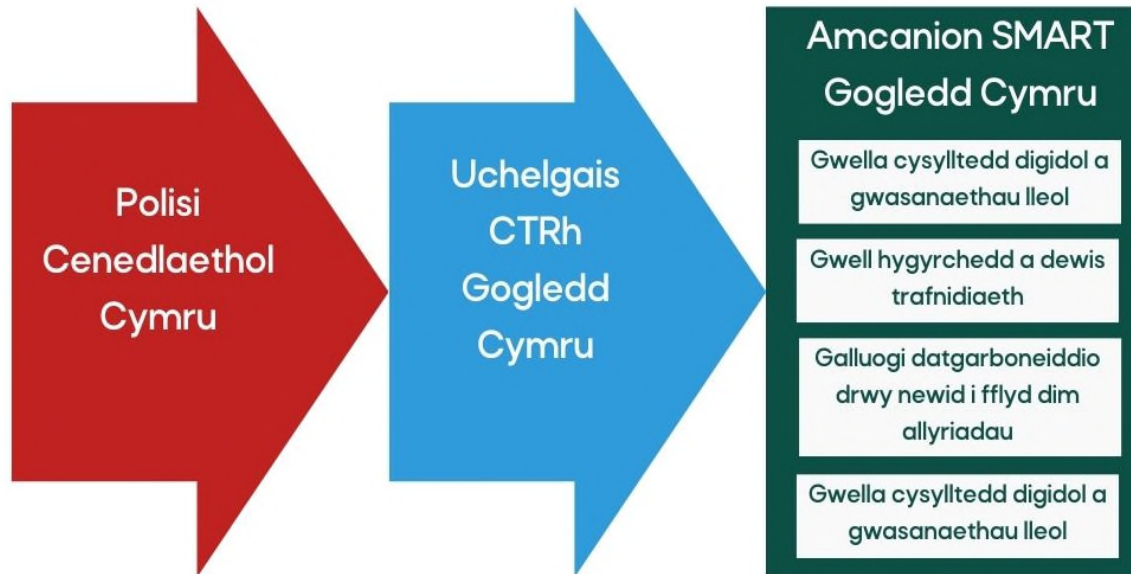
Uchelgais Drwy'r RTP, byddwn yn:		Pam fod hyn yn bwysig i Ogledd Cymru?	Cyd-fynd â Llwybr Newydd: Strategaeth Drafnidiaeth Cymru 2021.
14	Integreiddio'r Parth Buddsoddi a'r Porthladd Rhydd fel ystyriaethau rhanbarthol.	<p>Bydd y Porthladd Rhydd yng Nghaergybi, Ynys Môn yn gweithredu fel hwb ar gyfer masnach, arloesedd a buddsoddiad byd-eang, yn cefnogi talent lleol ac yn croesawu cyfleoedd cyflogaeth newydd. Felly, bydd cysylltiadau trafndiaeth dibynadwy ac aml yn hollbwysig i'w lwyddiant ac wedi'u dylunio â dull carbon niwtral yn ogystal ag ystyriaethau teithio llesol, ble bo'n bosib.</p> <p>Gyda Wrecsam a Sir y Fflint wedi'u nodi fel ardaloedd ar gyfer buddsoddiad drwy ddyraniad ariannol gan Lywodraeth y DU, bydd cysylltiadau ac ystyriaethau trafndiaeth yn allweddol o ran gwneud yr ardal yn atyniadol i fuddsoddiad a gweithlu o safon uchel.</p>	<p>Cefnogir yr amcan hwn drwy weithio tuag at ddull mwy strategol ar gyfer porthladdoedd Cymru, gan gydnabod eu rôl fel catalydd o bosib ar gyfer cydleoli gweithgynhyrchu, ynni, hamdden a dosbarthu. Bydd trafndiaeth yn ystyriaeth allweddol yma, a dull carbon isel yn benodol.</p>
15	Nodi synergeddau rhwng y Cynllun Trafnidiaeth Rhanbarthol (RTP) a'r Cynllun Datblygu Strategol (SDP)	<p>Er nad yw'r amserlenni ar gyfer SDP a RTP yn cyd-fynd, rhoddir blaenoriaeth i groesgyfeirio, nodi dibyniaethau/synergeddau, rhaid i gyd-fuddiannau fod yn barhaus.</p>	<p>Dylai'r broses gynllunio a'r broses cynllunio trafndiaeth gefnogi ac annog y defnydd o drafnidiaeth gynaliadwy.</p>

Tabl 2.1 - Uchelgeisiau RTP



2.3 Amcanion SMART

Ochr yn ochr â'r Cynllun Trafnidiaeth Rhanbarthol, rydym yn datblygu Cynllun Cyflawni Trafnidiaeth Rhanbarthol (RTDP) a fydd yn nodi'r cynlluniau a'r rhaglenni yr ydym yn bwriadu eu cyflawni dros y pum mlynedd nesaf i gyflawni ein gweledigaeth. Er mwyn blaenoriaethu'r rhestr o gynlluniau a rhaglenni yn y RTDP, byddwn yn eu hasesu yn erbyn cyfres o amcanion SMART. Mae'r amcanion hyn wedi'u nodi i gefnogi'r gwaith o gyflawni polisi cenedlaethol a'n huchelgeisiau rhanbarthol, fel y dangosir yn Ffigur 2.2.



Ffigur 2.2 - Datblygu Amcanion SMART



Yr amcanion SMART yr ydym wedi'u defnyddio i asesu a blaenoriaethu cynlluniau yw:

Amcanion SMART y Cynllun Trafnidiaeth Rhanbarthol

1. Gwella cysylltedd digidol a gwasanaethau lleol:

Byddwn yn galluogi 30% neu fwy o bobl yng Ngogledd Cymru i weithio o bell erbyn 2030 trwy gynllunio gwell defnydd tir a gwell cysylltedd digidol, a ddylai leihau'r angen cyffredinol i deithio a galluogi teithiau byrrach sy'n fwy addas ar gyfer dulliau cynaliadwy.

2. Gwell hygyrchedd a dewis trafndiaeth:

Byddwn yn datblygu seilwaith a gwasanaethau sy'n rhoi dewis i bobl am sut maen nhw'n teithio ar gyfer pob taith ac yn cefnogi twf economaidd cynaliadwy trwy wella mynediad i aneddiadau allweddol, cyflogaeth, safleoedd addysgol ac atyniadau twristiaeth. Dylid gwella hygyrchedd pob atyniad taith allweddol, gan gefnogi'r targed rhaniad modd cenedlaethol o 45% o deithiau i'w gwneud trwy gerdded, beicio a thrafnidiaeth gyhoeddus erbyn 2040.

3. Galluogi datgarboneiddio drwy bontio i fflyd dim allyriadau:

Byddwn yn datblygu seilwaith ategol a chymhellion cymorth i alluogi o leiaf 50% o gerbydau modur a phob bws cyhoeddus sy'n gweithredu yng Ngogledd Cymru i fod yn ddi-allyriadau erbyn 2035.

4. Galluogi Twf Economaidd Cynaliadwy:

Byddwn yn datblygu rhwydwaith trafndiaeth gwydn, diogel, wedi'i gynnal a'i gadw'n dda ac effeithlon sy'n sicrhau twf economaidd cynaliadwy trwy wella hygyrchedd i feysydd cyflogaeth presennol a rhai sydd wedi'u cynllunio. Bydd gan o leiaf 50% o aelwydydd yng Ngogledd Cymru ystod gynyddol o deithio o fewn awr ar drafnidiaeth gyhoeddus, gan gefnogi mynediad i safleoedd cyflogaeth allweddol a chanolfannau rhanbarthol.

3. Gogledd Cymru

3.1 Gogledd Cymru - Lle Gwych i Fyw, Gweithio ac Ymweld ag Ef

Mae rhanbarth y Gogledd yn cynnwys awdurdodau lleol Ynys Môn, Wrecsam, Conwy, Sir y Fflint, Sir Ddinbych a Gwynedd, fel y dengys yn Ffigwr 3.1.



Ffigwr 3.1 - Awdurdodau Lleol yng ngogledd Cymru, gyda Pharc Cenedlaethol Eryri mewn Gwyrdd

Mae Fframwaith Economaidd Rhanbarthol Llywodraeth Cymru ac Uchelgais Gogledd Cymru yn disgrifio Gogledd Cymru fel 'rhanbarth â chyfoeth o nodweddion' a gwelir hyn yn glir drwy natur gyfoethog ac unigryw'r ardal. O'r cytrefiadau mwy diwydiannol a phoblog yn y Dwyrain i'r cymunedau mwy gwledig a llai poblog yn y Gorllewin, gallwn weld natur amrywiol Gogledd Cymru gyda'i gynnig cyfoethog ac amrywiol i breswylwyr a'i ymwelwyr a thwristiaid.

Yn addysgol, mae Gogledd Cymru yn cynnig dau Sefydliad Addysg Uwch, Prifysgol Bangor yn y Gorllewin a Phrifysgol Wrecsam yn y Dwyrain, gyda'r ddau â thynfa eang o bob rhan o'r DU a thramor. Mae dau Sefydliad Addysg Bellach, Grŵp Llandrillo Menai a Choleg Cambria yn darparu prif safleoedd mewn lleoliadau strategol ac yn gwasanaethu'r cymunedau trefol a gwledig ac fe'u cefnogir gan golegau lloeren sydd wedi'u lleoli'n gyfleus.

Yn ddiwylliannol, mae Gogledd Cymru yn cynnig theatrau a sinemâu mewn lleoliadau gwych sy'n cynnig sawl cynhyrchiad cyffrous sy'n denu cynulleidfaoedd o bell ac agos ac yn darparu ar gyfer cynulleidfaoedd o bob oed. Mae gan y Gorllewin, Eryri a'r ardal gyfagos gymaint i'w gynnig drwy ystod gyffrous o weithgareddau awyr agored gan gynnwys beicio, mynydda, creadigrwydd Zip World a phrofiad cyffrous y Ganolfan Dŵr Gwyn Genedlaethol yn y Bala.

Yn teithio ar y ffordd o'r dwyrain i'r gorllewin ar yr A55, yn defnyddio'r lein trên arfordirol neu fws, fe deithiwn drwy gymunedau glan môr poblogaidd, yn ymylu ar Ardal o Harddwch Naturiol Eithriadol (AHNE) a chestyll sy'n denu cymaint o ymwelwyr i'r ardal. Gyda Llywodraeth Cymru bellach yn archwilio

opsiynau ynghylch ail Barc Cenedlaethol drwy brosiect dynodi Parc Cenedlaethol Gogledd Ddwyrain Cymru, bydd ymgorffori'r gwersi a ddysgwyd o leoliadau eraill yn y cam cynnar yn gwella'r gwaith o gynllunio unrhyw strategaeth drafnidiaeth/hygyrchedd yn y dyfodol.

Mae Gogledd Cymru yn enwog am ei bedwarawd o gestyll UNESCO rhestredig yn ogystal ag amrediad o eiddo hardd yr Ymddiriedolaeth Genedlaethol a thai a henebion eraill o ddiddordeb. Mae ychwanegiad mwyaf diweddar Cymru at restr Treftadaeth y Byd, Tirwedd Llechi Gogledd Orllewin Cymru yn cynnwys chwe safle ar wahân o gwmpas ardal Gwynedd sy'n cynnwys ardaloedd o ddiddordeb y diwydiant llechi Cymreig. Mae yna hefyd lawer o safleoedd Cadw ac adeiladau ac amgueddfeydd hanesyddol eraill sy'n denu nifer fawr o ymwelwyr. Archwilir hygyrchedd effeithiol i'r safleoedd hyn yn defnyddio dulliau gwahanol i'r car.

Mae gan ranbarth mwy trefol y Gogledd Ddwyrain dreftadaeth ddiwylliannol cyfoethog sy'n cynnwys Safle Treftadaeth y Byd UNESCO 11 milltir o hyd a safle sy'n llwyfannu'r Eisteddfod ryngwladol flynyddol yn Llangollen. Yn 2022, gwelwyd Wrecsam yn llwyddo i dderbyn statws dinas yng nghystadlueaeth Statws Dinas Jiwbil Platinwm y Frenhines. Hefyd, cyrhaeddodd y rownd derfynol ar gyfer Dinas Diwylliant y DU yn 2025.

O safbwynt economaidd, mae Gogledd Cymru yn cyfrannu £14.2 biliwn at economi'r DU bob blwyddyn. Mae'r perfformiad economaidd diweddar wedi bod yn wydn ond mae bwch cynhyrchedd parhaus a chynyddol yn dal i fodoli sy'n arwain at rai amrywiadau mewn cynhyrchedd yn yr ardal. Mae'r economi yn amrywiol a'r sectorau allweddol yw gweithgynhyrchu, ynni a thwristiaeth yn ogystal â swyddi yn y sector cyhoeddus. Mae peth o'r bwch cynhyrchedd yn cael ei briodweddu gan strwythur sectorau Gogledd Cymru, ond mae ardaloedd o gryfder a chyfleoedd sylweddol a chynyddol, yn benodol yn y sectorau gweithgynhyrchu uwch, ynni carbon isel, bwyd-amaeth, twristiaeth a digidol. Gellir nodi cyfleoedd sylweddol ar gyfer Wrecsam a Sir y Fflint drwy Barth Buddsoddi (IZ) £160m Llywodraeth y DU yn Wrecsam a Sir y Fflint. Wedi'u cyhoeddi yn Natganiad yr Hydref yn 2023, mae Parthau Buddsoddi yn rhoi cyfle i ymgorffori arloesedd drwy'r economi gyfan. Maent yn cefnogi twf sectorau blaenoriaeth, gan drosoli cryfderau presennol i yrru ehangiad cyflym – rhagwelir y bydd IZ o fudd nid yn unig i Wrecsam a Sir y Fflint ond hefyd ar draws Gogledd Cymru. Yn symud tuag at y Gorllewin, cyflwynodd Cyngor Sir Ynys Môn a Stena Line fid llwyddiannus i Gaergybi sicrhau Statws Porthladd Rhydd, mae gan y buddsoddiad hwn botensial i gyflawni gwir newid trawsffurfiol mewn cymunedau ar draws Ynys Môn a rhanbarth ehangach Gogledd Cymru.

3.2 Poblogaeth

Ar sail amcangyfrifon poblogaeth ar gyfer canol 2021, mae Cymru yn gartref i dros 3,105,000 o breswylwyr. Mae gan ogledd Cymru amcangyfrif poblogaeth o bron i 700,000. Yr awdurdod lleol mwyaf poblog yng ngogledd Cymru yw Sir y Fflint gyda dros 150,000 o bobl. Y lleiaf poblog yw Ynys Môn gydag ychydig o dan 70,000 o bobl, sy'n ei wneud y trydydd awdurdod lleol lleiaf yng Nghymru yn ôl poblogaeth. Dangosir poblogaeth pob awdurdod lleol yn Nhabl 3.1.

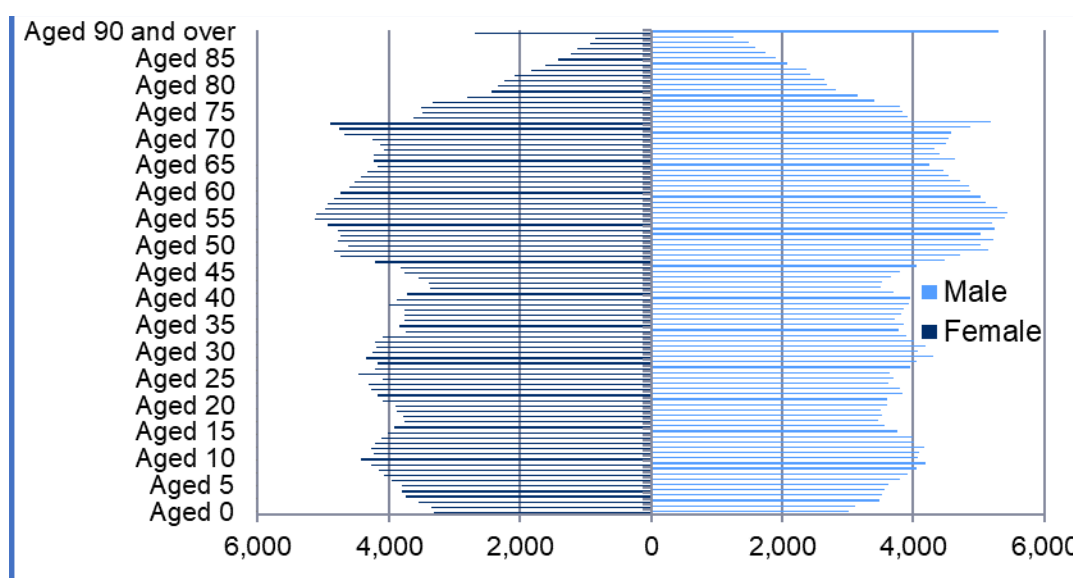
Ardal	Poblogaeth Canol Blwyddyn 2020
Cymru	3,105,000
Gogledd Cymru	687,098
Ynys Môn	68,944
Gwynedd	117,072
Conwy	114,828

Sir Ddinbych	96,046
Sir y Fflint	155,076
Wrecsam	135,132

Tabl 3.1 - Amcangyfrif o boblogaeth yn ôl awdurdod lleol a blwyddyn⁴

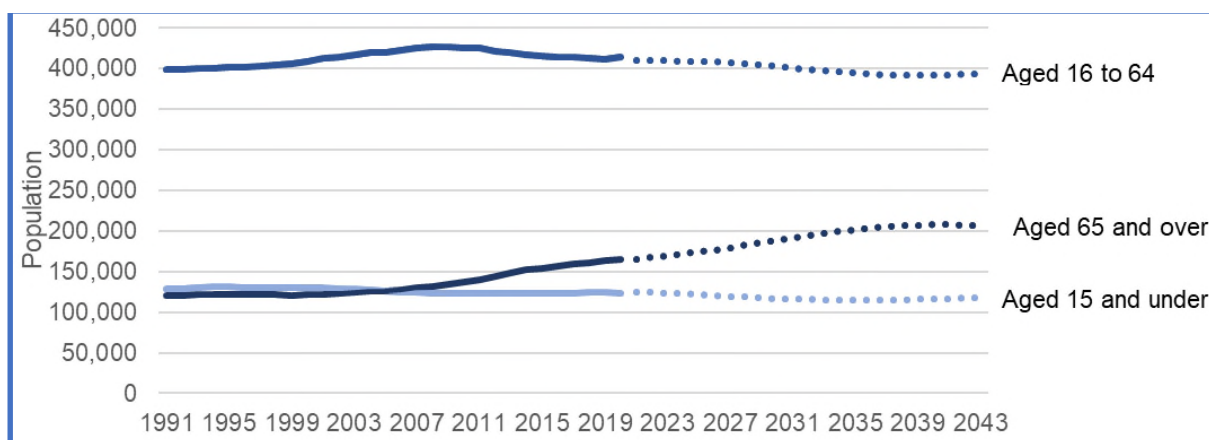
Mae poblogaeth Cymru yn heneiddio; golyga hyn fod cyfran fwy o bobl hŷn yn rhan o'r boblogaeth gyfan. Mae rhagamcan y bydd hyn yn parhau wrth i bobl fyw'n hirach a nifer y genedigaethau aros yn isel. Mae ystyried y newid hwn mewn demograffi yn y modd yr ydym yn cynllunio trafndiaeth yng ngogledd Cymru angen cael ei adlewyrchu yn yr RTP.

Amcangyfrifwyd fod canran y boblogaeth dros 65 oed yng Nghymru yn 21% yn 2020. I ogledd Cymru, roedd dros 23% neu bron yn 1 o bob 4 person. Yng Nghonwy, roedd 28% yn 65 oed a hŷn, y canran uchaf ymysg holl awdurdodau lleol Cymru. Gwelir poblogaeth Gogledd Cymru yn ôl oed a rhyw yn Ffigur 3.2.



Ffigur 3.2 - Amcangyfrif poblogaeth Gogledd Cymru yn ôl oed a rhyw, canol 2025⁵

Dengys y cynnydd a ragwelir yn y boblogaeth dros 65 oed yn Ffigur 3.3. Erbyn 2040, rhagwelir y bydd oddeutu 29% o boblogaeth Gogledd Cymru yn 65 oed neu'n hŷn.



⁴[Amcangyfrifon poblogaeth yn ôl awdurdod lleol a blwyddyn \(StatsWales\)](#)

⁵[Amcangyfrifon poblogaeth yn ôl awdurdod lleol a blwyddyn \(StatsWales\)](#)

Ffigwr 3.3 – Amcangyfrifon a rhagolygon poblogaeth ar gyfer Gogledd Cymru yn ôl grŵp oedran bras a blwyddyn, 1991 i 2043⁶

Dylid nodi bod y ffigurau rhagamcanion yn seiliedig ar dueddiadau o 2018 a ddim yn ystyried effeithiau pandemig COVID-19 na Brexit.

Disgrifiodd 2.5% o boblogaeth Gogledd Cymru eu hunain fel Du, Asiaidd neu o leiafrif ethnig yn 2018-20 o'i gymharu â 5.0% o boblogaeth Cymru gyfan (Arolwg Poblogaeth Blynyddol), fel y dengys yn Nhabl 3.2

Ardal	Gwyn	Grwpiau ethnig cymysg/aml-ethnig	Asiaidd	Du/Affricanaidd/Ca ribiaidd/Du Prydeinig	Grwpiau ethnig eraill
	95.0%	0.9%	2.3%	0.9%	0.8%
Gogledd Cymru	97.5%	0.7%	0.9%	0.3%	0.6%

Tabl 3.2 – Canran o'r boblogaeth fesul grŵp ethnig, Arolwg Poblogaeth Blynyddol, 2018-20

Ar draws Cymru, Gogledd Cymru oedd â'r gyfran isaf o bobl a oedd yn nodi eu bod yn anabl (20.1%) yn 2018-20, tra bod gan Dde-ddwyrain Cymru a Chanolbarth a De-orllewin Cymru gyfrannau tebyg (22.6% a 23.0% yn y drefn honno) (Arolwg Blynyddol o'r Boblogaeth).

Beth mae hyn yn ei olygu i'r RTP?

Fel rhan o ddatblygiad yr RTP, bydd Asesiad Effaith Cydraddoldeb yn cael ei wneud i sicrhau bod ystyriaeth briodol yn cael ei rhoi i bobl yng ngogledd Cymru gyda nodweddion gwarchoddedig.

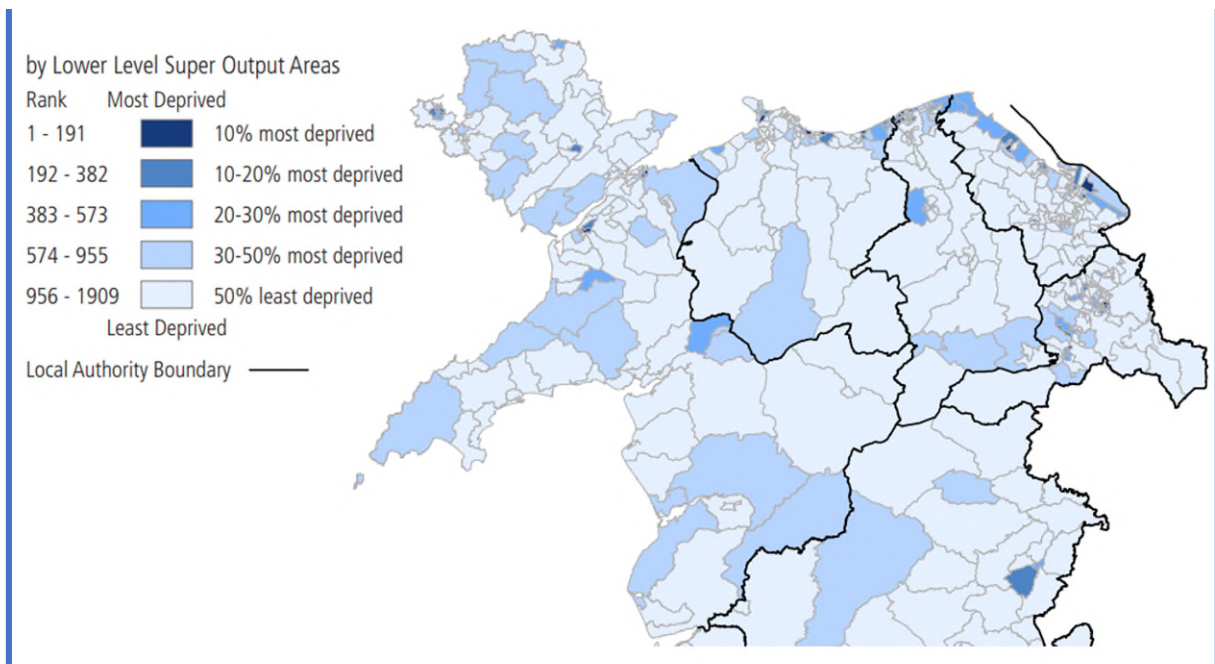
3.3 Mynegai Amddifadedd Lluosog Cymru

Mynegai Amddifadedd Lluosog Cymru (WIMD) yw mesur swyddogol Llywodraeth Cymru o amddifadedd cymharol mewn ardaloedd bychain yng Nghymru. Mae wedi'i ddylunio i adnabod yr ardaloedd bychan hynny lle ceir y crynodiadau uchaf o wahanol fathau o amddifadedd.

Amddifadedd yw'r diffyg mynediad at gyfleoedd ac adnoddau y byddwn yn eu disgwyl yn ein cymdeithas. Gall hyn fod yn nhermau nwyddau materol neu allu unigolyn i gymryd rhan ym mywyd cymdeithasol arferol y gymuned. Mae yna 1,909 Ardal Cynnyrch Ehangach Haen Is (LSOAs) yng Nghymru, gyda 22% o'r rhain yng ngogledd Cymru. Wrth ystyried y 191 LSOAs mwyaf difreintiedig ar draws Cymru gyfan yn 2019 (hy. y 10% mwyaf difreintiedig), mae 12% yng ngogledd Cymru.

Yn WIMD 2019, roedd pocedi o amddifadedd cymharol uchel mewn rhai trefi arfordirol ac ar y ffin yng ngogledd Cymru. Dengys hyn yn Ffigwr 3.4.

⁶Amcangyfrifon poblogaeth yn ôl awdurdod lleol a blwyddyn (StatsWales)



Ffigur 3.4 - Mynegai Amddifadedd Lluosog Cymru⁷

Beth mae hyn yn ei olygu i'r RTP?

Gall cysylltiadau trafniadaeth deniadol ac effeithlon chwarae rôl hanfodol i leihau amddifadedd drwy ddarparu mynediad i swyddi, hyfforddiant, cyfleoedd iechyd/llesiant ac addysg.

3.4 Dwysedd Poblogaeth

Yn 2021, roedd gan Gymru ddwysedd poblogaeth cyfartalog o 149.8 person fesul cilometr sgwâr. Mae hyn yn gynnydd o thua 8% yn y ddau ddegawd ers 1991, ond yn ostyngiad o thua 2% o flwyddyn i flwyddyn o'i gymharu â 2021. Mae gan Gymru ddwysedd poblogaeth cymharol isel o'i gymharu â'r DU gyfan, lle'r oedd ffigyrau cyfwerth yn 276 o bobl fesul cilometr sgwâr.

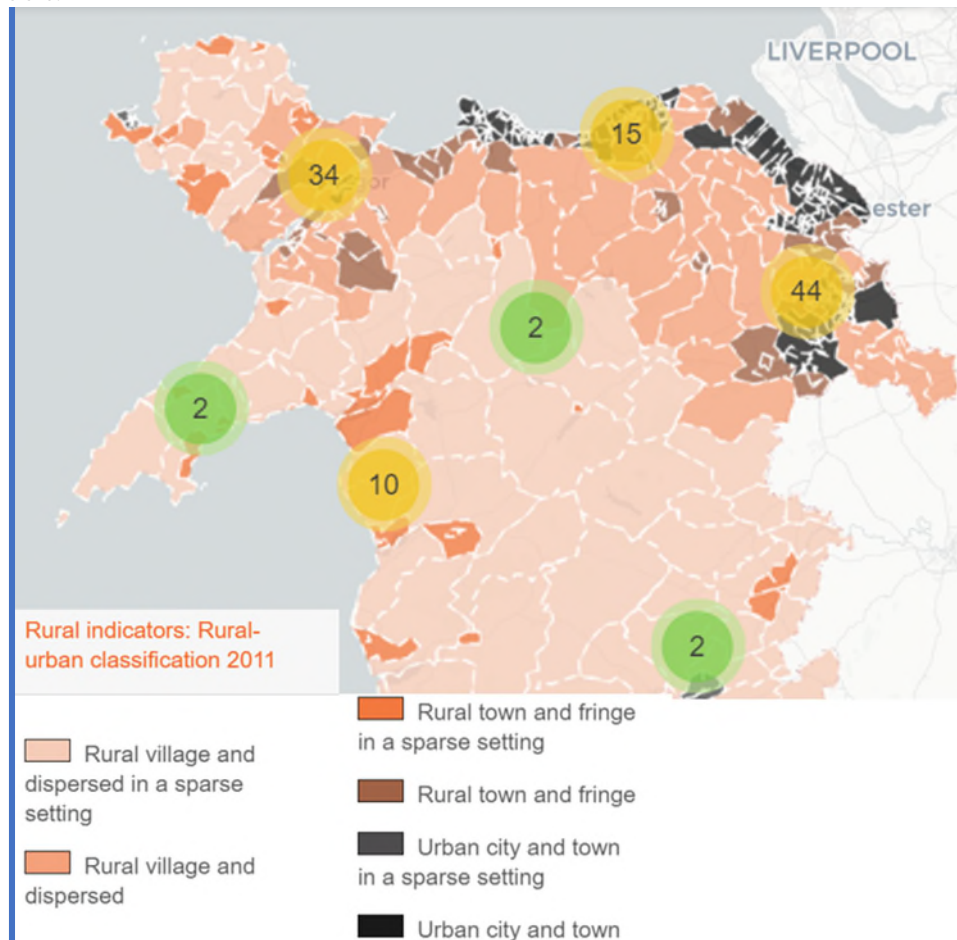
Mae dwysedd poblogaeth Gogledd Cymru yn is na Chymru gyfan. Dangosir dwysedd poblogaeth pob un o'r chwe awdurdod lleol yn y rhanbarth yn Nhabl 3.3. Mae dwysedd poblogaeth yn amrywio'n sylweddol ar draws Gogledd Cymru, gyda Sir y Fflint a Wrecsam â dwysedd poblogaeth mwy na'r awdurdodau lleol eraill yng ngogledd Cymru. Amcangyfrif bod gan Wynedd lai na 50 o bobl fesul cilometr sgwâr sy'n ei wneud y trydydd awdurdod lleol â'r dwysedd poblogaeth isaf yng Nghymru.

Ardal	Canol blwyddyn 2020
Cymru	149.8
Ynys Môn	96.8
Gwynedd	46.2
Conwy	102.0
Sir Ddinbych	114.8
Sir y Fflint	352.6
Wrecsam	268.2

⁷WMD - Tudalen Gartref (gov.wales)

Tabl 3.3 – Dwysedd poblogaeth (personau fesul cilomedr sgwâr) yn ôl awdurdod lleol⁸

Mae data Cyfrifiad 2011 wedi cael ei ddefnyddio i lywio'r data ar wefan 'Deall Lleoedd Cymru'⁹. O'r wefan hon, mae Ffigur 3.5 yn dangos sut mae ardaloedd trefol a gwledig Gogledd Cymru wedi'u categorio.



Ffigur 3.5 – Dosbarthiad Gwledig-Trefol yng Ngogledd Cymru
(Noder: Mae'r niferoedd ar y map yn cyfeirio at fwy o wybodaeth fanwl sydd ar gael gan y ffynhonnell)

Mae Ffigur 3.5 yn dangos cyferbyniad llwyr rhwng ardaloedd trefol dwyrain y rhanbarth ac ar hyd yr arfordir gogleddol, a'r ardaloedd mwy gwledig sy'n cynnwys llawer o weddill y rhanbarth.

Mae'n aml yn gallu bod yn anos i bobl sy'n byw mewn cymunedau gwledig i gael mynediad i wasanaethau allai fod yn fwy hygyrch mewn ardaloedd trefol. Mae mynediad gwael i wasanaethau yn ystyriaeth allai gymhlethu mathau eraill o amddifadedd sy'n bodoli mewn ardal. Mae data Mynediad i Wasanaethau WIMD yn dangos amddifadedd o ganlyniad i anallu aelwyd i gael mynediad i ystod o wasanaethau a ystyrir yn angenrheidiol ar gyfer bywyd o ddydd i ddydd, yn ffisegol ac ar-lein. Mae'n ystyried amseroedd teithio cyfartalog i ystod o wasanaethau gyda chlydiant preifata a chyhoeddus. Y gwasanaethau a ystyriwyd yw:

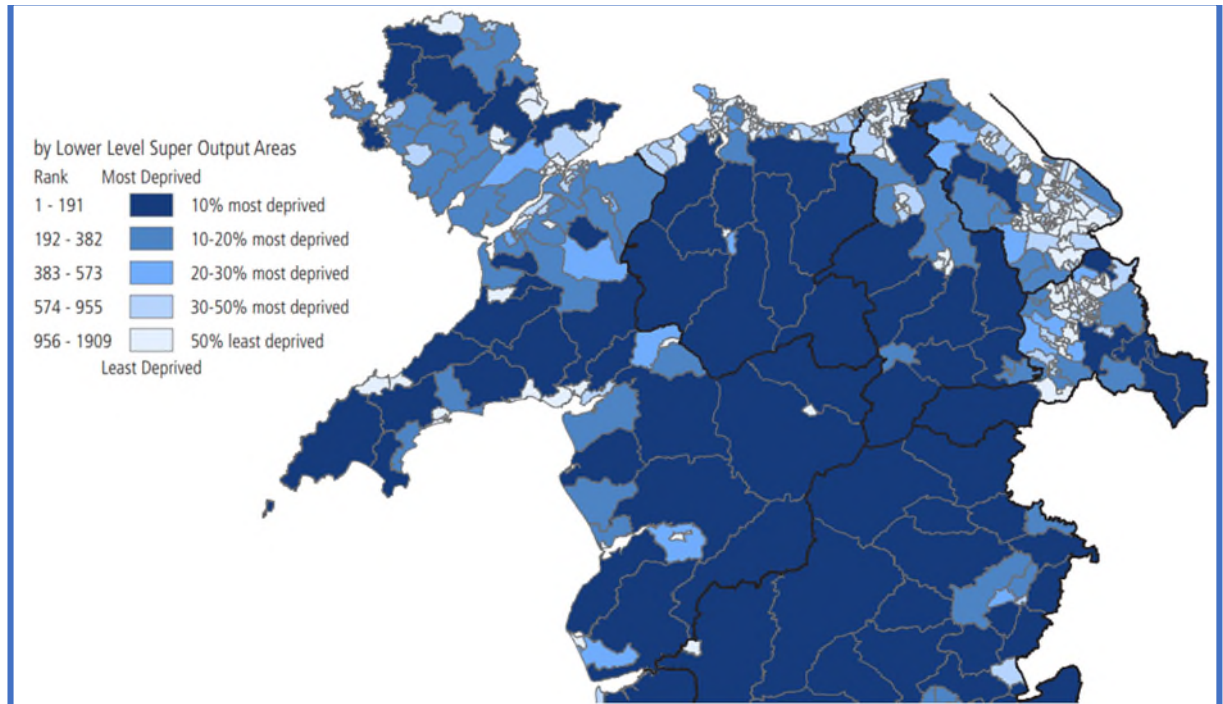
- Y Fferyllfa,
- Y Siop fwyd,
- Y Meddyg Teulu,

⁸[Dwysedd poblogaeth \(pobl fesul cilometr sgwâr\) yn ôl awdurdod lleol a blwyddyn \(StatsWales\)](#)

⁹[Tudalen Gartref | Deall Lleoedd Cymru 0.1](#)

- Swyddfa'r Post,
- Yr Ysgol gynradd,
- Y Llyfrgell gyhoeddus,
- Cyfleuster Chwaraeon,
- Yr Ysgol Uwchradd a'r
- Orsaf betrol (trafnidiaeth breifat yn unig)

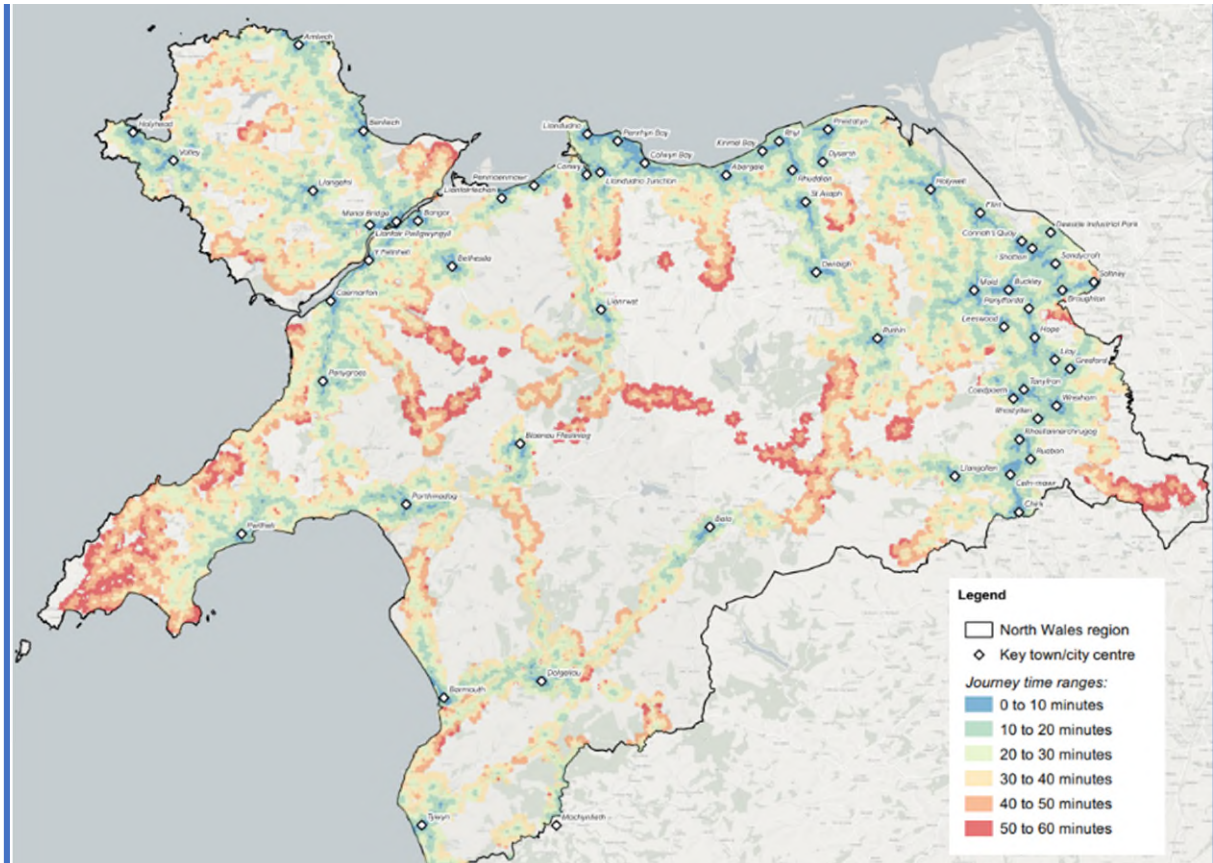
Yn y cyd-destun hwn, mae amddifadedd uchel yn gyffredin ar draws ardaloedd gwledig Cymru, fel y dengys yn Ffigur 3.6. Dyma senario sy'n dod yn fwyfwy heriol ar adeg pan fod awdurdodau lleol mewn sefyllfa lle maent angen gwneud toriadau i gyllidebau bws wedi'u noddi.



Ffigur 3.6 - Mynediad i Wasanaethau WIMD

Mae'r crynodiad o wasanaethau a phoblogaethau yng ngogledd-ddwyrain Cymru, dros y ffin ac ar hyd arfordir Gogledd Cymru. Mae hyn yn adlewyrchu'r ardaloedd lleiaf prin eu poblogaeth a ddengys yn Ffigur 3.5.

Gellir gweld tystiolaeth bellach o effaith gwledigrwydd yng ngogledd Cymru yn nadansoddiad Trafnidiaeth Cymru o amser siwrnai i gyrraedd canol tref neu ddinas allweddol yn defnyddio cludiant cyhoeddus, a ellir ei weld yn Ffigur 3.7.



Ffigwr 3.7 - Amser Siwrnai Cludiant Cyhoeddus i Dref neu Ddinas Allweddol (dydd Mawrth 07:00 - 19:00)

Mae nifer fawr o gymunedau mewn ardaloedd gwledig sydd, os ydynt yn teithio ar drafnidiaeth gyhoeddus, yn gorfod teithio am fwy na 50 munud i gael mynediad i dref neu ddinas allweddol.

Nododd Comisiwn Trafnidiaeth Gogledd Cymru fod *"Newid siwrneiau car gyda chludiant cyhoeddus a theithio llesol mewn ardaloedd gwledig yn heriol. Rydym yn cydnabod y bydd y car preifat yn dal i gael ei ddefnyddio fel y prif fodd o deithio gan lawer o bobl. Mae Gogledd Cymru yn cynnwys ardaloedd mawr sy'n wledig neu'n rhannol-wledig."*

Beth mae hyn yn ei olygu i'r RTP?

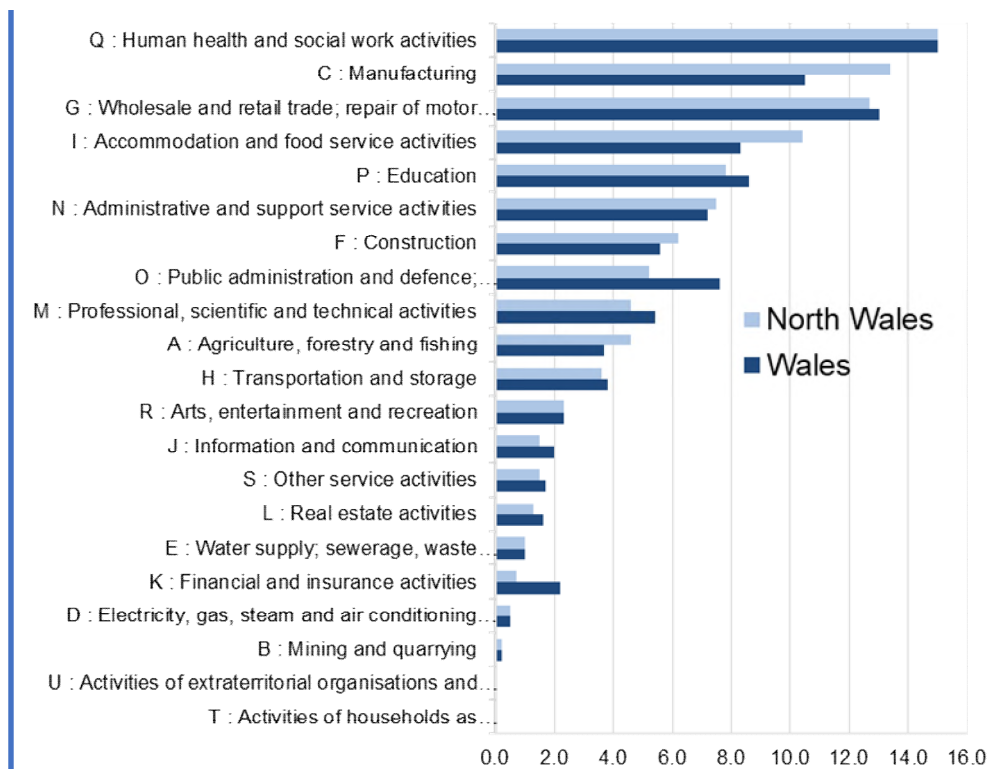
Er mwyn i'r RTP adnabod rhwydwaith hollol integredig a thrawsnewidiol o drafnidiaeth gynaliadwy yng ngogledd Cymru, mae angen ystyriaeth o anghenion preswylwyr canolfannau trefol a chymunedau gwledig. Er y gellir hwyluso newid modol drwy well cludiant cyhoeddus a theithio llesol yn ein trefi a'n dinasoedd a rhyngddynt, dylai'r RTP gydnabod bod lleihau'r defnydd o gar mewn cymunedau gwledig yn fwy heriol. Felly, mae hwyluso newid i gerbydau allyriadau isel i breswylwyr cymunedau lleol yn hanfodol.

3.5 Cyflogaeth yng ngogledd Cymru

Y sector cyflogaeth mwyaf ar draws Cymru a Gogledd Cymru yw 'lechyd dynol a gwaith cymdeithasol'. Fel y gwelir yn Ffigwr 3.8, mae gan ogledd Cymru ganran cyflogaeth uwch na Chymru yn y diwydiannau a ganlyn:

- Gweithgynhyrchu,
- Gweithgareddau llety a gwasanaethau bwyd,
- Gweithgareddau gwasanaeth gweinyddol a chefnogi,
- Adeiladu ac

- Amaeth, coedwigaeth a physgota.

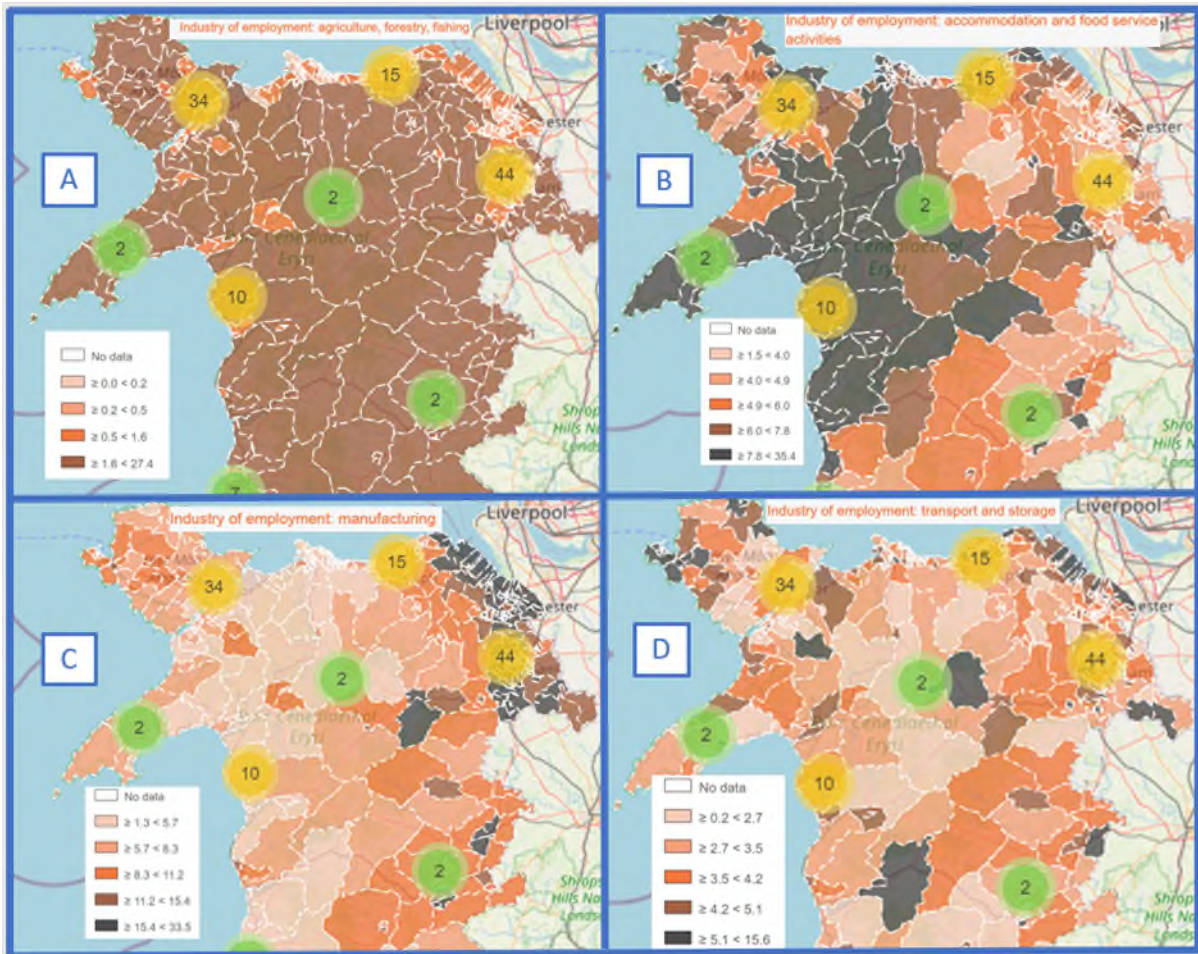


Ffigur 3.8 - Canran o gyfanswm cyflogaeth yn ôl Diwydiant, Gogledd Cymru a Chymru

Ffynhonnell: Dadansoddiad Llywodraeth Cymru o Arolwg y Gofrestr Busnesau a Chyflogaeth, ONS

Mae pwysigrwydd gwahanol sectorau cyflogaeth yn amrywio ar draws Gogledd Cymru. Mae Ffigur 3.9 yn ystyried y ganran o'r boblogaeth breswyl rhwng 16 a 74 oed sy'n gyflogedig mewn sectorau diwydiant dewisol. Dengys hyn:

- Nid yw'n syndod fod y sector amaethyddiaeth, coedwigaeth a physgota yn fwy amlwg yn ardaloedd gwledig Gogledd Cymru, lle mae hyd at 27.4% o bobl yn yr ystod oedran hwn yn gweithio yn y sectorau hyn. Mae hyn yn cymharu â llai nag 1% yn yr ardaloedd mwy trefol.
- Mae'r sector llety a gwasanaethau bwyd yn llawer mwy amlwg yn Eryri, Pen Llŷn ac ardaloedd arfordirol Sir Ddinbych, Conwy ac Ynys Môn, gyda hyd at 35.4% o bobl yn yr ystod oedran hwn wedi'u cyflogi yn y sector hwn.
- Mae'r sector gweithgynhyrchu yn bwysig yng ngogledd-ddwyrain Cymru, lle mae gan ardaloedd Wrecsam a Sir y Fflint hyd at 33.5% o breswylwyr rhwng 16 a 74 oed yn gyflogedig yn y sector hwn.
- Mae'r sector trafndiaeth a storio yn llawer mwy amlwg mewn rhannau o Sir y Fflint a Wrecsam, sy'n adlewyrchu'r ardaloedd lle mae gweithgynhyrchu yn bwysig. Mae trafndiaeth a storio hefyd yn arwyddocaol ar rannau o Ynys Môn, yn agos i borthladd Caergybi.



Ffigur 3.9 - Amlygrwydd gwahanol sectorau cyflogaeth yng Ngogledd Cymru
 (Gwefan 'Deall Lleoedd Cymru'¹⁰ - Nodi: Mae'r niferoedd ar y map yn cyfeirio at fwy o wybodaeth fanwl sydd ar gael gan y ffynhonnell)

Beth mae hyn yn ei olygu i'r RTP?

Dylai'r RTP gefnogi datblygiad economaidd parhaus Gogledd Cymru drwy ystyried gwella mynediad i safleoedd cyflogaeth yn y rhanbarth ar gyfer gweithwyr presennol ac yn y dyfodol a, lle bo'n berthnasol, i gwsmeriaid. Mae gofynion y rhwydwaith trafnidiaeth yn amrywio ar draws Gogledd Cymru. Mewn ardaloedd gwledig, gall cyflogaeth fod yn dymhorol ac anghysbell. Mewn ardaloedd lle mae twristiaeth sylweddol, ceir galw cynyddol ar y rhwydwaith trafnidiaeth yn rhyngor yr haf. Ble mae gweithgynhyrchu a storio yn brif sectorau, mae'r ystyriaethau yn cynnwys nifer y teithiau i safleoedd cyflogaeth mawr, patrymau shifft ar gofyn am lefelau uwch o symudiadau HGV.

¹⁰Tudalen Gartref | Deall Lleoedd Cymru 0.1

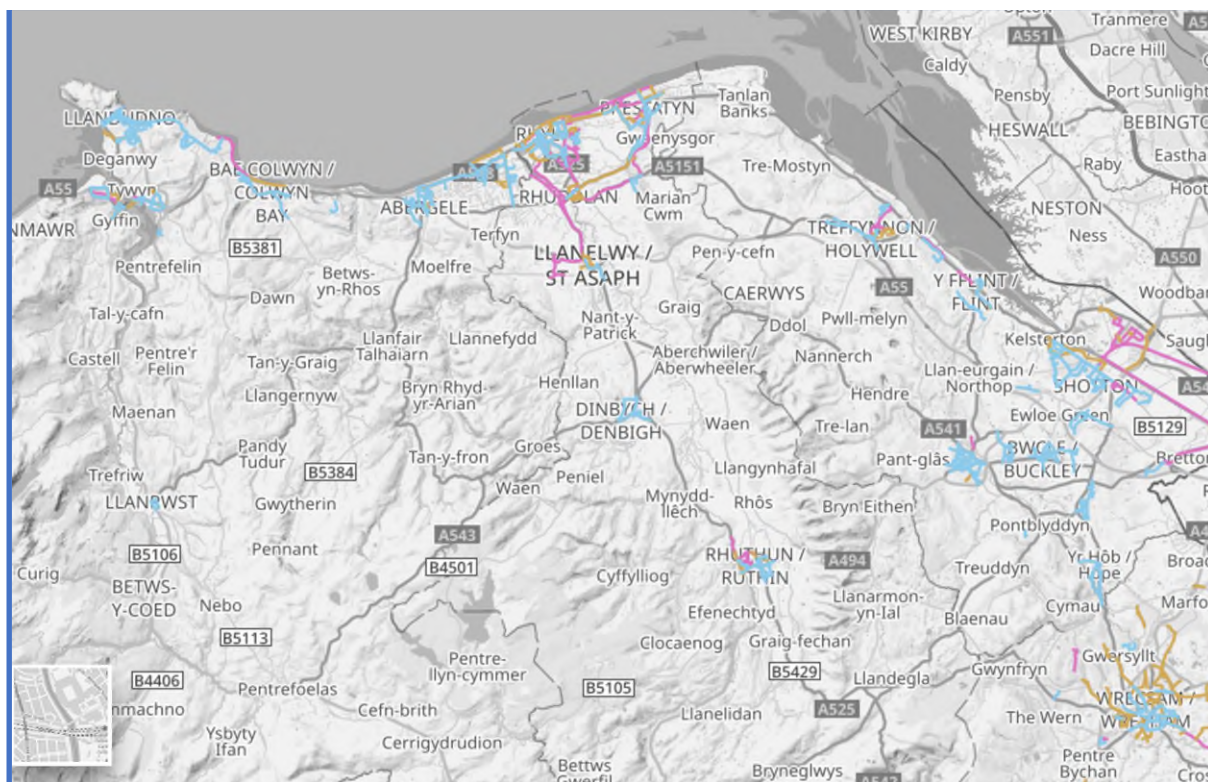
4. Sut Ydym yn Teithio

Y car preifat yw'r prif ddull o deithio yng Nghymru o hyd, ar gyfer nifer y siwrneiau a gymerir a'r pellteroedd a deithir. Targed Strategaeth Drafnidiaeth Cymru ar gyfer 2040 yw 45% o ddulliau cynaliadwy a 55% car, felly bydd y car yn dal ar y blaen yn 2040 hyd yn oes os cyrhaeddir y targed hwnnw.

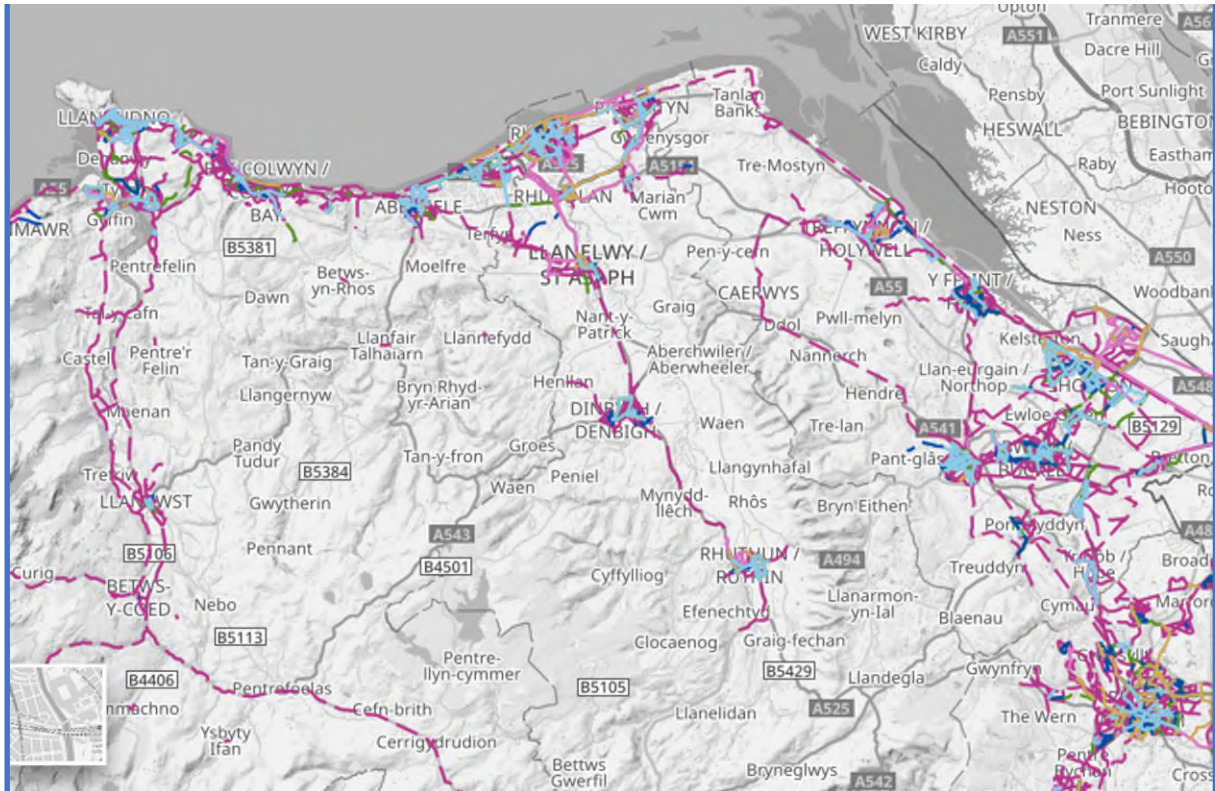
4.1 Teithio Llesol

O dan Ddeddf Teithio Llesol (Cymru) 2013, mae dyletswydd ar awdurdodau lleol yng Ngogledd Cymru i fapio llwybrau teithio llesol presennol ac yn y dyfodol a chyfleusterau cysylltiedig, gyda'r nod o arwain at rwydwaith integredig ar gyfer defnydd teithio llesol, a thrwy hynny sicrhau newid moddol ar gyfer dulliau cerdded a beicio.

Mae'r Map Rhwydwaith Teithio Llesol ar gael o [Gweld map | DataMapWales \(llyw.cymru\)](#). Mae Ffigyrau 4.1 a 4.2 yn dangos y gymhariaeth rhwng y rhwydwaith teithio llesol presennol ar y tir a ddangosir ar y Map Rhwydwaith Teithio Llesol ar gyfer gogledd-ddwyrain ein rhanbarth (Ffigwr 4.1) a dyheadau cynlluniau yn y dyfodol (Ffigwr 4.2) ar gyfer yr un ardal.



Ffigwr 4.1 - Llwybrau Cerdded a Beicio Presennol ar y Map Rhwydwaith Teithio Llesol



Figwr 4.2 - Llwybrau Cerdded a Beicio yn y Dyfodol ar y Map Rhwydwaith Teithio Llesol

Beth mae hyn yn ei olygu i'r RTP?

Dylai'r RTP amlinellu cynigion i ymestyn a gwella'r rhwydwaith teithio llesol yng ngogledd Cymru ymhellach i annog cynnydd yn nifer y bobl sy'n dewis cerdded neu feicio. Dylai hyn ganolbwyntio ar gysylltiadau i brif atyniadau megis safleoedd cyflogaeth ac addysg, gorsafoedd rheilffordd, safleoedd bws ac atyniadau i dwristiaid.

4.2 Bws

Bws yw'r cludiant cyhoeddus sydd â'r gyfran fwyaf o ddefnydd yng Nghymru. Yn 2018/19, gwnaed cyfanswm o 101.87 miliwn o siwrneiau gyda bws yng Nghymru. Mae dadansoddiad a wnaed gan Uned Dadansoddol Trafnidiaeth Cymru (TC) yn dangos fod 68% o boblogaeth Gogledd Cymru yn byw o fewn chwarter milltir (neu 400 metr) o lwybr cerdded i safle bws lle mae gwasanaethau yn rhedeg o leiaf unwaith bob awr.

Mae Llywodraeth Cymru a Trafnidiaeth Cymru wedi gosod Llwybr i Ddiwygio Bysiau sy'n rhoi amlinelliad o'r dull o fasnachfreinio yng Nghymru. Mae masnachfreinio bysiau yn golygu y bydd penderfyniadau am wasanaethau bysiau yng Nghymru (yn cynnwys llwybrau, amserlenni, prisiau, oriau gweithredu a safonau ansawdd gwasanaeth) yn cael eu gwneud gan Lywodraeth Cymru a Thrafnidiaeth Cymru. Bydd penderfyniadau'n cael eu gwneud mewn partneriaeth â Chyd-bwyllgorau Corfforedig. Gall gweithredwyr bysiau wneud cais am gontractau i redeg gwasanaethau i'r manylebau hyn. Ar hyn o bryd, disgwylir y bydd masnachfreinio yn cael ei gyflwyno yng Ngogledd Cymru yn 2028.

Mae llawer o welliannau diweddar wedi'u gwneud ar y cyd â TrC, awdurdodau lleol a gweithredwyr bysiau sydd wedi gwneud teithio ar fws yn fwy deniadol yng Ngogledd Cymru:

- Cyflwyno tocyn 1bws (un tocyn ar draws mwyafrif helaeth y gwasanaethau bws yng Ngogledd Cymru)

- Trefniadau tocynnau dychwelyd T19/Rheilffordd Dyffryn Conwy
- Adolygiad parhaus y Rhwydwaith Sherpa yn Eryri
- Lansio'r gwasanaeth Traws Cymru T8 rhwng Corwen a Chaer
- Lansio'r gwasanaethau ymateb i'r galw fflecsi, gan gynnwys y gwasanaeth trydan dim allyriadau yn Rhuthun.

Mae gwaith pellach yn cael ei ddatblygu i ymdrin â'r rhwystrau hir-sefydlog i faint sy'n defnyddio teithio ar fws, megis adolygiad Rhwydwaith Bws a datblygiad cynllun peilot ar y gweill rhwng TrawsCymru a'r Rheilffordd i alluogi defnydd o un tocyn ar gyfer siwrneiau sy'n cynnwys teithio ar reilffordd a bws.

Gwasanaeth bws sy'n ymateb i'r galw yw fflecsi sy'n gallu cael ei archebu gan deithwyr cyn iddynt deithio. mae bysiau fflecsi yn gallu codi a gollwng teithwyr mewn ardal wasanaeth ac nid mewn safle bws yn unig. Lleoliadau yng ngogledd Cymru lle mae gwasanaethau fflecsi yn gweithredu yn 2024:

- Bwcle
- Dyffryn Conwy
- Dinbych
- Treffynnon
- Pen Llŷn
- Prestatyn
- Rhuthun

Rhwydwaith o wasanaethau bws sy'n teithio o gwmpas Yr Wyddfa yw Sherpa'r Wyddfa. Mae wedi'i ddatblygu mewn partneriaeth sy'n cynnwys Trafnidiaeth Cymru, Cyngor Gwynedd, Awdurdod y Parc Cenedlaethol a Gwynfor Coaches. Wrth greu rhwydwaith Sherpa, unwyd gwasanaethau bws lleol yn un brand wedi'i symleiddio a sefydlwyd rhwydwaith gydlynol a strwythur prisiau. Ym mis Awst 2024, defnyddiodd 72,296 o bobl wasanaeth Sherpa, cynnydd o 79% ers Awst 2023 a dyma'r tro cyntaf i nifer y teithwyr fod yn fwy na 70,000 mewn mis.

Mae gwasanaethau bws pellteroedd hirach TrawsCymru yn rhan bwysig o'r rhwydwaith cludiant cyhoeddus integredig yng Nghymru. Wedi'u hariannu gan Lywodraeth Cymru, mae'r bysiau'n darparu cysylltiadau cludiant cyhoeddus hanfodol i sawl cymuned ledled Cymru, wedi'u hintegreiddio gyda siwrneiau rheilffordd a hefyd yn rhoi opsiwn hygyrch, fforddiadwy ac amgylcheddol-gyfeillgar i ymwelwyr grwydro Cymru.

Beth mae hyn yn ei olygu i'r RTP?

Dylai'r RTP ystyried cynigion i adolygu a gwella gwasanaethau bws ymhellach yn ogystal â mesurau i annog cynnydd yn y defnydd o fysiau. Dylai gwasanaethau bws ganolbwyntio ar wella mynediad i wasanaethau o gymunedau. Dylent gysylltu i brif atyniadau megis safleoedd addysg a chyflogaeth, gorsafoedd rheilffordd ac atyniadau i dwristiaid.

4.3 Rheilffyrdd

Mae'r rhwydwaith rheilffordd cenedlaethol yn y rhanbarth yn cael ei reoli a'i gynnal gan Network Rail gyda gwasanaethau teithwyr yn cael eu gweithredu gan Drafnidiaeth Cymru ac Avanti West Coast drwy fasnachfreintiau Partneriaeth Cymru a'r Gororau ac Arfordir y Gorllewin. Mae'r rhwydwaith rheilffordd yn adlewyrchu'r prif ganolfannau poblogaeth. Mae yna 66 gorsaf drên yng ngogledd Cymru. Fe'u lleolir ar y pum lein isod:

- Arfordir Gogledd Cymru,
- Rheilffordd Amwythig-Caer,
- Rheilffordd Dyffryn Conwy,
- Rheilffordd y Gororau, a

- Rheilffordd y Cambrian.

Casglir data o'r Swyddfa Rheilffyrdd a Ffyrdd ar gyfer amcangyfrifon o ddefnydd pob gorsaf ar y rhwydwaith. Dengys y ffigyrau ar gyfer y gorsafoedd a ddefnyddir fwyaf a leiaf yng ngogledd Cymru yn Nhabl 4.1. Ffigyrau 2019-20 sydd wedi'u defnyddio yn y tabl oherwydd mai dyma'r flwyddyn lawn olaf na chafodd ei heffeithio gan bandemig Covid-19. Er nad yw yng Nghymru, ystyrir mai gorsaf Caer yw'r orsaf bwysicaf ar rwydwaith rheilffordd Gogledd Cymru oherwydd ei rolau fel atynnwr a phrif leoliad cyfnewid.

Enw'r orsaf	2019-20 Y nifer uchaf o bobl yn cyrraedd a gadael	Enw'r orsaf	2019-20 Y nifer isaf o bobl yn cyrraedd a gadael
Caer	5,093,756		
Bangor (Gwynedd)	624,926	Dolgarrog	362
Y Rhyl	504,244	Pont-y-Pant	498
Wrecsam Canolog	501,800	Pont Rufeinig	720
Prestatyn	324,634	Tal-y-Cafn	812
Cyffordd Llandudno	301,418	Tywyn	1,062

Tabl 4.1 - Y gorsafoedd gyda'r nifer uchaf ac isaf o bobl yn cyrraedd a gadael

Mae dadansoddiad a wnaed gan Uned Dadansoddol TC yn dangos mai dim ond 9% o boblogaeth Gogledd Cymru sy'n byw o fewn pellter cerdded o hanner milltir (neu 800 metr) o orsaf drên lle mae gwasanaethau yn rhedeg o leiaf unwaith bob awr.

Mae llwybrau cludo yn eu lle ar draws y rhwydwaith. Mae yna wasanaethau cludo cyfyngedig ar hyd y brif lein, ond mae'r llwybr rhwng yr Amwythig a Chaer, a Rheilffordd y Gororau yn gweld sawl gwasanaeth yr wythnos i'r felin lifio, y gweithfeydd dur a sment.

Beth mae hyn yn ei olygu i'r RTP?

Er nad yw rheilffyrdd yn cael eu dylanwadu'n uniongyrchol yn lleol, mae'n bwysig bod yr RTP yn cydnabod mesurau i wella'r hyn a gynigir gan reilffyrdd yng ngogledd Cymru. Er mwyn gwella gwasanaethau, y prif flaenoriaethau ar gyfer gwelliannau yw cynyddu capasiti Lein Rheilffordd y Gororau yng Ngorsaf Caer, a chynyddu lefelau gwasanaeth ar Brif Lein Gogledd Cymru.

Dylai'r RTP ystyried pwysigrwydd cysylltiadau i brif ganolfannau megis Llundain, Caerdydd, Manceinion (yn cynnwys y maes awyr), Lerpwl, Crewe a Warrington (ar gyfer Rheilffordd Pwerdy'r Gogledd).

Dylai'r Cynllun ystyried cysylltiadau teithio cynaliadwy i gyfleusterau cyfnewid mewn gorsafoedd rheilffordd.

Dylem geisio cyfleoedd i gynyddu cludo ar y rheilffordd yng ngogledd Cymru drwy'r RTP.

4.4 Rhwydwaith Ffyrdd

Llywodraeth Cymru sy'n gyfrifol am gefnffyrdd yng Ngogledd Cymru ac fe'u cynhelir gan Asiant Cefnffyrdd Gogledd a Chanolbarth Cymru (ACGCC). Dangosir y Rhwydwaith Cefnffyrdd yn Ffigur 4.3 Mae cynnal a rheoli pob ffordd fabwysiedig arall yn gyfrifoldeb awdurdodau lleol.



Ffigwr 4.3 - Y Rhwydwaith Cefnffyrdd ([Ein ffyrdd](#) | [Traffig Cymru](#))

Mae'r priffyrdd yng Ngogledd Cymru yn rhychwantu o'r dwyrain i'r gorllewin yn bennaf, yn enwedig ar hyd arfordir Gogledd Cymru. Y ffordd brysuraf yng ngogledd Cymru yw'r A55, "Ffordd Gyflym Gogledd Cymru", ffordd ddeuol sy'n cysylltu Caer i Gaergybi yn bennaf, ar hyd arfordir Gogledd Cymru ac sy'n mynd heibio Cyffordd Llandudno, Conwy a Bangor. Dyma un o ffyrdd pwysicaf Cymru sy'n rhedeg drwodd i borthladd Caergybi.

Mae croesi'r Fenai i Ynys Môn, a gwytnwch y llwybr hwn, yn bwysig yn lleol ac yn strategol. Yn lleol, er eu bod wedi'u gwahanu gan y Fenai ac mewn ardaloedd awdurdod lleol gwahanol, mae'r trefi ar ddwy ochr y Fenai yn ffurfio ardal economaidd sengl. Mae llawer o bobl yn teithio rhwng lleoliadau ar draws y Fenai ar gyfer cyflogaeth ac i gael mynediad i wasanaethau hanfodol megis addysg a gofal iechyd, yn ogystal â chyfleoedd hamdden, siopa ac adloniant.

Yn strategol, mae digwyddiadau ar Groesfannau'r Fenai yn benodol anfanteisiol i weithredwyr cludo sy'n cael mynediad i'r porthladd yng Nghaergybi. Mae dibynadwyedd a natur ddisgwyliadwy amser siwrnai yn hanfodol i weithredwyr cludo oherwydd efallai bod danfoniadau yn llwyr ddibynnol ar amser, neu fod amser a wastraffir ar ffyrdd llawn traffig yn gallu arwain at gost ariannol.

Mae'r A55 yn croesi am bellter byr gyda'r A494 yn Ewlo, o le mae'r A494 yn rhedeg i ogledd Caer a'r A55 i'r De.

Yr A5 oedd y prif gyswllt rhwng Gogledd Cymru a Llundain yn flaenorol. Mae'r ffordd yn croesi Pont Grog y Fenai ond mae ei phwysigrwydd wedi'i ddisodli gan yr A55. Mae ffyrdd eraill sy'n teithio yng ngogledd Cymru, o'r dwyrain i'r gorllewin yn cynnwys yr A458 o Halesowen i Fallwyd, a'r A494 o Ddolgellau i Saughall.

Y ffordd brysuraf gogledd-de sy'n teithio drwy'r rhanbarth yw'r A483 o Gaer drwy Wrecsam ac ymlaen i Abertawe drwy Groesoswallt, y Drenewydd a'r Trallwng. Mae ffyrdd mawr gogledd-de eraill yn cynnwys ffyrdd cerbydau sengl yr A470 o Landudno i Gaerdydd drwy ddyffryn Conwy, a'r A487 o Fangor i Hwlfordd drwy Gaernarfon ac Eryri.

Mae mwyafrif gweddill y rhwydwaith priffyrdd yn y rhanbarth yn gyfrifoldeb yr Awdurdod Priffyrdd Lleol perthnasol; yr Awdurdod Lleol yn yr achos hwn. Mae newidiadau sylweddol sydd wedi'u cynllunio ar gyfer y Rhwydwaith Priffyrdd Lleol yn y dyfodol agos yn cynnwys cyflwyno cyfyngiad cyflymder 20mya ar hyd ffyrdd cyfyngedig.

Beth mae hyn yn ei olygu i'r RTP?

Wrth chwilio am gyfleoedd i annog mwy o bobl i deithio drwy deithio llesol a chluant cyhoeddus, dylai'r RTP gydnabod pwysigrwydd y rhwydwaith ffyrdd i'r rhyddid i symud o gwmpas Gogledd Cymru a cheisio gwella gwytnwch y rhwydwaith hwn. Mae hyn yn arbennig o bwysig ar gyfer croesi'r Feni lle gall digwyddiadau ar y rhwydwaith ffyrdd ynysu cymunedau.

4.5 Cerbydau Trydan

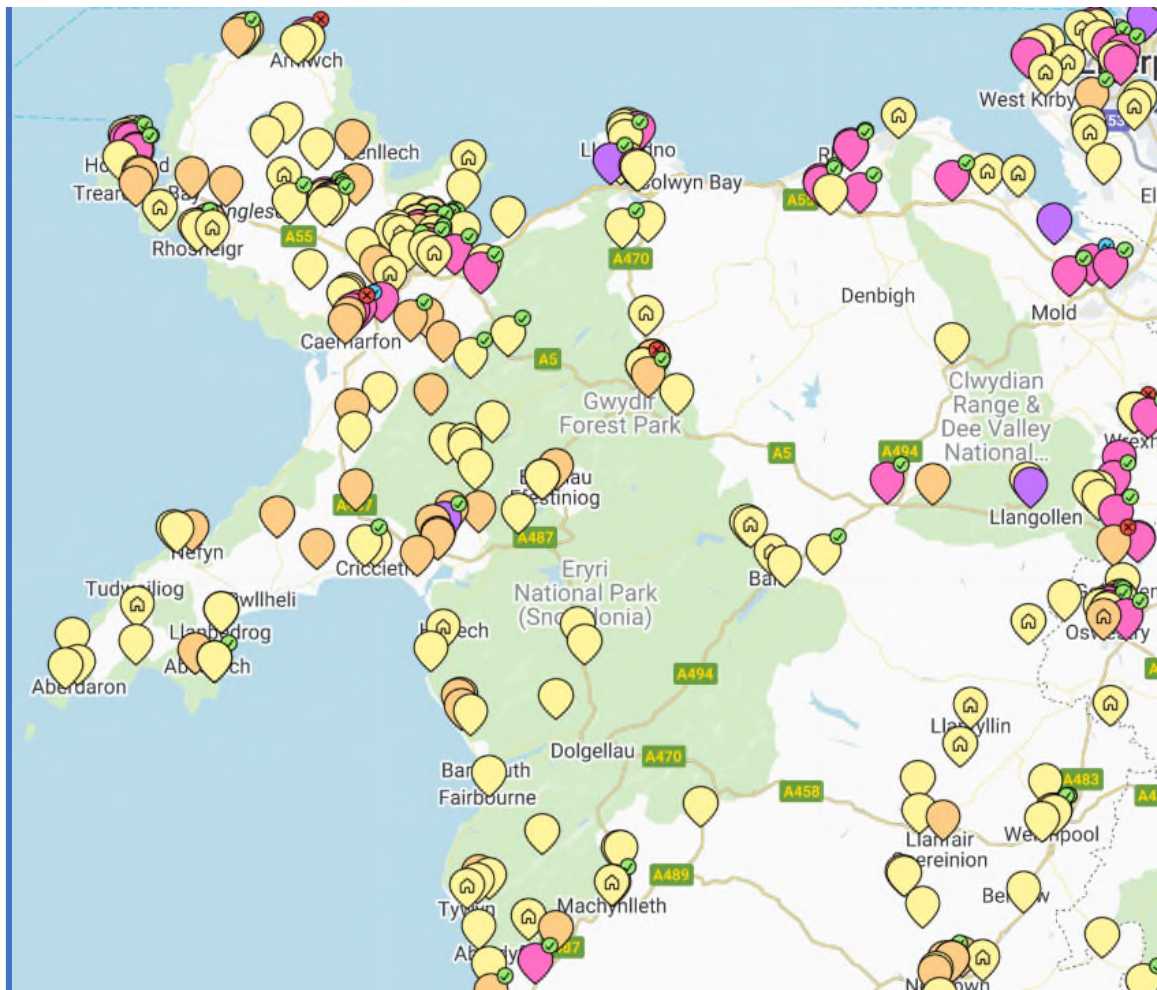
Mae nifer y cerbydau trydan yn cynyddu ar draws y DU, sy'n cynnwys Gogledd Cymru. Mae'n debygol bod hynny oherwydd cynnydd mewn dealltwriaeth amgylcheddol, gwell technoleg cerbydau dim allyriadau a gwell dealltwriaeth o gerbydau trydan. Tabl 4.2 yn crynhoi ystadegau'r Llywodraeth¹¹ yn dangos nifer y cerbydau trydan, sy'n breifat ac yn eiddo i gwmni, ym mhob ardal awdurdod lleol, gyda 7,106 o gerbydau o'r fath yng Ngogledd Cymru.

Tanwydd	Ynys Môn	Conwy	Sir Ddinbych	Sir y Fflint	Gwynedd	Wrecsam
Trydan Batri	475	865	842	1,140	657	790
Trydan Hybrid (diesel)	2	7	5	7	6	13
Trydan Hybrid (petrol)	261	441	294	519	323	433
Trydan Cwmpas Estynedig	7	12	19	16	13	13
Cyfanswm	745	1,325	1,160	1,628	999	1,249

Tabl 4.2 - Cerbydau Trydan yng ngogledd Cymru

Mae nifer o rwystrau i gefnogi'r nifer sy'n defnyddio cerbydau trydan yng Ngogledd Cymru. Mae angen rhwydwaith o seilwaith gwefru, ac mae cyflwyno hyn yn cael ei ddylanwadu gan ffactorau megis capasiti cyflenwad trydanol ar safleoedd, ac atyniad safleoedd, yn enwedig mewn ardaloedd gwledig, i gwmnïau preifat sy'n cyflenwi ac yn gweithredu gwefrwyr. Dangosir lleoliadau cyfredol gwefrwyr Cerbydau Trydan (EV) yn ein rhanbarth yn Ffigur 4.4, a gymerwyd o Zap Map.

¹¹Data ardal leol: [Cerbydau trydan a phwyntiau gwefru \(parliament.uk\)](http://Cerbydau trydan a phwyntiau gwefru (parliament.uk))



Ffigur 4.4 - Lleoliadau Gwefru EV

([Map o bwyntiau gwefru trydan ar gyfer ceir trydan y DU: Zapmap](#))

Mae'r nifer sy'n defnyddio Cerbydau Trydan hefyd yn ei gwneud yn ofynnol i bobl Gogledd Cymru allu defnyddio un, a dewis gwneud hynny. I lawer, mae Cerbydau Trydan ar hyn o bryd yn gostus.

Beth mae hyn yn ei olygu i'r RTP?

Mae angen i'r RTP gydnabod defnydd cynyddol o gerbydau trydan yng ngogledd Cymru a chwilio am gyfleoedd i gefnogi mwy o ddiddordeb ynddynt. Gallai hyn gynnwys clybiau ceir a thrafnidiaeth gymunedol.

4.6 Man Cychwyn a Phen Taith

Mae dadansoddi man cychwyn, pen taith a diben y teithiau a wneir yng ngogledd Cymru o gymorth i ddeall y rhesymau mae pobl yn teithio, a'r symudiadau a wneir fwyaf aml. Dadansoddiad man cychwyn a phen taith (O-D) yw astudiaeth o ble mae siwrneiau yn cychwyn (eu man cychwyn) ac yn gorffen (pen eu taith).

Mae'r dadansoddiad o fan cychwyn a phen taith siwrneiau wedi'i wneud gan Drafnidiaeth Cymru. Gwnaed hyn yn defnyddio'r model Trafnidiaeth Gogledd Cymru ar y pryd, sy'n gwahanu Rhanbarth y Gogledd (a'r ardal ehangach) yn wahanol sectorau.

Mae'r dadansoddiad yn ystyried y symudiadau rhwng ac o fewn sectorau yn ystod cyfnod niwtral deuddeg awr ar ddydd o'r wythnos (07:00 dan 19:00). Byddai gan daith i'r gwaith o Brestatyn i

Wrecsam fan cychwyn fel Arfordir Sir Ddinbych a phen taith fel Wrecsam. Yna, byddai'r siwrnai ddychwelyd yn cyfri fel ail daith gyda'r man cychwyn yn Wrecsam a'r pen taith yn Arfordir Sir Ddinbych.

Dangosir dadansoddiad llawn o'r dadansoddiad O-D a map sy'n dangos y sectorau a ddefnyddir ar gyfer y model yn Atodiad 2. Dyma'r prif ganfyddiadau o'r ffigyrau hyn:

- bell ffordd, mae nifer fwyaf y teithiau yn cychwyn a gorffen o fewn yr un sector, sy'n awgrymu bod yna nifer fawr o deithiau pellter byr:
 - E.e. 151,921 o fewn sector Arfordir Conwy
 - E.e. 156,939 o fewn sector Wrecsam
 - E.e. 98,466 o fewn sector Caernarfon/Bangor
- Mae yna dros 60,000 o deithiau i Gaer o ogledd Cymru bob diwrnod, sy'n amlygu pwysigrwydd symudiadau traws-ffiniol, yn enwedig o ddwyrain y rhanbarth.
- Mae yna 31,907 taith i Ranbarth Dinas Lerpwl a Manceinion Fwyaf, sy'n pwysleisio pwysigrwydd symudiad traws-ffiniol ymhellach.
- Y tri sector yng ngogledd Cymru sy'n denu'r mwyaf o deithiau yw:
 - Wrecsam (233,637)
 - Arfordir Conwy (211,095)
 - Glannau Dyfrdwy (185,729)
- Mae siwrneiau yn y sector wledig yn bennaf yn y sector ac/neu i'r sector arfordirol agosaf.

Mae'r dadansoddiad man cychwyn a phen taith hefyd wedi ystyried cwantwm y teithiau a wnaed gan gar a phellter y teithiau hynny. Mae Tabl 4.3 yn ystyried yr holl deithiau yng ngogledd Cymru yn ystod awr brysuraf y bore (08:00 - 09:00).

Pellter	Teithiau Car (cerbydau/awr)	Canran y teithiau
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%
Cyfanswm	162,467	100%

Tabl 4.3 - Pellter Teithiau Car yn ystod Awr Brysuraf y Bore (Gogledd Cymru gyfan)

Fel y gwelir yn y tabl, mae bron i 42,000 o deithiau, neu dros chwarter y teithiau a wnaed rhwng 8am a 9am, yn llai na 5km o hyd. Mae hyn yn bellter taith y gellir ei wneud yn defnyddio teithio llesol gan lawer o bobl.

Mae'r defnydd o gar yn ystod awr brysuraf y bore i'r tri sector sy'n denu mwyafrif y teithiau (Wrecsam, Arfordir Conwy a Glannau Dyfrdwy) i'w gweld yn Nhabl 4.4. Dengys hyn fod dros 10,000 o deithiau car bob bore i ddim ond tri o'r sectorau hyn yn llai na 5km yr un.



	Wrecsam		Arfordir Conwy		Glannau Dyfrdwy	
Pellter	Teithiau Car	Canran	Teithiau Car	Canran	Teithiau Car	Canran
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%
Cyfanswm	15,074	100%	12,154	100%	11,994	100%

Tabl 4.4 - Pellter Teithiau Car yn ystod Awr Brysuraf y Bore i'r tri sector pen taith mwyaf

Mae'r gwaith modelu hefyd yn ystyried y rheswm pam fod pobl yn gwneud y teithiau, a dengys hyn yn Nhabl 4.5. Mae hyn yn dangos pwysigrwydd hwyluso teithiau ar gyfer siopa, cymudo a hamdden ar ein rhwydwaith trafnidiaeth. Mae'r tabl hefyd yn dangos canran y teithiau ar gyfer bob diben a wneir gyda char, sy'n dangos lle blaenllaw teithio mewn car.

Diben y Siwrnai	Rhaniad Diben	% teithiau ar gyfer
Gwaith (cymudo)	19%	82%
Busnes (amser/costau wedi'i dalu gan gyflogwr)	6%	91%
Addysg	7%	67%
Siopa	30%	79%
Hamdden	17%	76%
Gwyliau (taith diwrnod) os ydynt yn cychwyn o'r cartref	5%	74%
Gwyliau (taith diwrnod) os nad ydynt yn cychwyn o'r cartref		87%
Arall (ddim yn cychwyn o'r cartref)	16%	84%

Tabl 4.5 - Diben Siwrneiau yng ngogledd Cymru

Beth mae hyn yn ei olygu i'r RTP?

Mae cysylltiadau cryf rhwng cymunedau ac economïau Gogledd-orllewin Lloegr a Gogledd-ddwyrain Cymru. Adlewyrchir hyn yn y nifer o deithiau dros y ffin bob dydd a welir yn y gwaith modelu.

Mae'n hanfodol bod y cynigion ar gyfer gwella ein rhwydwaith trafndiaeth yn adlewyrchol o'r siwrneiau a wneir gan bobl. Fodd bynnag, dylai'r RTP hefyd ystyried symudiadau llai cyffredin a allai fod yn rhy anodd neu anghyfleus i'w gwneud yn rheolaidd ar hyn o bryd.

Drwy'r RTP, dylem geisio lleihau nifer y teithiau pellter byr a wneir gyda char. Gallai hyn hefyd gynnwys ystyried darparu gwasanaethau mewn ffordd sy'n lleihau'r angen i deithio i leoliad penodol.

5. Adolygu Problemau, Materion a Chyfleoedd

Drwy'r Cynllun Trafnidiaeth Rhanbarthol, byddwn yn amlinellu sut i weithio tuag at rwydwaith trafndiaeth mwy effeithiol a chynaliadwy yng ngogledd Cymru. Rhaid gwneud hyn yng nghyd-destun gwelliannau trafndiaeth gan wneud newidiadau sy'n gwella bywydau bob dydd pobl.

Nid yw ein rwydwaith trafndiaeth yn gwasanaethu pobl Gogledd Cymru yn ddigonol ar hyn o bryd ac mae hyn yn cyfrannu at ddeilliannau gwael, gan gynnwys:

- cyfyngu mynediad i gyflogaeth,
- cyfyngu mynediad i ddysgu
- salwch,
- effeithiau amgylcheddol negyddol (sŵn, llygredd, ansawdd aer, damweiniau ffordd) ac
- eithrio cymdeithasol.

5.1 Rheoli a Chynnal Asedau

Rheoli Asedau yw'r gwaith a wneir gan yr awdurdodau lleol i gynnal yr asedau trafndiaeth ffisegol sy'n llunio'r rhwydweithiau trafndiaeth lle mae ganddynt gyfrifoldeb uniongyrchol amdanynt. Mae'r rhwydwaith priffyrdd lleol yn cynnwys ffyrdd, llwybrau troed, llwybrau beicio, pontydd, goleuadau stryd, signalau traffig, safleoedd bus, dodrefn stryd ac arwyddion. Nid yw hyn yn cynnwys y rhwydwaith cefnffyrdd, a ddangoswyd yn Ffigwr 4.4, gan mai cyfrifoldeb Llywodraeth Cymru ac Asiant Cefnffyrdd Gogledd a Chanolbarth Cymru yw'r rheini.

Mae rhwydwaith o isadeiledd trafndiaeth wedi'i gynnal yn dda yn allweddol i gefnogi teithio o gwmpas y Gogledd, ar gyfer siwrneiau car preifat ond hefyd gwasanaethau bus a siwrneiau teithio llesol. Mae'r holl siwrneiau bus a chyfran fawr o dripiâu teithio llesol yn digwydd ar y briffordd. Gall diffygion ar y briffordd megis tyllau yn y ffordd fod yn berygl mwy sylweddol i feicwyr na defnyddwyr eraill y briffordd.

Mae'r pwysau ariannu difrifol sy'n wynebu awdurdodau lleol yn effeithio ar allu'r awdurdodau i gynnal yr asedau presennol yn ddigonol, ac mae hyn yn arwain at risg i gyflawni amcanion yr RTP yn llwyddiannus.

Beth mae hyn yn ei olygu i'r RTP?

Rhaid i'r RTP gydnabod pwysigrwydd cynnal a gwella isadeiledd priffyrdd.

5.2 Yr Economi

Mae proffil economaidd a chymysgedd ddiwydiannol Gogledd Cymru yn amrywiol. Mae'n gartref i borthladd prysur yng Nghaergybi sy'n arwain at draffig cludo a theithwyr yn llifo ar draws y rhanbarth. Mae prif lif cludo ar y ffyrdd yn y rhanbarth yn ddwyrain-gorllewin, ar hyd yr A55 o Gaergybi yn y gorllewin i'r A494 a'r ffin â Lloegr. Mae yna hefyd symudiadau cludo i'r de o'r A55, drwy Wrecsam a thuag at Ganolbarth Lloegr.

Bydd y Porthladd Rhydd yn Ynys Môn yn cefnogi twf parhaus y diwydiant cludo, logisteg a diwydiannau cysylltiedig eraill yng ngogledd Cymru.

Mae yna sawl stad ddiwydiannol sy'n gweithredu fel prif ganolfannau cyflogaeth, yn cynnwys Glannau Dyfrdwy a Wrecsam, lle mae gan weithgynhyrchu le blaenllaw. Weithiau, mae opsiynau cludiant cyhoeddus a theithio llesol i'r canolfannau cyflogaeth hyn yn annigonol ac nid ydynt yn hwyluso

cymudo cynaliadwy. Y rheswm am hyn, yn rhannol, yw sut mae'r llefydd hyn wedi cael eu dylunio gyda cherbydau preifat fel y prif ddull o gael mynediad.

Bydd y cynlluniau ar gyfer Parth Buddsoddi yn Wrecsam a Sir y Fflint yn cefnogi twf parhaus y sectorau gweithgynhyrchu uwch a chreadigol a digidol yn yr ardal hon.

Mae amaethyddiaeth yn dal yn rhan bwysig o'r economi mewn ardaloedd gwledig, sy'n aml yn cael eu gwasanaethu'n well gan gludiant cyhoeddus, ac mae lefelau o berchnogaeth car yn uchel. Mae llawer o ffermwyr wedi arallgyfeirio eu busnesau i ychwanegu at eu hincwm, gan ymestyn i ddarparu gwasanaethau twristiaeth ac ymwelwyr megis llety, caffis, siopau fferm a gweithgareddau awyr agored.

Mae Gogledd Cymru yn gartref i sawl datblygiad sy'n ymwneud ag ynni. Mae ffermydd gwynt a solar a gorsafoedd ynni trydan dŵr neu lanwol yn dod i'r amlwg fel prif gyfranwyr i economi'r rhanbarth.

Mae'r sector cyhoeddus yn brif gyflogwr, yng ngogledd-orllewin y rhanbarth yn benodol. Mae Bwrdd Iechyd Prifysgol Betsi Cadwaladr yn unig yn cyflogi 17,000 o bobl. Mae sefydliadau Addysg Uwch a Phellach yn cynnwys dwy brifysgol - Bangor a Wrecsam - yn ogystal â dau goleg addysg bellach mawr, Grŵp Llandrillo Menai a Choleg Cambria.

Mae twristiaeth yn gyfrannwr sylweddol i economi Gogledd Cymru, ond mae hefyd yn cyfrannu at dagfeydd ar benwythnosau ac yn ystod cyfnodau prysur tymhorol. Mae lleoliad safleoedd twristiaeth a diffyg opsiynau cludiant cyhoeddus i deithio i'r/o'r lleoliadau hyn yn arwain at ddibyniaeth sylweddol ar deithio mewn ceir preifat. Mae ambell brif atyniad hefyd yn dioddef o barcio anghyfreithlon ac anystyriol oherwydd gormod o alw am gyfleusterau cyfyngedig, sy'n effeithio ar gymunedau lleol.

Mae gan y rhanbarth y cyfraddau anweithgarwch economaidd isaf ymhlith holl ranbarthau Cymru a'r cyfraddau uchaf o weithgarwch economaidd, sef 19.8%¹² a 77.3%¹³ yn ôl eu trefn. Er hyn, mae yna heriau economaidd, megis effaith amrywiadau tymhorol mewn twristiaeth a phocedi o amddifadedd a thlodi.

Beth mae hyn yn ei olygu i'r RTP?

Rhaid i'r RTP gynnwys cynlluniau i gefnogi twf yr economi yng ngogledd Cymru, gan sicrhau ein bod yn cynllunio ein system drafnidiaeth sy'n darparu mynediad i bobl leol i swyddi a chyfleoedd dysgu o ansawdd da. Rydym hefyd angen sicrhau ein bod yn gwella cysylltiadau trafndiaeth sy'n cefnogi twf yr economi wledig.

5.3 Teithio Traws-ffiniol

Gogledd Cymru yw'r rhanbarth yng Nghymru gyda'r nifer mwyaf o symudiadau dyddiol dros y ffin i ac o Loegr. Dylai gwella gwasanaethau cludiant cyhoeddus traws-ffiniol fod yn flaenoriaeth i'r RTP.

Mae gan ogledd-ddwyrain y rhanbarth gysylltiadau cryf i ogledd-orllewin Lloegr, gyda llif dyddiol Cymru-Lloegr yn fwy nag ar hyd coridor yr M4. Mae bod gyferbyn â'r ffin yn golygu fod gan yr is-ranbarth hwn batrymau teithio gwahanol o ran pen teithiau, gyda llawer mwy o deithio traws-ffiniol. Mae 18% o siwrneiau o'r is-ranbarth dwyreiniol yn draws-ffiniol, gyda gogledd-orllewin Lloegr - Glannau Merswy, Manceinion a Warrington - yn ben taith sy'n cyfri am 15% o'r holl siwrneiau.

¹²[Cyfraddau anweithgarwch economaidd \(ac eithrio myfyrwyr\) fesul ardal leol yng Nghymru a blwyddyn \(llyw.cymru\)](#)

¹³[Cyfradd gweithgarwch economaidd fesul ardal leol yng Nghymru a blwyddyn \(llyw.cymru\)](#)



Mae agosrwydd Caer yn bwysig fel porth i ogledd Cymru ac mae ganddi gysylltiadau cryf ag economi gogledd-ddwyrain Cymru. Felly, mae seilwaith a gwasanaethau trafniadaeth addas i Gaer yn ystyriaeth bwysig.

Mae yna hefyd symudiad sylweddol o bobl a nwyddau rhwng Gogledd Cymru a Chanolbarth Lloegr. Mae agosrwydd Wrecsam i lefydd fel Amwythig a Chroesoswallt yn arwain at symud trawsffiniol ar gyfer cyflogaeth a hamdden.

Mae ffactorau economaidd, yn arbennig cyfleoedd swyddi yn agos at y ffin, yn dylanwadu ar y patrymau cymudo rhwng Gogledd Cymru a Lloegr. Bydd gwell opsiynau bws a rheilffordd yn dod a mwy o gyfleoedd swyddi o fewn cyrraedd pobl, i'r rhai yng ngogledd Cymru ac yng ngogledd-orllewin Lloegr, drwy ddarparu mynediad i brif ganolfannau cyflogaeth ar y ddwy ochr y ffin.

Beth mae hyn yn ei olygu i'r RTP?

Rhaid i'r RTP ystyried cefnogi mwy o waith partneriaeth gydag awdurdodau yng ngogledd-orllewin Lloegr ac amlinellu cynigion ar gyfer gwelliannau i gludiant cyhoeddus a theithio llesol sy'n hwyluso cymudo traws-ffiniol cynaliadwy.

5.4 Parc Cenedlaethol

Eryri yw Parc Cenedlaethol mwyaf Cymru, sy'n gorchuddio cyfanswm o 823 milltir sgwâr. Mae'r Parc Cenedlaethol yn gartref i dros 26,000 o bobl ac mae'r iaith Gymraeg yn rhan o wead dydd-i-ddydd yr ardal. Mae bron i 4 miliwn o bobl yn ymweld ag Eryri bob blwyddyn i archwilio'r dirwedd a darganfod ei gyfleoedd hamdden eang.

Mae Awdurdod y Parc Cenedlaethol a'i bartneriaid, sy'n cynnwys Cyngor Gwynedd, Cyngor Bwrdeistref Sirol Conwy a Thrafnidiaeth Cymru, yn ymgymryd â swm sylweddol o waith i leihau'r problemau amgylcheddol a chymdeithasol sy'n gysylltiedig â'r defnydd o gar a pharcio yn ardal Eryri. Hyd yma, mae hyn yn cynnwys mesurau i reoli parcio a gwella'r hyn a gynigir gan gludiant cyhoeddus i ymwelwyr i'r Parc Cenedlaethol. Mae hyn yn cynnwys gwasanaeth bws Sherpa'r Wyddfa, gwasanaeth parcio a theithio sy'n gysylltiedig â rheolaeth parcio ym Mhen-y-pas, a gorfodi cyfyngiadau parcio ar ffyrdd. Mae angen gwaith pellach i annog cyfran uwch o deithiau i'r parc i ddefnyddio opsiynau teithio cynaliadwy, yn cynnwys gwella mwy ar wasanaethau ac isadeiledd, addysg gyhoeddus, a mwy o integreiddio gyda gwasanaethau rheilffyrdd.

Fe wnaeth adolygiad a gynhaliwyd gan Bartneriaeth Yr Wyddfa yn 2020 nodi Llanberis, Betws-y-Coed, Beddgelert a Bethesda fel 'pentrefi porth' i'r Parc Cenedlaethol.

Mae gwasanaeth bws Sherpa'r Wyddfa yn darparu ffordd gynaliadwy o deithio unwaith y mae ymwelwyr wedi cyrraedd y Parc Cenedlaethol. Mae'r gwasanaethau hyn wedi'u datblygu i ddiwallu'r galw gan ymwelwyr, sy'n gweithredu ym Mharc Cenedlaethol Eryri ac o'i gwmpas. Mae gan wasanaethau Sherpa'r Wyddfa eu brand a'u gwefan eu hunain, a chefnogir eu gweithrediad gan daflenni hyrwyddo, fflagiau safle bws a chynnwys ar y cyfryngau cymdeithasol. Mae'r dull hwn wedi bod yn llwyddiannus yn arwain at fwy o deithwyr ar y gwasanaethau hyn.

Yn ei Raglen ar gyfer y Llywodraeth (2021-2026), mae Llywodraeth Cymru wedi nodi ei fwriad i ddynodi Parc Cenedlaethol newydd yng ngogledd-ddwyrain Cymru yn seiliedig ar Ardal o Harddwch Naturiol Eithriadol (AHNE) presennol Bryniau Clwyd a Dyffryn Dyfrdwy. Dyma fyddai'r pedwerydd Parc Cenedlaethol i Gymru, a'r parc newydd cyntaf o'i fath i gael ei sefydlu yng Nghymru ers 1957.

Beth mae hyn yn ei olygu i'r RTP?

Dylai'r RTP ystyried hwyluso lleihau'r defnydd o geir a lleihau effaith ymwelwyr yn parcio ceir yn Eryri. Dylai hefyd gydnabod y newidiadau arfaethedig i Fryniau Clwyd.

5.5 Economi Ymwelwyr

Ymdriniodd Adran 5.3 â phwysigrwydd yr economi ymwelwyr i Eryri a llwyddiant gwasanaethau Sherpa'r Wyddfa, ond mae'r economi ymwelwyr yn bwysig mewn sawl ardal arall yng ngogledd Cymru.

Mae atyniadau'r rhanbarth yn cynnwys traethau, ardaloedd mawr o barciau carafanau, gweithgareddau awyr agored a safleoedd hanesyddol arwyddocaol. Mae agosrwydd yr atyniadau hyn i ganolfannau trefol mawr gogledd-orllewin Lloegr yn golygu bod nifer fawr o ymwelwyr yn dod i ogledd Cymru o'r ardaloedd hyn.

Mae lleoliadau arfordirol megis Prestatyn, Y Rhyl, Tywyn a Llandudno yn cyfrannu rhan fawr o economi Gogledd Cymru ac mae ymwelwyr i'r cyrchfannau hyn yn rhan o lwyddiant neu adfywiad parhaus y llifydd hyn. Mae hyn yn creu galw sylweddol am siwrneiau cludiant cyhoeddus gan dwristiaid ar draws Gogledd Cymru. Hyd yn oed os yw pobl yn cyrraedd cyrchfan gyda char, dylent allu cael mynediad i gyrchfannau gyda theithio llesol neu gludiant cyhoeddus.

Byddai sawl cyrchfan ymwelwyr yn elwa o'r cyfle i wella mynediad i gludiant cyhoeddus a theithio llesol, sy'n galluogi mwy o bobl i gael mynediad i'r lleoliadau hyn, yn cynnwys pobl heb fynediad i gar. Gallai hyn gynnwys bysiau wennol tymhorol o ganol trefi neu orsafoedd trên, hurio beiciau ac e-feiciau neu wella arwyddion gwybodaeth cludiant cyhoeddus a theithio llesol.

Beth mae hyn yn ei olygu i'r RTP?


Rhaid i'r RTP gynnwys cynlluniau i gefnogi twf yr economi ymwelwyr yng ngogledd Cymru, gan sicrhau ein bod yn cynllunio system drafnidiaeth sy'n darparu mynediad cynaliadwy i'r atyniadau amrywiol ar draws y rhanbarth.

5.6 Cymunedau Gwledig

Mae Gogledd Cymru yn gartref i sawl ardal brin ei phoblogaeth, gwledig a rhannol-wledig. Mae patrymau teithio a gwasanaethau trafndiaeth fydd yn gweithio'n effeithiol ac effeithlon yn wahanol mewn ardaloedd gwledig ac ardaloedd trefol. Hyd yn oed mewn ardaloedd gwledig, mae yna bobl sydd heb fynediad i gerbyd.

Mae gan sawl ardal wledig broffil demograffig hŷn, er enghraifft, Conwy ac Ynys Môn sydd â'r ail a'r trydydd canran uchaf o bobl 65 mlwydd oed a hŷn yng Nghymru (27.4% a 26.4% yn ôl eu trefn), a'r ardal gyda'r ganran uchaf o bobl 90 mlwydd oed a hŷn yw Conwy (1.5%). Er bod llawer o bobl hŷn yn gweld eu car yn gymorth ar gyfer annibyniaeth a symudedd, mae yna bobl hefyd sydd ddim yn dymuno (neu'n gallu) gyrru mwyach. Felly, mae bysiau yn achubiaeth i gael mynediad i nwyddau, gwasanaethau, gofal iechyd a lleoliadau cymdeithasol i rai sy'n byw mewn ardaloedd gwledig, ac yn benodol i'r rhai heb fynediad i wasanaethau rheilffordd.

Mae gan ardaloedd gwledig Gogledd Cymru, yn gyffredinol ymhellach i'r de na'r arfordir ac yn cynnwys Ynys Môn, nifer sylweddol llai o wasanaethau cludiant cyhoeddus rheolaidd. Mae llawer o'r siwrneiau a wneir yn lleol ac yn fyr ei hyd, gyda thua thraean yn llai na 5km a mwy na dwy ran o dair yn llai na 15km. Mae mwyafrif y siwrneiau hyn o fewn yr un ardal awdurdod lleol neu i ardal gyfagos. Mae gan sawl siwrnai sy'n cychwyn mewn ardaloedd gwledig gyrchfannau mewn ardaloedd trefol cyfagos. Er bod



hyd siwrnai yn hirach mewn ardaloedd gwledig, mae hyn yn dal i gynrychioli nifer sylweddol o deithiau byr.

Fel arfer, mae gwasanaethau cludiant cyhoeddus presennol yn gweithredu ar amlderau cymharol isel, mewn ardaloedd trefol a gwledig, ac mae ganddynt oriau gweithredu cyfyngedig. Er enghraifft, dim ond 29% o boblogaeth Gogledd Cymru sydd o fewn pellter cerdded i wasanaeth cludiant cyhoeddus bob awr ar ôl 7pm¹⁴.

Mae amseroedd siwrnai gyda chludiant cyhoeddus yn aml yn methu cystadlu â cheir, yn benodol mewn lleoliadau sy'n anghysbell o'r morlin. Mae amlderau isel yn rhwystr i bobl sy'n defnyddio cludiant cyhoeddus yn rheolaidd ac yn annog perchnogaeth a defnydd o gar.

I bobl mewn ardaloedd gwledig sy'n dymuno cerdded neu feicio, mae ffyrdd gwledig yn arwain at sawl her:

- gallant fod yn gul,
- mae cyflymder traffig yn gallu bod yn uchel, a
- gallant fod â diffyg llwybr troed a thrac beicio.

Gall hyn greu amgylchedd anghyfeillgar i feicwyr a cherddwyr, sy'n golygu fod pobl yn llai tebygol o ddewis teithio gyda dulliau llesol, hyd yn oed ar gyfer teithiau cymharol fyr i'r pentref cyfagos neu'r anheddiad mawr agosaf sydd â gwasanaethau a chysylltiadau teithio ymlaen.

Mae potensial am lwybrau pellter hirach sydd â budd i deithio dydd-i-ddydd pobl leol, ac i'r economi ymwelwyr ar gyfer hamdden. Gallai mwy o argaeledd e-feiciau, ar y cyd ag isadeiledd o safon uchel, fod yn alluogwr sylweddol ar gyfer teithio pellter hirach o'r fath.

Hyd yn oed gyda gwell opsiynau a gwasanaethau gwledig, bydd y car preifat yn dal i fod yn bwysig mewn ardaloedd gwledig. Golyga hyn fod angen helpu pobl i wneud y newid i gerbydau trydan, yn cynnwys mynediad i isadeiledd gwefru.

Beth mae hyn yn ei olygu i'r RTP?


Mae'n hanfodol fod yr RTP yn cynnig gwelliannau ar gyfer teithio llesol, cludiant teithwyr ac opsiynau symudol cynaliadwy eraill yn ardaloedd gwledig Gogledd Cymru. Bydd hyn yn hwyluso newid i ddulliau mwy cynaliadwy sy'n aml ddim yn cael eu hystyried yn hyfyw i bobl mewn cymunedau gwledig. Dylai'r RTP hefyd ystyried gwasanaethau trafndiaeth gwledig integredig, cyson ac o safon uchel, a chynnwys gwell isadeiledd cerdded a beicio yn cysylltu cymunedau gwledig. Fodd bynnag, mae'n hanfodol fod yr RTP yn cydnabod nad yw newid i gludiant cyhoeddus neu deithio llesol yn bosib i sawl siwrnai wledig a dylai ystyried sut i hwyluso'r newid i Gerbydau Trydan ar gyfer pobl mewn ardaloedd gwledig sy'n fwy dibynnol ar y defnydd o gar preifat.

5.7 Cludo Llwythi

Mae Porthladd Caergybi yn cael ei adnabod gan Cymru'r Dyfodol¹⁵ fel Porth Strategol ar gyfer cysylltedd rhyngwladol. Bydd creu safle Porthladd Rhydd ar Ynys Môn, un o ddau yng Nghymru, yn gwella rôl Caergybi ymhellach fel porth rhyngwladol. Bydd hyn yn chwarae rôl bwysig o gryfhau economi Gogledd Cymru a chreu swyddi i bobl leol, ond efallai bydd goblygiadau pellach o symudiadau cludo cynyddol yng ngogledd Cymru.

¹⁴[Teithio i'r gwaith, Cymru a Lloegr - Y Swyddfa Ystadegau Gwladol \(ons.gov.uk\)](https://ons.gov.uk)

¹⁵<https://www.llyw.cymru/cymrur-dyfodol-y-cynllun-cenedlaethol-2040>



Mae Porthladd Mostyn hefyd yn creu traffig cludo, gyda llawer o'i fusnes bellach yn canolbwyntio ar y sector ynni adnewyddadwy ar y môr.

Mae cryn botensial i gludo llwythi ar y rheilffordd mewn datgarboneiddio rhwydweithiau cludo a logisteg yng ngogledd Cymru, gyda chapasiti ar gyfer cynnydd sylweddol yn nifer y llwythi a gludir ar Brif Lein Gogledd Cymru.

Ar Reilffordd y Gororau, mae Padeswood Sidings yn creu rhwystr sylweddol i fwy o symudiadau cludo llwythi, yn ogystal â gwell gwasanaethau i deithwyr.

Ar hyn o bryd, ychydig iawn o ddarpariaeth a geir ar gyfer gweithredwyr cludo ar y ffyrdd sy'n ceisio newid i danwydd glanach i'w cerbydau sy'n gweithredu yng ngogledd Cymru, yn arbennig gorsafoedd gwefru a gorsafoedd ail-lenwi gyda hydrogen.

Ar gyfer danfoniadau mwy lleol, yn cynnwys rhai i fusnesau canol tref a'r danfoniadau hynny sydd wedi arwain o gynnydd mewn siopa ar-lein, mae yna effaith amgylcheddol lleol a achosir gan allyriadau o gerbydau danfon a'u maint.

Mesurau i leihau effaith danfoniadau lleol ar gymunedau, yn cynnwys beiciau e-cargo, cynlluniau danfon a gwasanaethu ardaloedd, canolfannau cyfnerthiad micro (micro-consolidation) a loceri danfon mewn prif leoliadau megis hybiau trafndiaeth a/neu symudedd.

Beth mae hyn yn ei olygu i'r RTP?

Dylai'r RTP geisio cefnogi llwyddiant porthladdoedd Caergybi a Mostyn a hwyluso eu twf yn y dyfodol ond amlinellu cynllun i sicrhau bod effeithiau symudiadau da yn cael eu lleihau. Dylai ystyried rôl cludo ar y rheilffyrdd a hefyd sut i annog cludwyr i newid i danwydd glanach. Dylai'r RTP hefyd nodi mesurau ar gyfer lleihau effaith amgylcheddol danfoniadau lleol.

5.8 Croesfannau'r Fenai

Mae gwytnwch croesfannau'r Fenai yn hanfodol ar gyfer llwyddiant parhaus Caergybi fel porthladd, ac ar gyfer cysylltiadau i Iwerddon. Mae hefyd yn fater arwyddocaol i bobl Ynys Môn sydd angen mynediad i wasanaethau, yn cynnwys ysbytai ar y tir mawr.

Mae Caergybi yn borthladd strategol pwysig yn y Deyrnas Unedig oherwydd ei leoliad a'i gysylltiadau trafndiaeth ac mae'n borth mawr ar gyfer trafndiaeth rhwng y Deyrnas Unedig ac Iwerddon. Mae llwythi cludo sy'n cael mynediad i Gaergybi angen croesi'r Fenai.

Yn fwy lleol, mae agosrwydd Ynys Môn i Wynedd wedi meithrin perthynas glos rhwng y ddwy ardal hyn. Mae Ynys Môn a Gwynedd yn rhannu cysylltiadau economaidd, cymdeithasol a diwylliannol dwfn ac maent yn gadarnleoedd yr iaith Gymraeg. Felly, mae yna hefyd nifer fawr o deithiau lleol sy'n defnyddio croesfannau'r Fenai.

Mae nifer o broblemau sy'n effeithio ar y croesfannau ac ar draffig lleol a thraffig o'r porthladd. Mae'r rhain yn cynnwys:

- **Gwytnwch** - Mae gwir broblemau a phroblemau canfyddadwy gwytnwch gyda'r croesfannau yn cael effaith negyddol ar apêl Ynys Môn ar gyfer buddsoddiad economaidd. Mae cau Pont Britannia yn arwain at ganlyniadau mwy sylweddol na chau unman arall ar y rhwydwaith ffyrdd strategol.

- **Gwyntoedd cryfion** - Mae Pont Britannia yn agored i wyntoedd cryfion. Ar rai cyflymderau gwynt, mae Pont Britannia yn cael ei chau i gerbydau uchel a chynghorir cyflymderau gyrru is.
- **Gwrthdrawiadau a digwyddiadau** - Mae yna nifer uchel o wrthdrawiadau ar Bont Britannia. Gall digwyddiadau o'r fath arwain at gyfyngiadau neu gau'r bont.
- **Llif traffig** - Gall maint y traffig arwain at oedi a thagfeydd, ac felly siwrnai teithio hir, yn enwedig yn ystod tymor yr ymwelwyr yn yr haf. Gall oedi effeithio ar amseroedd ymateb cerbydau'r gwasanaethau brys.
- **Cludiant Cyhoeddus** - Nid yw cymunedau ar Ynys Môn yn cael eu gwasanaethu'n dda gan y rhwydwaith rheilffyrdd. Mae hyn yn cyfyngu'r potensial i deithio ar draws y Feni gyda rheilffordd ar gyfer gwaith, iechyd a gwasanaethau eraill. Ar hyn o bryd, mae amseroedd siwrnai yn methu cystadlu â cheir sy'n cyfyngu ar y potensial i gyflawni newid moddol. Yn gyffredinol, nid yw cludiant cyhoeddus yn darparu lefel dda o wasanaeth i groes'r Feni.
- **Teithio llesol.** Mae sawl siwrnai leol dan 5km o hyd sy'n cael ei gwneud ar hyn o bryd gyda char ond gallai fod yn addas ar gyfer teithio llesol petai llwybrau addas ar gael.

Mae digwyddiadau a chau'r pontydd yn cael effaith sylweddol ar allu pobl i groes'r Feni i gael mynediad i gyflogaeth, addysg, iechyd a gwasanaethau eraill, ac maent yn ei wneud yn anodd i'r gwasanaethau brys a busnesau weithredu. Fel arfer, bydd cau'r bont hefyd yn arwain at dagfeydd ar y rhwydwaith ffyrdd cyfagos sy'n dynesu at y ddwy bont. Gwaethygir hyn gan y cylchfannau ar ddwy ochr yr A55 yng Nghyffordd 9.

Mae pwysigrwydd gwynwch y croesfannau yn golygu fod y mater wedi cael ei ystyried yn fanwl gan Gomisiwn Trafnidiaeth Gogledd Cymru. Mae eu hargymhellion i ymdrin â'r broblem wedi'u crynhoi yn Ffigwr 5.1.



Ffigur 5.1 - Argymhellion Comisiwn Trafnidiaeth Gogledd Cymru i Wella Gwytnwch Croesfannau'r Fenai¹⁶

Beth mae hyn yn ei olygu i'r RTP?


Mae angen i'r RTP ystyried opsiynau i wella dibynadwyedd a gwytnwch croesfannau'r Fenai, dylai hyn gynnwys gwella gwytnwch pontydd ffyrdd a gwell opsiynau teithio cynaliadwy.

5.9 Cysylltedd Digidol

Gall cysylltedd digidol chwarae rhan bwysig wrth leihau'r angen i bobl yng Ngogledd Cymru deithio, a hefyd wrth ein cefnogi i wneud dewisiadau teithio cynaliadwy.

Bydd cynllunio gwell defnydd tir a gwell cysylltedd digidol yn galluogi mwy o bobl i weithio gartref neu i gymudo pellteroedd byrrach i ganolfannau anghysbell.

¹⁶[Comisiwn Trafnidiaeth Gogledd Cymru Gwella Gwytnwch Cysylltiadau Ar Draws y Fenai \(gov.wales\)](https://gov.wales)



Os ydym am annog mwy o bobl i wneud dewisiadau cynaliadwy ar gyfer eu teithiau, mae'n hanfodol bod ganddynt fynediad at wybodaeth fel amserlenni a phrisiau trafnidiaeth gyhoeddus, a'u dewisiadau cerdded a beicio.

6. Rolau, Cyfrifoldebau a Chyllid

6.1 Cydweithio a Chynllunio Strategol Rhanbarthol

Mae pedwar Cyd-bwyllgor Corfforedig (CJC) wedi'u sefydlu ar draws Cymru. Mae gan Gyd-bwyllgorau Corfforedig bwerau sy'n ymwneud â llesiant economaidd, cynllunio strategol a datblygiad polisiâu trafndiaeth rhanbarthol. Felly, mae CJC Gogledd Cymru yn gyfrifol am amlinellu'r weledigaeth strategol a datblygu'r RTP.

Aelodau'r CJC yw arweinyddion gweithredol y chwe Chyngor Cyfansoddol:

- Cyngor Bwrdeistref Sirol Conwy
- Cyngor Sir Ddinbych
- Cyngor Sir y Fflint
- Cyngor Gwynedd
- Cyngor Sir Ynys Môn
- Cyngor Bwrdeistref Sirol Wrecsam

Bydd Aelod o Awdurdod Parc Cenedlaethol Eryri yn gweithredu fel aelod o'r CJC yng nghyswllt y Swyddogaeth Cynllun Datblygu Strategol yn unig.

Dan y CJC, mae is-bwyllgor RTP yn uniongyrchol gyfrifol am oruchwylio'r RTP. Cefnogir yr is-bwyllgor gan swyddogion o'r chwe awdurdod lleol, gyda chefnogaeth ychwanegol gan Drafnidiaeth Cymru.

Mae'r CJC hefyd yn gyfrifol am ddatblygiad y Cynllun Datblygu Strategol ar gyfer Gogledd Cymru, gan roi'r cyfle i sicrhau bod cynllunio strategol a chynllunio trafndiaeth yn cyd-fynd â'i gilydd.

Mae cynigion Metro Gogledd Cymru wedi'u datblygu gan Drafnidiaeth Cymru dan lywodraethiant rhaglen y Bwrdd Strategol. Bydd y gwaith hwn yn helpu i siapio'r weledigaeth strategol ar gyfer trafndiaeth yng ngogledd Cymru. Dylanwad allweddol arall wrth siapio dyfodol ein trafndiaeth fydd canfyddiadau Comisiwn Trafndiaeth Gogledd Cymru. Mae gwaith yn mynd rhagddo gan Lywodraeth Cymru i adnabod proses lywodraethu i symud y ddwy raglen hyn ymlaen a sut maent yn rhyngweithio â'r CJC a'i is-bwyllgorau.

6.2 Rheilffyrdd


Mae gweithrediad masnachfaint rheilffyrdd Cymru a'r Gororau yng Nghymru yn gyfrifoldeb Llywodraeth Cymru, drwy Drafnidiaeth Cymru. Fodd bynnag, mae cynllunio isadeiledd ac ariannu Network Rail yng Nghymru yn dal yn gyfrifoldeb Llywodraeth y DU.

Felly, nid oes gan y CJC nac awdurdodau lleol yng ngogledd Cymru unrhyw gyfrifoldeb am reilffyrdd. Fodd bynnag, mae'r RTP yn rhoi cyfle i amlinellu dyheadau lleol ar gyfer gwasanaethau rheilffordd mewn cyd-destun trafndiaeth ehangach. Mae gan awdurdodau lleol a Thrafnidiaeth Cymru rôl i hwyluso cysylltiadau teithio cynaliadwy i orsafoedd er mwyn gwella integreiddiad y rhwydwaith trafndiaeth.

6.3 Bws Lleol

Roedd Bil Gwasanaethau Bysiau (Cymru) yn rhoi pwerau i greu Cynlluniau Masnachfreintiau Cymreig lle gall awdurdod lleol roi hawl i gwmnïau bws redeg ambell neu'r holl wasanaethau bws mewn ardal.

Mae Trafndiaeth Cymru yn cynorthwyo Llywodraeth Cymru gyda chynigion i ail-siapio'r ffordd y mae gwasanaethau bws yng Nghymru yn cael eu llywodraethu drwy fasnachfaint leol. Byddai gweithredwyr bysiau yn darparu gwasanaethau dan gontract, ar ran awdurdodau lleol. Bydd hyn yn



rhoi mwy o reolaeth i gynghorau lleol ar amserlenni, llwybrau a ffioedd bysiau, gan sicrhau eu bod yn diwallu anghenion lleol yn well.

Mae cynigion i drawsnewid y rhwydwaith gwasanaeth bws ar draws Gogledd Cymru yn cael eu datblygu gan Drafnidiaeth Cymru mewn partneriaeth ag awdurdodau lleol.

6.4 Teithio Llesol

Y prif ddyletswyddau dan Ddeddf Teithio Llesol (Cymru) 2013 yw:

- i awdurdodau lleol gynhyrchu mapiau o lwybrau teithio llesol presennol a'r cyfleusterau cysylltiedig yn eu hardal a llwybrau teithio llesol newydd a gwell a'r cyfleusterau cysylltiedig sydd eu hangen i greu rhwydweithiau integredig ar gyfer teithio llesol
- ei gwneud yn ofynnol i awdurdodau lleol roi sylw i'r mapiau hyn wrth lunio polisiau trafnidiaeth ac i sicrhau bod yna llwybrau teithio llesol a chyfleusterau cysylltiedig newydd a gwell
- ei gwneud yn ofynnol i Weinidogion Cymru ac awdurdodau lleol adrodd ar lefelau teithio llesol
- ei gwneud yn ofynnol i Weinidogion Cymru ac awdurdodau lleol, wrth gyflawni swyddogaethau penodol dan Ddeddf Priffyrdd 1980, gymryd camau rhesymol i wella'r ddarpariaeth a wneir ar gyfer cerddwyr a beicwyr a rhoi sylw i anghenion cerddwyr a beicwyr wrth arfer swyddogaethau penodol eraill
- ei gwneud yn ofynnol i Weinidogion Cymru ac awdurdodau lleol arfer eu swyddogaethau dan y ddeddf hon er mwyn hyrwyddo teithiau teithio llesol a sicrhau llwybrau teithio llesol a chyfleusterau cysylltiedig newydd a gwell

6.5 Cyfrifoldeb Awdurdodau Lleol fel yr Awdurdodau Priffyrdd

Mae awdurdodau lleol yn awdurdodau trafnidiaeth, priffyrdd, gwaith stryd a thraffig. Ynghyd â'r rolau a nodwyd uchod, golyga hyn fod ganddynt gyfrifoldeb am:


- adeiladu priffyrdd
- cynnal a chadw priffyrdd
- cynnal a chadw pontydd a strwythurau
- diogelwch ffyrdd
- cludiant cyhoeddus
- cludiant cymunedol
- rheolaeth traffig
- rheoli tagfeydd
- cydlynu gwaith cyfleustodau

Yr awdurdodau lleol sydd hefyd yn rheoli parcio ceir ym meysydd parcio'r Cyngor a gorfodaeth cyfyngiadau parcio ar y stryd mewn lleoliadau perthnasol. Mae'r awdurdodau hefyd yn gweithio tuag at hwyluso'r newid i gerbydau trydan.

6.6 Cyllid

Mae cryn gydnabyddiaeth bod y polisi Cenedlaethol ar gyfer trafnidiaeth yng Nghymru yn uchelgeisiol a cheir cydnabyddiaeth fod trafnidiaeth yn chwarae rôl bwysig wrth gyflawni polisiau ehangach. Fodd bynnag, gall pwysau ar gyllid referniw a chyfalaf sydd ar gael i awdurdodau lleol ei wneud yn anodd cyflawni'r disgwyliadau hynny.

Daw'r pwysau i gyflawni tuag at y blaenoriaethau trafnidiaeth cenedlaethol hyn ar adeg lle ceir llai o adnoddau ar draws y sector cyhoeddus, i'r graddau fel bod cwblhau gofynion gweithredol sylfaenol hyd yn oed, megis cynnal a chadw rhwydwaith ffyrdd lleol, yn gallu bod yn anodd.



Bydd cyflawni newid amlwg mewn darpariaeth trafnidiaeth yn gofyn am lefelau priodol o gyllid.

Mae'r ffynonellau cyllid sydd wedi bod ar gael yn draddodiadol i awdurdodau lleol wneud cais amdanynt yn cynnwys:

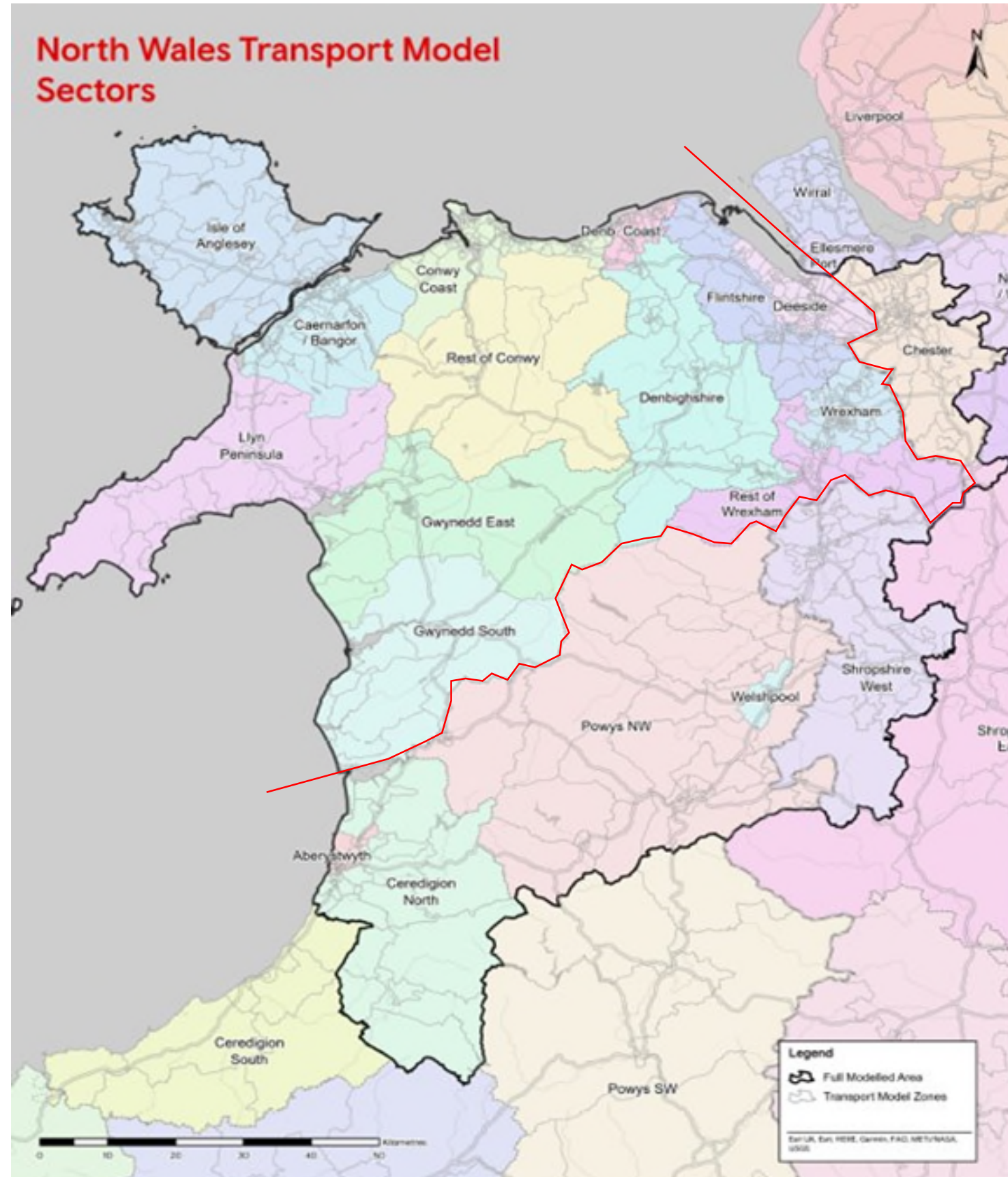
- Cronfa Trafnidiaeth Leol (Llywodraeth Cymru)
- Cronfa Teithio Llesol (Llywodraeth Cymru)
- Cronfa Trawsnewid Cerbydau Allyriadau Isel lawn (Llywodraeth Cymru)
- Proses fidio gystadleuol amrywiol gan Lywodraeth y DU sydd bellach wedi dod i ben megis y Gronfa Ffyniant Bro, Cronfa Ddatblygu Cysylltedd yr Undeb, neu Trawsnewid Trefi.
- Cyllid ar gyfer mentrau Diogelwch Ffyrdd (Llywodraeth Cymru)
- Cronfa Ffyrdd Gwydn (Llywodraeth Cymru)



Atodiad 1: Prif Bwyntiau Llywodraeth Cymru i Ddatblygu RTP

1. Rydym EISIAU i'r RTPs ganolbwyntio'n gadarn ar gyflawni newid moddol.
2. NID YDYM eisiau dogfennau hirfaith wedi'u hysgrifennu gan ymgynghorwyr yn unig.
3. Rydym EISIAU tystiolaeth o feddwl clir sy'n canolbwyntio ar ddeilliannau.
4. Rydym EISIAU i chi ddefnyddio dulliau a thechnoleg arloesol wrth ddatblygu a gweithredu'r RTP.
5. Rydym EISIAU i chi ddefnyddio dadansoddiad a chynlluniau presennol, yn cynnwys gwaith uned Ddadansoddi Trafnidiaeth Geo-ofodol a Strategol (G-STAT) Trafnidiaeth Cymru (TC).
6. Rydym EISIAU i chi gydweithio fel CJC i greu'r RTP.
7. Rydym EISIAU i chi ddilyn y pum ffordd o weithio a amlinellir yn Neddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015.
8. Rydym EISIAU i chi ddefnyddio ffyrdd creadigol o ymgysylltu â phobl i gyflawni newid moddol.
9. Rydym EISIAU i chi gynnwys elfennau anghymellol am ddefnyddio ceir ynghyd â chymelliadau ar gyfer teithio mwy cynaliadwy.
10. Rydym EISIAU i'r Cynlluniau Datblygu Strategol a'r RTPs gael eu datblygu ar y cyd.

Atodiad 2 - Model Trafnidiaeth Gogledd Cymru - Data Sectorau a Man Cychwyn a Phen Taith



Data Man Cychwyn a Phen Taith:

	Pen Llŷn	De Gwynedd	Dwyrain Gwynedd	Ynys Môn	Caernarfon / Bangor	Arfordir Conwy	Arfordir Sir Ddinbych	Gweddill Conwy	Sir Ddinbych	Sir y Fflint	Glannau Dyfrdwy	Wrecsam	Wrecsam Wledig	Caer	Gweddill Cymru	Manceinion a Lerpwl	Canolbarth Lloegr	Y Gogledd	De-ddwyrain Lloegr	De-orllewin Lloegr	Gogledd Iwerddon
Pen Llŷn	28,626	751	4,411	943	9,108	476	87	242	114	49	63	77	22	86	51	491	231	65	23	15	0
De Gwynedd	682	11,623	1,665	12	158	128	83	81	99	27	21	86	16	18	233	118	526	23	20	9	0
Dwyrain Gwynedd	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
Ynys Môn	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
Arfordir Conwy	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
Arfordir Sir Ddinbych	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
Gweddill 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
Sir Ddinbych	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
Sir y Fflint	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
Glannau Dyfrdwy	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
Wrecsam	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
Wrecsam Wledig	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
Caer	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
Gweddill Cymru	38	244	31	15	49	54	30	14	24	13	21	62	23	54	405	564	732	205	23	15	36
Manceinion a Lerpwl	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
Canolbarth Lloegr	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
Y Gogledd	73	30	29	73	225	415	411	58	108	161	282	591	70	1,648	241	1,661	603	0	0	0	66
De-ddwyrain Lloegr	36	19	29	107	118	61	21	27	24	24	63	54	82	213	23	765	627	0	0	0	201
De-orllewin Lloegr	10	11	10	16	50	15	3	12	8	10	24	44	21	50	16	237	249	0	0	0	47
Gogledd Iwerddon	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



Cynllun Trafnidiaeth Rhanbarthol Gogledd Cymru

Yr Achos Dros Newid Atodiad 1 - Cyd-destun Polisi (Drafft)





Yr Achos Dros Newid

Atodlen 1

Chyd-Destun Polisi

1. CYFLWYNIAD

Mae'r ddogfen hon wedi'i chynhyrchu fel atodiad i Gynllun Trafnidiaeth Rhanbarthol Gogledd Cymru. Mae'n crynhoi polisiâu cenedlaethol, rhanbarthol a lleol sy'n dylanwadu datblygiad y Cynllun Trafnidiaeth Rhanbarthol.

2. POLISIÂU CENEDLAETHOL

2.1 Deddf Llesiant Cenedlaethau'r Dyfodol¹

Cymeradwywyd Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) yn 2015. Mae wedi'i anelu at wella llesiant cymdeithasol, economaidd, amgylcheddol a llesiant Cymru. Bwriedir gwneud i'r cyhoedd feddwl mwy am yr hirdymor, gweithio'n well â phobl a chymunedau a chyda'i gilydd, ceisio atal problemau a chymryd ymagwedd fwy cyd-gysylltiedig. Bydd hyn yn helpu i greu Cymru yr ydym oll yn dymuno byw ynddi, nawr ac yn y dyfodol.

Cyflwynodd y Ddeddf saith nod llesiant, sydd i'w gweld yn Ffigur 2.1.

¹[Deddf Llesiant Cenedlaethau'r Dyfodol \(Cymru\) 2015: yr hanfodion \[HTML\] | GOV.WALES](#)



Ffigwr 2.1 - Nodau Llesiant

Mae trafndiaeth yn chwarae rhan bwysig wrth gefnogi'r cynnydd tuag at y saith nod llesiant i gyd:

- **Cymru Ffyniannus** - drwy ddatblygu system trafndiaeth sy'n cyfyngu'r effaith ar newid hinsawdd ac yn rhoi mynediad at addysg a chyflogaeth i bobl.
- **Cymru Gydnherth** - drwy uchafu'r cyfleoedd i wella bioamrywiaeth mewn coridorau trafndiaeth a datblygu system trafndiaeth a all addasu at newid hinsawdd yn y dyfodol.
- **Cymru Iachach** - drwy ddarparu rhwydweithiau actif deniadol sy'n annog gweithgarwch corfforol.
- **Cymru sy'n fwy cyfartal** - drwy ddarparu mynediad at hyfforddiant, addysg a chyflogaeth a chyfleoedd eraill sy'n galluogi pobl i gyflawni eu potensial llawn.
- **Cymru o gymunedau cydlynus** - drwy ddarparu cysylltiadau deniadol, hyfyrw a diogel i a rhwng cymunedau.
- **Cymru â diwylliant bywiog lle mae'r Gymraeg yn ffynnu** - drwy ddarparu mynediad at y celfyddydau, chwaraeon a gweithgareddau hamdden.
- **Cymru sy'n gyfrifol ar lefel byd-eang** - drwy ystyried yr effeithiau ar lesiant byd-eang wrth ystyried newidiadau i'n hisadeiledd trafndiaeth.

2.2 Cymru'r Dyfodol - Y Cynllun Cenedlaethol 2040²

Cymru'r Dyfodol - Y Cynllun Cenedlaethol 2040 yw fframwaith datblygu cenedlaethol Llywodraeth Cymru, gan osod y cyfeiriad ar gyfer datblygiadau yng Nghymru yn 2040. Mae'n gynllun datblygu gyda strategaeth ar gyfer ymdrin â blaenoriaethau cenedlaethol drwy'r system cynllunio, gan

²Diweddariad i Cymru'r Dyfodol - Y Cynllun Cenedlaethol 2040 (gov.wales)



gynnwys cynnal a datblygu economi fywiog, cyflawni datgarboneiddio a gwytnwch hinsawdd, gan ddatblygu ecosystemau cryf a gwella iechyd a llesiant cymunedau.

Mae'r cynllun yn nodi saith uchelgais ar gyfer Cymru y mae trafndiaeth yn allweddol i'w cyflawni. Mae'r rhain yn Gymru lle y mae pobl yn byw...

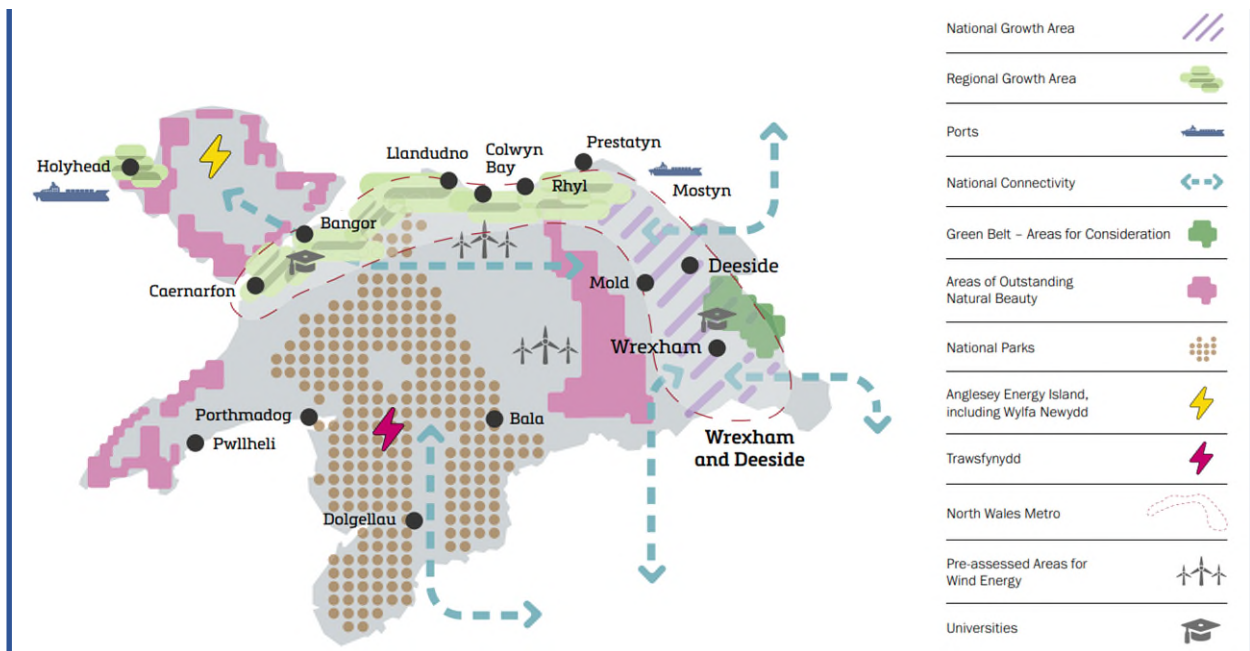
- ...ac yn gweithio mewn lleoedd cysylltiedig, cynhwysol ac iach
- ...mewn lleoedd gwledig bywiog lle y gallant gael cartrefi, gwaith a gwasanaethau
- ...mewn rhanbarthau nodedig sy'n mynd i'r afael ag anghydraddoldebau iechyd ac anghydraddoldebau economaidd-gymdeithasol drwy dwf cynaliadwy
- ...mewn lleoedd lle mae'r iaith Gymraeg yn ffynnu
- ...ac yn gweithio mewn trefi a dinasoedd sy'n ganolbwynt ac yn sbardun i dwf cynaliadwy
- ...mewn lleoedd lle y caiff ffyniant, arloesedd a diwylliant eu hyrwyddo
- ...mewn lleoedd lle mae teithio yn gynaliadwy
- ...mewn lleoedd â seilwaith digidol o'r radd flaenaf
- ...mewn lleoedd sy'n rheoli eu hadnoddau naturiol yn gynaliadwy ac yn lleihau llygredd
- ...mewn lleoedd ag ecosystemau bioamrywiol, gwydn a chysylltiedig
- ...mewn lleoedd sydd wedi'u datgarboneiddio ac yn wydn o ran yr hinsawdd.

Mae Polisi 12 y Cynllun yn benodol berthnasol i ddatblygiad y Cynllun Trafndiaeth Rhanbarthol wrth iddo ystyried y Cysylltedd Rhanbarthol. Mae hwn yn nodi *"Bydd Llywodraeth Cymru yn buddsoddi yn sylweddol i wella teithio llesol a chluant cyhoeddus. Mae angen cyfuno hyn â gweithrediad y polisiau ym Mholisi Cynllunio Cymru sy'n gofyn i ddatblygiad gael ei gyfeirio tuag at leoliadau cynaliadwy ac wedi'i ddylunio i'w wneud yn bosib i bawb wneud dewisiadau teithio iach ar gyfer eu siwrnai dyddiol. Bydd hefyd yn gofyn i awdurdodau cynllunio wrthod caniatâd cynllunio ar gyfer datblygiadau sy'n ddibynnol ar geir a fyddai fel arall yn annog defnyddio car ac yn tanseilio teithio cynaliadwy."*

Mae'r Cynllun yn nodi pwysigrwydd lleihau effeithiau defnyddio car yng Nghymru a sut y gellir cefnogi hyn drwy:

- Ddatblygu teithio llesol
- Gwella cludiant cyhoeddus
- Yna drosglwyddo i gerbydau allyriadau isel
- Datblygu isadeiledd yn gyfrifol

Mae'r Cynllun Cenedlaethol yn cynnwys Diagram Strategol Rhanbarthol i Ogledd Cymru sy'n nodi'r blaenoriaethau lefel uchel sydd gan Lywodraeth Cymru ar gyfer ein rhanbarth ac y dylai'r Cynllun Trafndiaeth Rhanbarthol ei nodi i'w cefnogi. Dengys hyn yn Ffigwr 2.2.



Ffigur 2.2 - Diagram Strategol Rhanbarthol o Gynllun Cenedlaethol

Mae'r Cynllun yn cydnabod dwy Ardal Twf Cenedlaethol yng Ngogledd Cymru:

- **Wrecsam a Glannau Dyfrdwy** - "Wrecsam a Glannau Dyfrdwy fydd y prif ffocws ar gyfer twf a buddsoddiad yn rhanbarth y Gogledd. Rhaid i Gynlluniau Datblygu Strategol a Lleol ledled y rhanbarth gydnabod yr Ardal Twf Cenedlaethol fel y ffocws am dwf strategol economaidd a thai; gwasanaethau a chyfleusterau hanfodol; gweithgynhyrchu uwch ac isadeiledd trafniadaeth"
- **Aneddiadau Arfordirol Gogledd Cymru** - "Mae Llywodraeth Cymru yn cefnogi twf ac adfywio cynaliadwy mewn trefi o bwys rhanbarthol ar hyd arfordir y gogledd. Caerdybi, Caernarfon, Bangor, Llandudno, Bae Colwyn, Rhyl a Phrestatyn fydd y ffocws ar gyfer twf wedi'i reoli ac mae ganddynt rôl is-ranbarthol o bwys sy'n ategu Ardal Twf Cenedlaethol Wrecsam a Glannau Dyfrdwy. Dylai Cynlluniau Datblygu Strategol a Lleol gydnabod rôl y llefydd hyn fel ffocws ar gyfer tai, cyflogaeth, twristiaeth, cludiant cyhoeddus a gwasanaethau allweddol yn eu hardaloedd ehangach a chefnogi eu swyddogaeth barhaus fel canolbwynt ar gyfer twf is-ranbarthol."

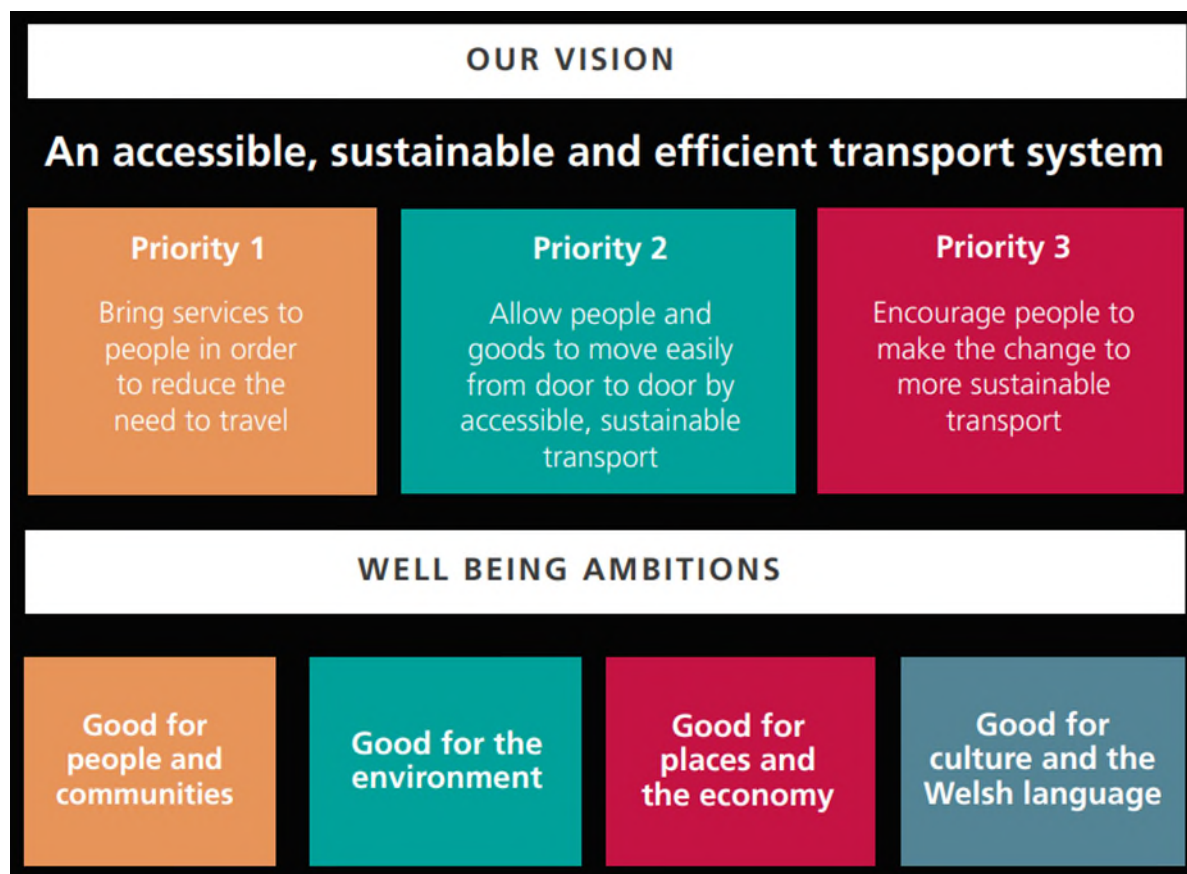
Mae Polisi 23 y Cynllun Cenedlaethol yn siarad am Metro Gogledd Cymru, ac yn egluro: "Mae Llywodraeth Cymru o blaid datblygu Metro'r Gogledd a bydd yn gweithio gyda Trafniadaeth Cymru, awdurdodau lleol a phartneriaid eraill er mwyn sicrhau y caiff ei gyflawni ac yr achubir ar gyfleoedd cysylltiedig. Bydd Llywodraeth Cymru yn gweithio gydag awdurdodau lleol a rhanbarthol yn y Gogledd a Gogledd-orllewin Lloegr er mwyn sicrhau bod y Metro a buddsoddiadau ehangach mewn trafniadaeth yn atgyfnerthu cysylltiadau trafniadaeth ar draws y ffin â chysylltiadau trafniadaeth gwell rhwng y Gogledd, Caer, Lerpwl a Manceinion. Rhaid i Gynlluniau Datblygu Strategol a Lleol gefnogi Metro'r Gogledd. Dylai awdurdodau cynllunio gynllunio ar gyfer twf ac adfywio er mwyn achub ar y cyfleoedd sy'n deillio o well cysylltedd rhanbarthol ac ar draws y ffin, gan gynnwys nodi cyfleoedd am ddatblygiadau dwysedd uwch, defnydd cymysg a di-gar o amgylch gorsafoedd metro newydd a gwell."

2.2.1 Llwybr Newydd - Strategaeth Trafniadaeth Cenedlaethol Cymru³

3 [Llwybr Newydd - Strategaeth Trafniadaeth Newydd i Gymru 2021: strategaeth lawn \(gov.wales\)](https://www.gov.wales/government/policies/transport-and-infrastructure/policies/ambition-north-wales)

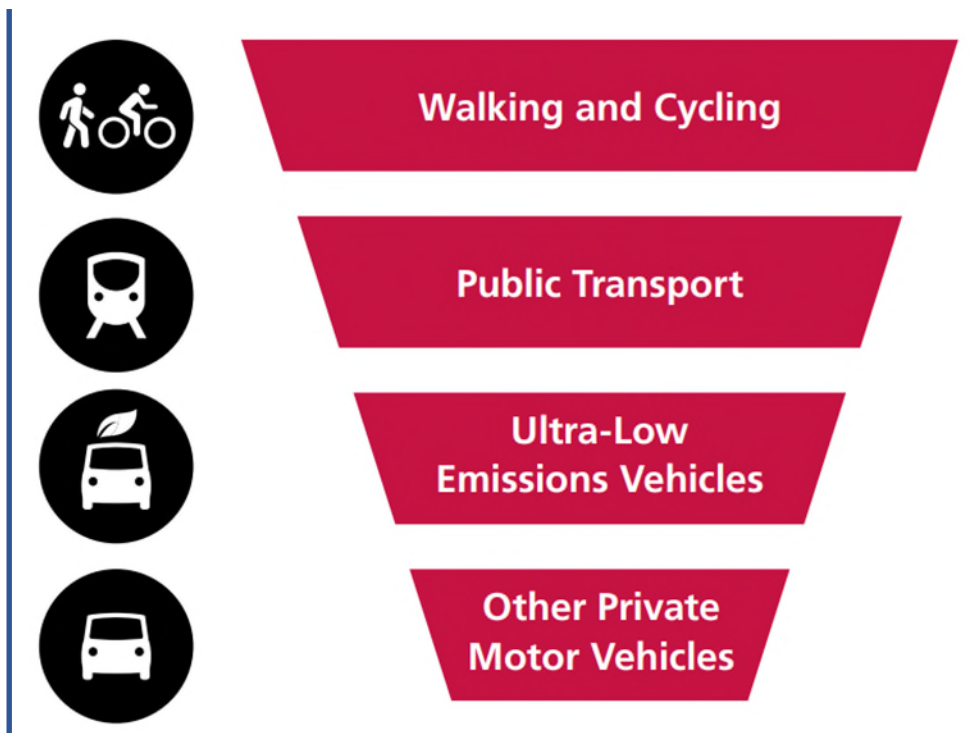


Mae Strategaeth Trafnidiaeth Cenedlaethol Cymru wedi bod yn ei lle ers 2021. Mae'n nodi gweledigaeth Llywodraeth Cymru ar gyfer sut all y system trafndiaeth helpu i gyflawni blaenoriaethau Cymru, gan helpu i greu cymdeithas fwy ffyniannus, gwyrdd a chyfartal. Gweler gweledigaeth a blaenoriaethau'r strategol yn Ffigwr 2.3.



Ffigwr 2.3 - Gweledigaeth a Blaenoriaethau Llwybr Newydd

Mae'n bwysig bod y blaenoriaethau yn Llwybr Newydd ar flaen yr ystyriaethau wrth i bolisiau a blaenoriaethau ar gyfer trafndiaeth yng Ngogledd Cymru gael eu datblygu yn y Cynllun Trafnidiaeth Rhanbarthol. Yn benodol amlwg mae'r Hierarchaeth Trafnidiaeth Cynaliadwy sy'n cefnogi cyflwyniad Blaenoriaeth 2: Caniatáu pobl a nwyddau i symud yn rhwydd o ddrws i ddrws drwy drafndiaeth hygyrch, cynaliadwy. Dengys yr Hierarchaeth yn Ffigwr 2.4.



Ffigwr 2.4 - Hierarchaeth Trafnidiaeth Llwybr Newydd

Mae Llwybr Newydd yn cynnwys y datganiad isod ynghylch datblygiad y Cynlluniau Trafnidiaeth Rhanbarthol. “Bydd Cyd-bwyllgorau Corfforedig Rhanbarthol hefyd yn paratoui cynllun Trafnidiaeth Rhanbarthol ar gyfer trafndiaeth yn eu hardal. Bydd y rhain yn cael eu llywio gan Llwybr Newydd a'u halinio â Cymru'r Dyfodol – y Cynllun Cenedlaethol 2040 a'r cynlluniau datblygu rhanbarthol sy'n dod i'r amlwg. Bydd Cynlluniau Trafnidiaeth Rhanbarthol yn cynnwys polisiau a'r cynllun cyflawni trafndiaeth rhanbarthol ategol.”

2.3 Cynllun Cyflawni Trafnidiaeth Cenedlaethol 2022-2027⁴

Mae'r Cynllun Cyflawni Trafnidiaeth Cenedlaethol (NTDP) yn nodi sut y bydd Llywodraeth Cymru yn cyflawni yn erbyn y blaenoriaethau a'r uchelgeisiau sydd wedi'u nodi yn Llwybr Newydd – Strategaeth Trafnidiaeth Cymru. Mae'r NTDP yn cynnwys y rhaglenni, prosiectau a pholisiau newydd sydd i fod i'w cyflawni erbyn 2027.

Mae'r ymyraethau sydd wedi'u cynnwys yn y Cynllun sydd ag arwyddocâd lleol penodol i Ogledd Cymru yn cynnwys y rhai sydd yn Nhabl 2.1.

Rhaglen	Ymyrraeth	Amserlen
Cynllunio Siwrne Integredig a'r Drefn Tocynnau	Ymestyn PAYG ar draws rhanbarthau Metro trefol (DDd Cymru, GDd Cymru a Dinas a Bae Abertawe)	2024-27
	Ymestyn y cynllun peilot capio ffioedd bws i ranbarth ehangach yng ngogledd Cymru	2023-25

4 [Cynllun Cyflawni Trafnidiaeth Cenedlaethol 2022 i 2027 \(gov.wales\)](https://gov.wales)



Rhaglen	Ymyrraeth	Amserlen
Rheilffyrdd	Mynediad i bawb - rhaglen o fynediad heb stepiau; Y Fenni, Shotton, Y Drenewydd, Dinbych-y-Pysgod, Cwمبرân, Caerffili, Llwydlo, Llanelli, Y Barri, Trefforest, Cathays.	2022-25
	Toiled 'changing places' a gosodiadau pafin 'tactile' i'w gosod yn Shotton.	2022-25
	Gwelliannau capasiti yn Yr Amwythig - Wrecsam (signalau bloc Canolraddol Gobowen)	2022-25
	Cyflwyno gwasanaethau rheilffordd ychwanegol: Machynlleth - Tywyn 2 tpd Dydd Sul	2023-24
	Cyflwyno gwasanaethau rheilffordd ychwanegol: Machynlleth - Tywyn 4 tpd Dydd Sul	2023-24
	Cyflwyno gwasanaethau rheilffordd ychwanegol: Cyffordd Llandudno - Bangor 1 tph	2023-24
	Cyflwyno gwasanaethau rheilffordd ychwanegol: Cyffordd Llandudno - Llandudno 2 tph	2023-24
	Cyflwyno gwasanaethau rheilffordd ychwanegol: Cyffordd Llandudno - Caer 1 tph	2023-24
	Cyflwyno trenau newydd Dosbarth 197 ledled leiniau Gogledd Cymru, Y Cambrian a'r Mers	2022-25
	Cyflwyno trenau newydd Dosbarth 230 ar lein Wrecsam - Bidston	2023-24
Metro Gogledd Cymru	Datblygiad strategol Metro GC cyffredinol, yn cynnwys astudiaethau a dadansoddiad i hysbysu cynlluniau	2022 - 27 thu hwnt
	Teithio Llesol (Cysylltedd Lleol) Gwedd 1	2022 i 25
	Teithio Llesol i Orsafoedd (Cysylltedd Lleol) Gwedd 2	2022 i 25
	Datblygiad	2022 i 24
	Teithio Llesol i Orsafoedd (Cysylltedd Lleol) Gwedd 3	2023 i 26
	Datblygu Mynediad a Symudiad Porth Wrecsam	2022 i 27
	Integreiddio trafndiaeth Ardal Gorsaf Porth Bangor	2022 i 27
	Gwella Mynediad i Eryri	2022 i 27 a thu hwnt
	Prif Gynllun Trafnidiaeth Caergybi	2022 i 27 a thu hwnt
	Hybiau Cyfnewidfa Trafnidiaeth Gyhoeddus Pellach	2022 i 27 a thu hwnt
	Astudio a datblygu parcio a theithio posib a chyfleoedd parcio a rhannu i leihau siwrneion car meddiannaeth isel.	2022 i 25
	Cyflwyno prosiectau o'r prosiect astudiaeth a datblygiad meddiannaeth isel	2022 i 27
	Gwelliannau i gapasiti lein y Gororau	2022 i 27 a thu hwnt
	Gwelliannau i gapasiti prif lein Gogledd Cymru	2022 i 27 a thu hwnt
Dylunio ac Adeiladu Manwl Gorsaf Glannau Dyfrdwy	2022 i 26	
Gorsaf Integredig Shotton	2022 i 25	
Arloesedd Trafnidiaeth (Gogledd a Gorllewin Cymru)	2022 - 27 a thu hwnt	



Tabl 2.1 - Ymyraethau Cynllun Cyflawni Trafnidiaeth Cenedlaethol Penodol i Ogledd Cymru

2.4 Cyllideb Carbon Cynllun Cymru Sero Net (2021-25) ⁵

Mae'r ddogfen hon yn nodi ymrwymiad Llywodraeth Cymru tuag at daclo newid hinsawdd. Mae'n ddyletswydd statudol ar Weinidogion Cymru i baratol a chyhoeddi adroddiad erbyn diwedd 2021 yn nodi eu cynigion a'u polisiau ar gyfer cwrdd â Chyllideb Carbon 2 ac yn rhoi Cymru ar lwybr tuag at allyriadau sero net erbyn 2050.

Bydd cwrdd â Chyllideb Carbon 2 a rhoi Cymru ar lwybr i gyflwyno allyriadau sero net erbyn 2050 yn gofyn am weithredu mewn tair ardal eang ar gyfer trafndiaeth i deithwyr a chludo:

- Lleihau'r galw a newid moddol - sut allai newid ymddygiadol a chymdeithasol leihau neu newid y galw am deithio.
- Yr opsiynau technolegol sydd ar gael a'r nifer sy'n defnyddio trafndiaeth gydag allyriadau isel neu ddim allyriadau.
- Gwelliannau i effeithiolrwydd ynni mewn cerbydau confensiynol.

Mae'r ddogfen yn nodi datganiad uchelgais i'r sector trafndiaeth, sef:

'Rydym yn anelu at leihau allyriadau ym maes cludo teithwyr 22% yn 2025 (o gymharu â 2019) a 98% yn 2050 drwy leihau'r galw, newid dulliau teithio a mabwysiadu technolegau carbon isel.

Ein nod yw lleihau nifer y milltiroedd car a deithir y pen 10% erbyn 2030 a chynyddu cyfran y teithiau drwy ddull teithio cynaliadwy (trafnidiaeth gyhoeddus a theithio llesol) i 35% erbyn 2025 a 39% erbyn 2030.

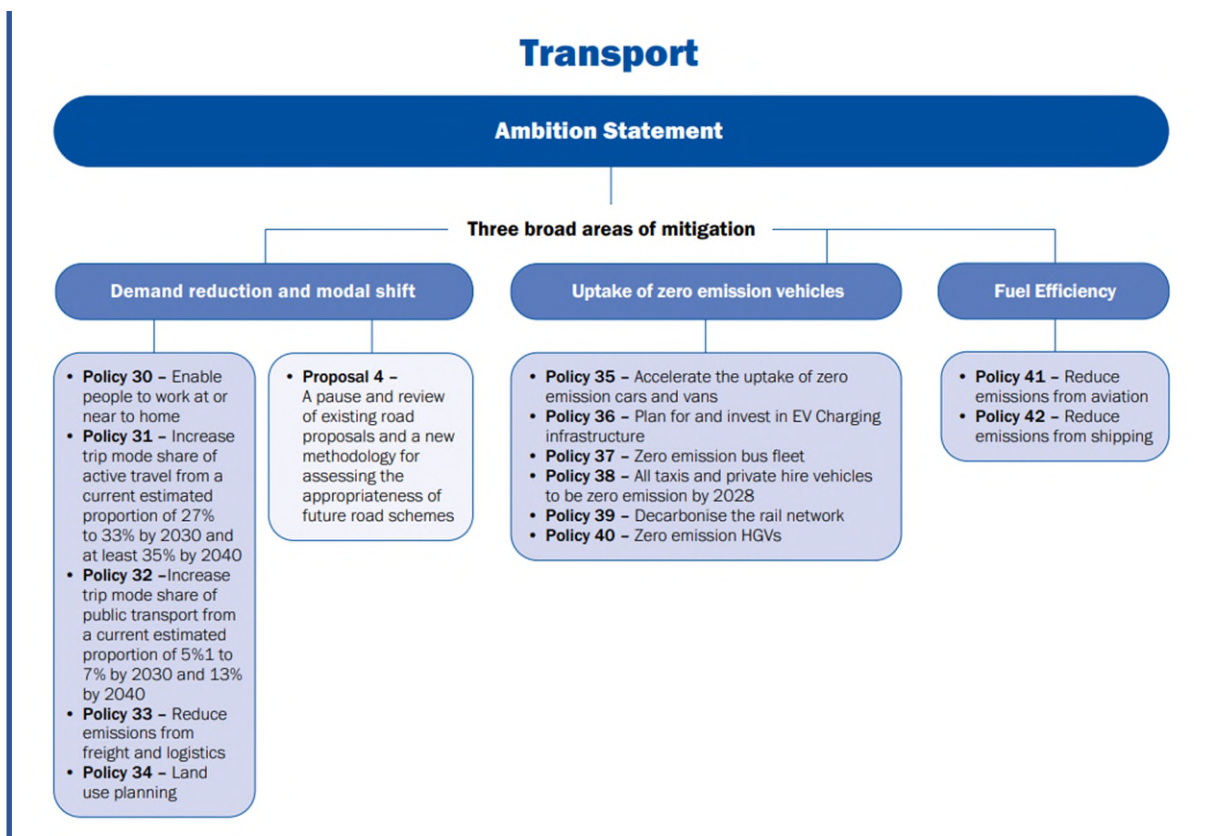
Erbyn 2025, bydd 10% o deithiau car gan bobl yn digwydd mewn ceir diallyriadau a bydd 48% o geir newydd a werthir yn rhai di-allyriadau, bydd gennym rwydwaith cynhwysfawr o fannau gwefru cerbydau trydan, a bydd cyfran fawr o'n fflyd bysiau, tacsis a cherbydau hurio preifat bellach yn gerbydau di-allyriadau."

Ymysg y polisiau yn y ddogfen sy'n berthnasol i'r Cynllun Trafnidiaeth Rhanbarthol mae:

- Polisi 30 - Galluogi pobl i weithio gartref neu'n agos i'w cartref
- Polisi 31 - Cynyddu cyfran dull teithio llesol o'r gyfran amcangyfrifedig gyfredol, sef 27%⁵⁵ i 33% erbyn 2030 ac o leiaf 35% erbyn 2040
- Polisi 32 - Cynyddu cyfran dull teithio ar drafnidiaeth gyhoeddus o'r gyfran amcangyfrifedig bresennol sef 5%⁵⁶ i 7% erbyn 2030 a 13% erbyn 2040
- Polisi 33 - Lleihau allyriadau o gludio llwythi a logisteg
- Polisi 34 - Cynllunio defnydd tir
- Polisi 35 - Cyflymu'r broses o fabwysiadu ceir a faniau di-allyriadau
- Polisi 36 - Cynllunio ar gyfer seilwaith gwefru cerbydau trydan a buddsoddi ynddo
- Polisi 37 - Fflyd bysiau di-allyriadau
- Polisi 38 - Pob tacsî a cherbyd hurio preifat i fod yn un di-allyriadau erbyn 2028
- Polisi 39 - Datgarboneiddio'r rhwydwaith rheilffyrdd
- Polisi 40 - Cerbydau nwyddau trwm di-allyriadau

Mae crynodeb o'r rhain yn Ffigur 2.5.

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



Ffigur 2.5 - Polisiâu Trafnidiaeth o Gyllideb Carbon Cymru Sero Net

2.5 Dyfodol Buddsoddiadau Ffordd yng Nghymru

Sefydlodd Llywodraeth Cymru Banel Adolygu Ffyrdd i adolygu cynlluniau ffyrdd sydd, neu oedd, yn cael eu datblygu a gwneud argymhellion ar gyfer dyfodol buddsoddi mewn ffyrdd yng Nghymru. Gofynnwyd i'r panel adolygu 51 o gynlluniau ffordd unigol yn sgil uchelgeisiau a blaenoriaethau Strategaeth Trafnidiaeth Cymru, ymrwymiadau'r Rhaglen ar gyfer y Llywodraeth a'r ail gynllun cyflawni carbon isel, Sero Net Cymru.

Mae canfyddiadau'r Panel sy'n berthnasol i Ogledd Cymru wedi'u crynhoi yn Nhabl 2.2.



Cynllun	Crynodeb	Argymhelliad
A487 Rhiwstaerdywyll	Bwriad y cynllun yw ymdrin â rhwystrau diogelwch diffygiol ar yr A487 yn Rhiwstaerdywyll, i'r de o Gadair Idris.	Byddai Llywodraeth Cymru yn parhau i gefnogi'r cynllun A487 Rhiwstaerdywyll, yn amodol ar ystyriaeth fwy manwl o'r cyfyngiad cyflymder 30mya a'r opsiynau o ran rhwystrau. Mae'n annhebygol y bydd yn briodol bwrw ymlaen â'r opsiwn i addasu'r briffordd. Dylid meincnodi'r buddion diogelwch yn erbyn cynlluniau diogelwch eraill (gan gynnwys y rhai yn y rhaglen Cynllun Diogelwch Lleol ac ar ffyrdd yr awdurdod lleol), ac ni ddylid ond bwrw ymlaen â'r cynllun os yw ymysg y cynlluniau gorau sy'n aros am gyllid
A494 Gwelliannau Cyffordd Ffordd Maesgammedd	Byddai'r cynllun yn cynnwys addasiadau i gyffordd yr A494 â Maesgammedd, sy'n ffordd ddi-ddosbarth i'r gogledd o bentref Gwyddelwern	Ni ddylai'r cynllun fynd yn ei flaen yn ei ffurf bresennol. Dylid parhau i fonitro diogelwch y gyffordd. Dylid datblygu opsiynau pellach i ostwng cyflymder a gwella'r llain gweledd yn y gyffordd bresennol os yw'r cofnod gwrthdrawiadau yn awgrymu y dylid cymryd camau.
A483 Cynllun Cyffyrdd 3-6 Ffordd Osgoi Wrecsam	Byddai'r cynllun hwn yn gwneud addasiadau i Gyffyrdd 3 i 6 ar yr A483 o amgylch Wrecsam. Byddai'r wedd gyntaf yn cynnwys cyffordd capasiti uwch wedi'i hail-leoli yng Nghyffordd 4 (A483/A525) a byddai'r camau dilynol yn addasiadau ar raddfa lai i Gyffyrdd 3, 5 a 6, yn cynnwys peth darpariaeth teithio llesol	Ni ddylai cynllun A483 Cyffyrdd 3-6 Wrecsam fynd yn ei flaen gan nad yw'r achos dros newid yn alinio'n dda â nod Llywodraeth Cymru i leihau'r milltiroedd a deithir mewn car. Byddai'r cynllun yn cynyddu'r capasiti ceir preifat ac allyriadau carbon. Dylai Llywodraeth Cymru ystyried rhoi cefnogaeth ar gyfer dull amgen i greu datblygiad preswyl a chyflogaeth enghreifftiol gyda lefelau defnyddio car isel.
A487 Llwyn Mafon	Mae'r cynllun hwn ar ran 1.7km o'r A487 i'r gogledd o Borthmadog.	Byddai Llywodraeth Cymru yn parhau i gefnogi'r cynllun A487 Llwyn Mafon, yn amodol ar ddatblygiad mwy manwl i sicrhau buddion diogelwch i gerddwyr, beicwyr, marchogion a defnyddwyr moduron ar y ffordd; ac yn amodol ar feincnodi yn erbyn cynlluniau diogelwch eraill i ddangos bod y cynllun ymysg y cynlluniau diogelwch gorau sy'n aros am gyllid



Cynllun	Crynodeb	Argymhelliad
A494 Lôn Fawr Rhuthun/ Ffordd Corwen	Byddai cynllun Cyffordd Lôn Fawr / Ffordd Corwen yn amnewid cyffordd-Y bresennol â chyffordd-T gydag ongl o 90° i wella'r lleiniau gweledd	Ni ddylid bwrw ymlaen â'r cynllun gan bod yr achos dros newid yn wan. Dylid parhau i fonitro diogelwch y gyffordd, ac ystyried opsiynau pellach i ostwng cyflymder, neu wyro traffig i leihau symudiadau sy'n gwrthdaro pe byddai'r cofnod gwrthdrawiadau'n awgrymu y dylid cymryd camau gweithredu.
A483/A5 Cylchfan Halton	Mae'r cynllun yn cynnwys addasiadau i gylchfan yr A483/A5 Halton sydd wedi'i lleoli i'r gogledd-ddwyrain o'r Waun. Mae'r newidiadau yn cynnwys cynyddu diamedr y gylchfan, creu lonydd ychwanegol ar ddynesiadau ac o amgylch y gylchfan, a chael arwyddion ar gyfer y gwelliannau i deithio llesol.	Ni ddylid bwrw ymlaen â'r cynllun gan bod yr achos dros newid yn wan. Dylid parhau i fonitro diogelwch y gyffordd. Dylid datblygu opsiynau pellach i ostwng cyflymder a gwella diogelwch os yw'r cofnod gwrthdrawiadau yn awgrymu y dylid cymryd camau.
A55/A494 Gwynwch Y Rhwydwaith	Yr A55 / A494 yw'r prif lwybr priffordd ar draws Gogledd Cymru. Mae'r astudiaeth Gwynwch y Rhwydwaith yn ymdrin â'r A55 rhwng Caergybi ar Ynys Môn yn y gorllewin a'r ffin â Lloegr yn y dwyrain. Hefyd, mae'r astudiaeth yn cynnwys yr A494 rhwng cyfnewidfa Ewlo ar yr A55 a'r ffin â Lloegr, a'r llwybrau gwyrto strategol a thactegol pan fo'r A55 / A494 ar gau.	Ni ddylid bwrw ymlaen ag Astudiaeth Gwynwch y Rhwydwaith ar yr A55 / A494. Nid yw'r achos dros newid yn alinio'n dda gyda nod Llywodraeth Cymru i ostwng y milltiroedd a deithir mewn car. Byddai'r cynllun yn cynyddu capasiti ceir preifat ac yn arwain at newid moddol o drafnidiaeth gyhoeddus i deithio mewn car, a byddai hyn yn tanseilio'r targed i gynyddu'r gyfran dull cludiant cynaliadwy.
Astudiaeth Coridor Yr A55 Cyffordd 23 - 24	Roedd Astudiaeth Coridor yr A55 Cam 1 WeITAG (C23-C24) yn archwilio 5.5km o hyd o'r A55. Mae cyffordd 23 yn Llanddulas ac mae Cyffordd 23A a 24 i'r gogledd a'r dwyrain o Abergele.	Ni ddylid bwrw'r Astudiaeth A55 C23-24 i'r cam nesaf gan bod pryderon ynghylch addasrwydd y broses hon fel y mwyaf priodol i gyflawni buddion diogelwch a thrafnidiaeth aml-ddull ar gyfer yr ardal hon.



Cynllun	Crynodeb	Argymhelliad
A55 Ewlo (C33b) I'r A494 Cyfnewidfa Queensferry	Roedd Astudiaeth Cam 1 WeITAG A55 C33b Ewlo - A494 Cyfnewidfa Queensferry yn edrych ar 4km o hyd o'r A494, rhwng C33b Ewlo ar yr A55 (lle mae'r A494 a'r A55 yn ymuno) a Chyffordd Queensferry ar yr A494 i'r de-ddwyrain o Gei Connah.	Ni ddylai'r Astudiaeth Cam 1 WeITAG A55 C33b Ewlo i'r A494 Cyfnewidfa Queensferry fwrw ymlaen i'r cam nesaf gan nad oes achos dros newid wedi'i wneud ac mae pryderon ynghylch addasrwydd y broses hon fel yr un fwyaf priodol i gyflawni buddion trafndiaeth aml-ddull perthnasol ar gyfer yr ardal hon.
A55 Llaneurgain (C33) I Dreffynnon (C32)	Byddai'r cynllun arfaethedig yn cynnwys lôn ddringo 3km tua'r gorllewin, rhwystr llain ganol congrid 5.4km o hyd a chau dwy groesfan i gerddwyr 'at-grade' ar yr A55 rhwng Cyffordd 33 yn Llaneurgain a Chyffordd 32 yn Nhreffynnon.	Ni ddylid bwrw ymlaen â'r cynllun A55 Llaneurgain (C33) i Dreffynnon (C32) gan bod yr achos dros newid yn wan.
A55 Ewlo (C33b) I Rhuallt (C29)	Roedd Astudiaeth Cam 1 WeITAG Coridor yr A55 (Cyffordd 33b - Cyffordd 29) yn ystyried 22km o hyd o'r A55 rhwng Cyffordd 33b yn Ewlo a C29 i'r dwyrain o Rhuallt.	Ni ddylai'r astudiaeth A55 Ewlo (C33b) i Rhuallt (C29) fwrw ymlaen i'r cam nesaf gan nad yw'r achos dros newid wedi'i wneud ac mae pryderon ynghylch addasrwydd y broses hon fel y dull mwyaf priodol o gyflawni buddion diogelwch a thrafnidiaeth aml-ddull ar gyfer yr ardal hon.
Gwelliannau I Goridor Sir Y Fflint	Mae'r cynllun arfaethedig sy'n cael ei ffafrio sy'n dod o'r gwaith Cam 2 WeITAG, 'yr Opsiwn Coch', yn llwybr ffordd ddeuol pellter hir amgen ar gyfer yr A55 / A494. Byddai wedi'i leoli i'r gogledd a'r gorllewin o Gei Connah, yn bennaf ar hyd llinell yr A548. Hefyd, argymhellir bod y rhan newydd o'r briffordd am gysylltu â'r A548 i'r A55 yng Nghyffordd Llaneurgain i'r gorllewin o Gei Connah.	Ni ddylai'r cynllun fynd yn ei flaen. Nid yw'r achos dros newid yn alinio'n dda gyda nod Llywodraeth Cymru i ostwng y milltiroedd a deithir mewn car. Byddai'r cynllun yn cynyddu capasiti ceir preifat ac yn arwain at newid moddol o drafnidiaeth gyhoeddus i deithio mewn car, a byddai hyn yn tanseilio'r targed i gynyddu'r gyfran dull cludiant cynaliadwy.
A55 Trydydd Pont Dros Y Fenai	Byddai'r cynllun yn cynnwys adeiladu pont newydd ar yr A55 dros y Fenai rhwng Ynys Môn a Gwynedd, ac ail-alinio'r A55 rhwng Cyffordd 7 (ar Ynys Môn) a Chyffordd 10 (ar y tir mawr).	Ni ddylid bwrw ymlaen â thrydydd pont dros Y Fenai ar yr A55. Nid yw'r achos dros newid yn alinio'n dda â nod Llywodraeth Cymru i ostwng y milltiroedd a deithir mewn car. Byddai'r cynllun yn arwain at fwy o draffig ac allyriadau carbon deuocsid, a newid moddol o gludiant cyhoeddus i deithio mewn car, sy'n anghyson â'r targed i gynyddu trafndiaeth gynaliadwy



Cynllun	Crynodeb	Argymhelliad
Gwelliannau I Dagfeydd Yng Nghanol Tref Abergele	Byddai'r cynllun hwn yn cynnwys adeiladu ffordd gyswilt neu system ffordd 'gyratory' yng nghanol tref Abergele. Byddai rhai troedffyrdd yn cael eu lledu a rhai llwybrau beic yn cael eu darparu.	Ni ddylai cynllun Gwelliannau i Dagfeydd yng Nghanol Tref Abergele fynd yn ei flaen yn ei ffurf bresennol. Fodd bynnag, byddai Llywodraeth Cymru yn parhau i gefnogi datblygiad cynllun ar gyfer canol tref Abergele, os oes cyfiawnhad drosto yn erbyn blaenoriaethau trafndiaeth eraill, gyda ffocws ar wella'r ddarpariaeth teithio llesol ar gyfer y dref gyfan, yn unol â'r Hierarchaeth Trafnidiaeth Cynaliadwy, a rheoli'r galw am geir preifat.
Gwelliannau I Dagfeydd Yn Llandudno	Mae'r cynllun hwn yn canolbwyntio ar yr A470 Ffordd Conwy a Chylchfan Links yn Llandudno.	Byddai Llywodraeth Cymru yn parhau i gefnogi cynllun Gwelliannau i Dagfeydd yn Llandudno, yn amodol ar ddatblygu pellach yn unol â'r Hierarchaeth Trafnidiaeth Gynaliadwy ac ystyriaeth i gyngor y Panel ar y dull sy'n cael ei ffafrio yng Nghylchfan Links.
Coridor Twf Caer-Brychdyn	Mae'r cynllun yn cynnwys adeiladu ffordd gerbydau ddeuol neu sengl gyda seilwaith teithio llesol a chluddiant cyhoeddus cysylltiedig.	Ni ddylai Llywodraeth Cymru roi rhagor o gefnogaeth i ddatblygu'r cynlluniau priffyrdd arfaethedig ar gyfer Coridor Twf Caer-Brychdyn. Byddai'r cynlluniau hyn yn cynyddu capasiti'r ffordd i geir preifat ac yn annog patrymau defnydd tir gwasgaredig.
Warren Hall	Safle datblygu defnydd cymysg	Cynghorir Llywodraeth Cymru i ystyried p'un a fyddai datblygu'r safle hwn, a safleoedd tebyg yn y portffolio, yn gydnaws â chwrdd â'i nodau o ran newid moddol a datgarboneiddio.

Tabl 2.2 - Crynodeb o Argymhellion y Panel Adolygu Ffyrdd ar gyfer Gogledd Cymru

Hefyd, fe adroddodd y Panel Adolygu Ffyrdd ar ffordd osgoi Llanbedr ar wahân. Erbyn hyn, mae Llywodraeth Cymru yn gweithio â rhan-ddeiliaid lleol i fwrw ymlaen ag argymhellion y panel adolygu ffyrdd, gan gynnwys pecyn o fesurau trafndiaeth cynaliadwy, gwelliannau diogelwch, ac opsiwn ffyrdd wedi'i lleihau.



2.6 Cynllun Aer Glân i Gymru⁶

Mae'r Cynllun Aer Glân i Gymru yn nodi cynigion ar gyfer lleihau'r crynodiadau o Nitrogen Deuocsid (NO₂) o amgylch ffyrdd lle mae'r lefelau uwchben y cyfyngiadau cyfreithiol yng Nghymru. Mae NO₂ yn llygrydd o bryder i iechyd bodau dynol. Mae'r cynnig yn rhoi pwyslais ar nifer cymharol fechan o fannau problemus, sydd fwy neu lai'n cyd-fynd â lleoliadau ar ymyl y ffordd pan fo traffig trwm. Mae'r cynllun yn canolbwyntio ei weithrediadau mewn pum lleoliad ledled Cymru, gyda dau ohonynt yng Ngogledd Cymru:

- A494 Glannau Dyfrdwy
- A483 Wrecsam

2.7 Canol Trefi yn Gyntaf

Ers cyhoeddi Cymru'r Dyfodol yn 2021, mae Canol Trefi yn Gyntaf wedi bod yn ofyniad polisi cynllun datblygu yng Nghymru. Mae hefyd yn egwyddor drawsbynciol sydd wedi'i hymgorffori yn y Strategaeth Buddsoddi yn Seilwaith Cymru. Mae hyn yn golygu bod canol trefi yn cael eu hystyried yn gyntaf ar gyfer lleoli cyfleusterau masnachol, manwerthu, addysg, iechyd, hamdden a gwasanaethau cyhoeddus newydd arwyddocaol.

2.8 Cymru Iachach

Cymru Iachach yw cynllun Llywodraeth Cymru ar gyfer iechyd a gofal cymdeithasol. Bydd dull system gyfan o ymdrin ag iechyd a gofal cymdeithasol, lle mai dim ond un elfen yw gwasanaethau o gefnogi pobl i gael gwell iechyd a llesiant drwy gydol eu hoes. Bydd yn system 'lles', sy'n ceisio cefnogi a rhagweld anghenion iechyd, atal salwch, a lleihau effaith iechyd gwael.

2.9 Cynllun Gweithredu Sŵn a Seinwedd

Mae Cynllun Gweithredu Sŵn a Seinwedd Llywodraeth Cymru yn cydnabod bod "angen i ni greu seinweddau priodol, sy'n golygu'r amgylchedd sain cywir yn yr amser a'r lle cywir." Mae sŵn ein system drafnidiaeth wedi bod yn newid, a bydd yn parhau i esblygu dros y degawdau nesaf. Mae cerbydau ar ein ffyrdd a'n rheilffyrdd yn raddol droi'n rhai trydan, sydd bron yn cael gwared â sŵn injan ceir, tra bod ffyrdd mewn ardaloedd adeiledig yn mabwysiadu terfynau cyflymder is. Bydd y ddau newid hyn yn lleihau lefelau sain trafndiaeth yn sylweddol yn ein pentrefi, ein trefi a'n dinasoedd. Fodd bynnag, rhaid ychwanegu sain artiffisial i gerbydau trydan ar gyflymder is am resymau diogelwch, tra bod sŵn sy'n gysylltiedig â cherbydau sy'n teithio ar gyflymder uchel, a cherbydau sy'n eithriadol o uchel yn benodol, yn parhau i fod yn her. Mae risg hefyd y bydd effeithiau sŵn yn deillio o fathau mwy newydd o drafnidiaeth fel sgwteri trydan.

3. Llywodraeth y DU - Adolygiad Cysylltedd yr Undeb⁷

Mae nifer o'r materion a pholisiau cysylltiedig sy'n berthnasol i'r Cynllun Trafnidiaeth Rhanbarthol wedi'u datganoli i Lywodraeth Cymru. Fodd bynnag, mae Llywodraeth y DU yn parhau i fod yn ddylanwadwr pwysig, nid yn unig ar gyfer materion sydd heb eu datganoli, megis y rheilffyrdd, ond hefyd fel ariannwr a lluniwr polisi. Un maes polisi fydd yn dylanwadu ar drafnidiaeth yng Ngogledd Cymru yw'r Union Connectivity Review.

6 [40794 Cynllun Aer Glân i Gymru \(gov.wales\)](https://gov.wales)

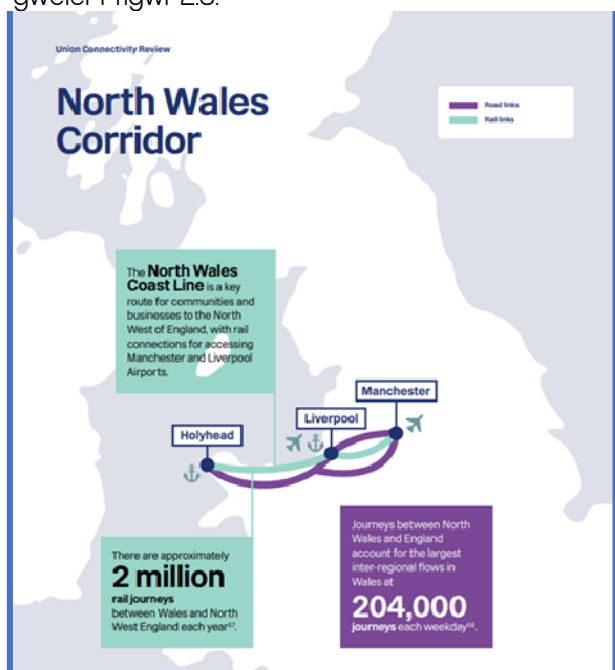
7 [Union Connectivity Review \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)



Gofynnodd Llywodraeth y DU i Syr Peter Hendy CBE ymgymryd ag adolygiad manwl i sut all cysylltedd trafniadaeth ledled y DU gefnogi twf economaidd ac ansawdd bywyd yn Lloegr, Yr Alban, Cymru a Gogledd Iwerddon. Cyhoeddwyd yr adolygiad ym mis Tachwedd 2021, ac mae'n cynnwys argymhellion ynghylch p'un a sut yw'r ffordd orau i wella cysylltedd trafniadaeth rhwng gwledydd y DU. Roedd yr adroddiad yn nodi nifer o goridorau fel rhan o UKNET arfaethedig, sef rhwydwaith trafniadaeth strategol ar gyfer y Deyrnas Unedig. Byddai'r coridorau aml-fodd hyn yn asesu'r gwelliannau isadeiledd gorau i wella cysylltedd a chyflwyno swyddi, twf, tai a chydlyniant cymunedol. Aseswyd gwelliannau isadeiledd yn erbyn y meini prawf a ganlyn:

- Gwellu'r ddarpariaeth trafniadaeth ar draws yr Undeb.
- Cefnogi twf ac adferiad economaidd ar draws y DU i gyd.
- Helpu i fynd i'r afael ag anghydraddoldeb economaidd a chymdeithasol ar draws y DU gyfan.
- Cefnogi ansawdd bywyd ar draws y DU gyfan.
- Cefnogi ymrwymiad y DU i fod yn sero net erbyn 2050.
- Cymryd mantais o arloesedd technolegol.
- Bod yn gyson â strategaeth ariannol Llywodraeth y DU.

Coridor Gogledd Cymru yw un o'r coridorau UKNET sydd wedi'u nodi yn yr Union Connectivity Review, gweler Ffigwr 2.3.



Ffigwr 2.3 - Coridor Gogledd Cymru wedi'i nodi yn yr Union Connectivity Review

Mae'r Union Connectivity Review (UCR) yn nodi bod yr ardal sy'n cynnwys Gogledd Cymru a thraw tuag at Lerpwl a Manceinion yn ardal economaidd arwahanol gyda rhyng-gysylltedd arwyddocaol a niferoedd uchel o deithiau dyddiol ar draws y ffin. Mae chwarter y gweithwyr yn y rhanbarth hon yn croesi'r ffin rhwng Cymru a Lloegr ar gyfer gwaith. Mae'n llwybr allweddol i gymunedau a busnesau gyda chysylltiadau â Meysydd Awyr Manceinion a Lerpwl ac ynys Iwerddon drwy Gaergybi.

Fel rhan o'r UCR, nodwyd y cyfleoedd a ganlyn ar gyfer gwelliannau ar y coridor hwn:

- Lefelau traffig uchel ar yr A55, M56, M6 a'r M60
- Bregusrwydd yr A55 yn ystod digwyddiadau, a diffyg gwytnwch
- Amserlennu'r llongau fferi yn golygu bod y cerbydau HGV yn teithio mewn hyrddiau
- Cyflymder a chapasiti lonydd ar Brif Lein Gogledd Cymru ac ardal Swydd Gaer/Merswy



- Cyfleoedd i gysylltu â HS2

Roedd yr UCR yn cynnwys yr argymhelliad isod:

“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.”

3.1 Llywodraeth y DU – Rhwydwaith y Gogledd⁸

Lansiwyd Network North gan Lywodraeth y DU ym mis Hydref 2023, fel dull newydd tuag at drafnidiaeth yn y DU. Roedd yn cynnwys yr ymrwymiad a ganlyn:

“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.”

8 Network North: Transforming British Transport (publishing.service.gov.uk)



4. POLISI RHANBARTHOL

4.1 Comisiwn Trafnidiaeth Gogledd Cymru

Fe sefydlodd y Dirprwy Weinidog dros Newid Hinsawdd Gomisiwn Trafnidiaeth Gogledd Cymru i wneud argymhellion i wireddu system trafndiaeth aml-ddull integredig cynaliadwy yng Ngogledd Cymru. Roedd y Comisiwn yn asesu'r problemau, y cyfyngiadau a'r cyfleoedd yn y rhanbarth ac yn ymgysylltu â grwpiau o ran-ddeiliaid i ystyried yr holl ymyraethau posib.

Mae argymhellion y Comisiwn wedi'u strwythuro o amgylch gwell rhwydweithiau ar gyfer teithio ar fws, trên a theithio llesol, sy'n cynnig gwir ddewisiadau amgen i deithio mewn car preifat. Mae'r argymhellion wedi'u cydbwysu gyda chydnyddiaeth o bwysigrwydd parhaus y car mewn ardaloedd gwledig a chamau y gellir eu cymryd i wneud y defnydd o'r car preifat yn fwy cynaliadwy. Hefyd, mae argymhellion ar gyfer cludo, yr economi ymwelwyr a chyflawni newidiadau mewn ymddygiad. Gweler crynodeb o'r argymhellion a wnaed gan y Comisiwn yn Nhabl 3.1.

Maes y Pwnc	Argymhelliad
Rheilffyrdd	Gweithredu gwelliannau i gapasiti'r rheilffyrdd yn ac o amgylch Gorsaf Caer i alluogi trydaneiddio a phum trên yr awr, gan gynnwys un gwasanaeth cyflym.
	Blaenoriaethu cyflwyniad gwelliannau isadeiledd Gwedd 1 Prif Lein Gogledd Cymru rhwng Crewe a Chyffordd Llandudno fel bod modd gweithredu pum trên yr awr, gan gynnwys un gwasanaeth cyflym, a lleihau amseroedd siwrneion.
	Cyflawni cynigion Gwedd 2 a 3 ar Brif Lein Gogledd Cymru fel bod modd gweithredu pum trên yr awr, gan gynnwys un gwasanaeth cyflym rhwng Crewe a Bangor (Gwedd 2) a Chaerdybi (Gwedd 3), ac i leihau amseroedd siwrneion.
	Cyflawni trydaneiddio Prif Lein Gogledd Cymru mewn dull graddedig sy'n gyson â datblygiad isadeiledd Gweddau 1 i 3. I fod yn barod ar gyfer trydaneiddio, rhaid ymgymryd â gwaith datblygu, a sefydlu achos busnes.
	Cael gwared ar y cyfyngiadau capasiti rheilffordd yng Ngwaith Sment Padeswood i'r de o Orsaf Bwcle ar Lein y Gororau.
	Ymgymryd â gwelliannau isadeiledd ar Lein y Gororau i gyflawni pedair trên yr awr a lleihau amseroedd rheilffordd, gan gynnwys dwy drên uniongyrchol i Lerpwl.
	Gweithio â Rhanbarth Dinas Lerpwl a Merseyrail i uchafu integreiddiad gwasanaethau rhwng Lein y Gororau a rhwydwaith Merseyrail.
	Darparu gorsaf ym Mharc Diwydiannol Glannau Dyfrdwy ar Lein y Gororau gyda mynediad ategol at deithio llesol a chludiant cyhoeddus i'r orsaf.
	Datblygu a gweithredu cynigion yng Ngorsaf Shotton er mwyn creu cyfnewidfa o ansawdd uchel a chwbl hygyrch rhwng Lein y Gororau a Phrif Lein Gogledd Cymru a gwella mynediad at deithio llesol a chludiant cyhoeddus.
	Gweithredu cynllun gwella signalau yn Gobowen ar y Lein Amwythig-Wreccsam-Caer a thraciau deuol rhwng Wreccsam a Chaer i ymdrin â'r cyfyngiadau capasiti a galluogi dwy drên i deithwyr a gwasanaethau cludo i weithredu'n effeithiol ac yn ddibynadwy.
	Parhau i ystyried gwelliannau i gapasiti'r leiniau, cynyddu amlder gwasanaethau a gwelliannau i gapasiti trenau ar Leiniau Dyffryn Conwy ac Arfordir y Cambrian.
Gwella dyraniad fflyd y rheilffyrdd yng Ngogledd Cymru yn y tymor byr i sicrhau bod y cerbydau rheilffordd yn cwrdd ag anghenion y defnyddwyr ar gyfer y mathau o siwrneion y mae pobl yn eu gwneud a chaffael trenau ychwanegol, yn cynnwys fflyd drydan ar gyfer Prif Lein Gogledd Cymru yn y tymor canolog.	



Maes y Pwnc	Argymhelliad
	<p>Diogelu'r cyn leiniau rheilffordd rhag datblygiad yn y dyfodol a datblygu llwybrau cerdded a beicio ar eu hyd, lle bo hynny'n briodol, gyda gwasanaethau bws o ansawdd uchel ar gyfer y cymunedau cyfagos.</p> <p>Ystyried lleoliadau a dulliau ar gyfer datblygu gwasanaethau cludo logisteg ysgafn ar y rheilffyrdd.</p>
Bysiau a Choetsys	<p>Rydym yn cefnogi'r newidiadau deddfwriaethol arfaethedig i alluogi gwasanaethau bws i gael eu masnach-freintio ac rydym yn argymhell bod awdurdodau lleol a Thrafnidiaeth Cymru yn paratoi ar gyfer ac yn gweithredu newidiadau i wasanaethau bws cyn ac wrth baratoi ar gyfer masnach-freintio a bod Llywodraeth Cymru yn darparu cyllid aml-flwyddyn i gefnogi'r gwasanaethau hyn.</p>
	<p>Rydym yn argymhell cyflwyno rhwydwaith o wasanaethau bws arfordirol rhanbarthol gydag amllder o ddau i bedwar bws yr awr, yn ymestyn i gyda'r nos, sy'n cysylltu prif aneddiadau, safleoedd cyflogaeth a chyfnewidfeydd trafndiaeth.</p>
	<p>Rydym yn argymhell cyflwyno rhwydwaith o wasanaethau bws gwledig gyda gwasanaeth bob awr yn ymestyn i gyda'r nos sy'n cysylltu aneddiadau gwledig ac sy'n cael eu gweithredu gan fflyd o fysiau sy'n gyfforddus ar gyfer siwrneion hirach.</p>
	<p>Rydym yn argymhell bod y gwelliannau Traws Cymru arfaethedig i lwybrau, amllder gwasanaethau ac oriau gweithredu yn cael eu gwneud yn y tymor byr.</p>
	<p>Rydym yn argymhell bod rhwydweithiau bws lleol yn cael eu datblygu i baratoi ar gyfer fasnach-freintio gan Drafnidiaeth Cymru ac awdurdodau lleol yn gweithio ar y cyd â'u cymunedau a'u cyflogwyr.</p>
	<p>Rydym yn argymhell gwneud gwasanaethau peilot addas Fflecsi Dynamic Demand Responsive yn barhaol, a chyflwyno gwasanaethau Fflecsi ychwanegol mewn ardaloedd eraill lle mae profiad o'r peilot a chynlluniau eraill yn awgrymu y byddant yn ffordd dda o ategu'r cynigion bws sydd wedi'u hamserlennu. Dylid cynnwys y gymuned leol wrth ddylunio cynlluniau.</p>
	<p>Rydym yn argymhell bod Trafnidiaeth i Gymru ac awdurdodau lleol yn cydweithio â chymunedau, yn enwedig mewn ardaloedd gwledig, i helpu i ariannu a chyflwyno gwasanaethau trafndiaeth cymunedol sydd fel arall yn cwrdd ag angen sydd heb ei fodloni.</p>
	<p>Rydym yn argymhell cynnal peilot a gwerthuso 'contract gwasanaethau trafndiaeth cyffredinol' sy'n cyfuno cyllidebau a'r fflyd i ddarparu'r gwasanaethau ar gyfer trafndiaeth i addysg, cleifion, gwasanaethau cymdeithasol a chymunedol.</p>
	<p>Rydym yn argymhell bwrw ymlaen â'r cynnig cyfredol am wasanaeth coets rhwng Bangor a Chaerfyrddin, ynghyd â'i isadeiledd cyfnewidfa gofynnol. Yn ogystal, rydym yn argymhell cynnal astudiaeth o lwybrau coets posib eraill o'r gogledd-de ac ar draws y ffin.</p>
	<p>Rydym yn argymhell bod awdurdodau priffyrdd lleol ac Asiant Cefnffyrdd Gogledd a Chanolbarth Cymru (ar ran Llywodraeth Cymru) yn gweithredu'r cynigion blaenoriaeth bws ac yn adolygu'r gwelliannau arfaethedig i wasanaethau bws i adnabod a gweithredu ymhellach y mesurau blaenoriaeth bws gofynnol.</p>
	<p>Rydym yn argymhell gwneud y gwasanaethau bws Sherpa'r Wyddfa yn barhaol, gan ddarparu cyllid hirdymor ar eu cyfer ac edrych ar sut y gellir integreiddio'r gwasanaethau ymhellach â'r rhwydweithiau bws a rheilffordd ehangach.</p>
	<p>Rydym yn argymhell creu partneriaeth lle gellir cefnogi Sherpa'r Wyddfa a gwasanaethau cludiant cyhoeddus eraill gan adnoddau cyllid arloesol, gan gynnwys refeniw parcio os yw hynny ar gael ac yn briodol.</p>



Maes y Pwnc	Argymhelliad
	<p>Rydym yn argymhell archwilio buddion y gwasanaethau bws tymhorol a thwristiaid, megis Sherpa'r Wyddfa, mewn lleoliadau eraill yng Ngogledd Cymru i gefnogi'r economi ymwelwyr a hyrwyddo integreiddiad â rhwydweithiau rheilffordd a bws ehangach.</p>
Darparu ar Gyfer Teithio Llesol	<p>Dylid rhoi blaenoriaeth i adeiladu cyffyrdd, croesfannau ac isadeiledd arall a allai fod â'r potensial mwyaf i greu'r cynnydd mwyaf mewn defnydd; gallai'r rhain fod yn gyfleusterau newydd neu rai presennol wedi'u huwchraddio. Yn gyffredinol, mae'r rhain mewn ardaloedd trefol, ond mae'n bwysig gwella diogelwch a darparu llwybrau sy'n cysylltu cymunedau llai gydag aneddiadau mwy.</p>
	<p>Rydym yn argymhell bod Uned Teithio Llesol Gogledd Cymru yn cael ei sefydlu i weithio gydag awdurdodau lleol, Cydbwyllgor Corfforaethol Gogledd Cymru, adain Rhwydwaith Ffyrdd Strategol Llywodraeth Cymru ac Asiant Cefnffyrdd Gogledd a Chanolbarth Cymru i gyflawni rhwydweithiau teithio llesol sy'n uchelgeisiol, yn unol â'r Hierarchaeth Trafnidiaeth Cynaliadwy a'u bod yn cael eu cyflawni ar fyrder.</p>
	<p>Rydym yn argymhell bod awdurdodau lleol yn datblygu rhaglenni cyflwyno dros sawl blwyddyn ar gyfer eu cynlluniau teithio llesol ac yn ymgysylltu â'r holl adrannau perthnasol i ddatblygu a chyflwyno'r cynllun.</p>
	<p>Rydym yn argymhell bod dull Trafnidiaeth i Gymru ar gyfer blaenoriaethu llwybrau yn cael ei fabwysiadu gan awdurdodau lleol a thargedau Trafnidiaeth Cymru i dargedu buddsoddiad i wneud y defnydd mwyaf o'r rhwydwaith teithio llesol.</p>
	<p>Rydym yn argymhell y dylid blaenoriaethu llwybrau teithio llesol o ansawdd uchel gan ddefnyddio dull blaenoriaethu Trafnidiaeth Cymru i dargedu buddsoddiad i gynlluniau sy'n gwneud y defnydd mwyaf o'r rhwydwaith ac yn cysylltu canolfannau poblogaeth â phrif safleoedd cyflogaeth.</p>
	<p>Rydym yn argymhell mynd ati â rhaglen waith i weithredu newidiadau i'r rhwydwaith priffyrdd presennol mewn ardaloedd trefol i ail-ddyrannu gofod ffordd a blaenoriaethu cyffyrdd i bobl sy'n cerdded a beicio.</p>
	<p>Rydym yn argymhell cynllunio a datblygu'r rhwydwaith gwledig o lwybrau sy'n cysylltu â Llwybr 5 ar y Rhwydwaith Beicio Cenedlaethol ar arfordir y gogledd, a llwybr rhyng-drefol rhwng Glannau Dyfrdwy a Wrecsam.</p>
	<p>Rydym yn argymhell bod llwybrau sy'n ffurfio rhan o'r rhwydwaith hawliau tramwy yn cael eu gwella i safon sy'n addas ar gyfer siwrneion teithio llesol bob dydd lle y byddai hynny yn cynyddu'r defnydd teithio llesol bob dydd a wneir ohonynt.</p>
	<p>Rydym yn argymhell bod awdurdodau lleol yn gweithredu Lonydd Tawel lle y bydd hyn yn helpu i greu rhwydwaith teithio llesol mwy estynedig, ac felly dylid ffurfioli'r gallu i ddynodi Lonydd Tawel yng Nghymru.</p>
	<p>Rydym yn argymhell ymchwilio i'r ffrydiau ariannu sy'n ychwanegol i'r Gronfa Teithio Llesol fel bod modd datblygu llwybrau teithio llesol i atyniadau i dwristiaid.</p>
	<p>Rydym yn argymhell bod cydrannau teithio llesol effaith uchel o gynlluniau sy'n cael eu hoedi gan yr Adolygiad Ffyrdd yn cael eu datblygu yn unol ag argymhellion y Panel Adolygu.</p>
	<p>Rydym yn argymhell bod yr holl orsafoedd a chyfnewidfeydd bws a rheilffyrdd sy'n cael eu gwasanaethu gan lwybrau cerdded a beicio â blaenoriaeth o ansawdd uchel, a bod mwy a gwell darpariaeth parcio beiciau</p>



Maes y Pwnc	Argymhelliad
	<p>Rydym yn argymhell datblygu dulliau i gynyddu perchnogaeth o e-feiciau, gan gynnwys cynlluniau benthyca a grantiau.</p>
	<p>Rydym yn argymhell bod cynllun hurio beiciau cyhoeddus yn cael ei ystyried ar gyfer Wrecsam a lleoliadau eraill, a bod cynlluniau hurio beiciau cymunedol yn cael eu hystyried mewn lleoliadau eraill yn y rhanbarth.</p>
Y Car A Thrafnidiaeth Ffordd	<p>Rydym yn argymhell y dylai'r strategaeth a'r safonau parcio a chaniatâd cynllunio sicrhau bod datblygiadau preswyl a di-breswyl newydd yn darparu digon o bwyntiau gwefru cerbydau trydan i gwrdd â'r galw yn y dyfodol.</p>
	<p>Rydym yn argymhell cynyddu nifer y clybiau ceir drwy gydweithio â darparwyr clybiau ceir, gan gynnwys darparwyr clybiau ceir cymunedol, mewn ardaloedd trefol a gwledig ac mewn gorsafoedd, mewn mannau gwaith ac mewn hybiau symudedd.</p>
	<p>Rydym yn argymhell bod Llywodraeth Cymru yn cynhyrchu canllawiau i awdurdodau lleol ar ddatblygu strategaeth rheoli parcio, gan gynnwys pob math o barcio ar y stryd ac oddi ar y stryd, ynghyd â chyngor ar wefru.</p>
	<p>Rydym yn argymhell datblygu rhwydwaith o gyfleusterau addas ar ymyl y ffordd i gerbydau HGV yn y rhanbarth.</p>
Integreiddio	<p>Rydym yn argymhell bod Trafnidiaeth Cymru, awdurdodau lleol a gweithredwyr bws yn cydweithio cyn masnach-freintio bysiau i ddatblygu a chyflwyno amserlenni sydd â gwasanaeth amlach a gwell posibiliadau cyfnewidfa.</p>
	<p>Rydym yn argymhell datblygu ticedu cwbl integredig ar draws y rheilffyrdd, bws a lle bo modd, trafndiaeth gymunedol, gan ddefnyddio plattfform digidol ac ap. Dylai Llywodraeth Cymru a Thrafnidiaeth Cymru sefydlu'r prosesau angenrheidiol gydag amserlenni ar gyfer cyflwyno plattfform digidol ac ap sy'n darparu'r integreiddiad llawn hwn, unwaith y bydd y masnach-freintio wedi'i gyflwyno.</p>
	<p>Rydym yn argymhell tâl dyddiol uchafswm, wedi'i gefnogi gan isadeiledd tapio ymlaen/tapio i ffwrdd ar gyfer yr holl wasanaethau bws a rheilffordd, yn cael eu treialu yng Ngogledd Cymru i weithredu fel cynllun pilot ar gyfer system ledled y wlad.</p>
	<p>Rydym yn argymhell cyflwyno ffioedd is ar gludiant cyhoeddus fel ei fod yn fwy fforddiadwy a rhwydd i'w ddefnyddio.</p>
	<p>Rydym yn argymhell creu lle a chyfeirio pobl mewn gorsafoedd ac arosfannau bws sy'n cael eu wneud mewn ymgynghoriad â sefydliadau lleol a chymunedol, gan gynnwys sefydliadau pobl anabl.</p>
	<p>Rydym yn argymhell bod hybiau symudedd yn cael eu creu mewn gorsafoedd rheilffordd, gan roi blaenoriaeth i'r rhai sy'n cael eu hail-ddatblygu.</p>
	<p>Rydym yn argymhell yn gyffredinol na ddylai safleoedd parcio a theithio gael eu darparu cyn i rwydweithiau teithio llesol a pharcio beiciau gael eu datblygu a lle mae'r rhan cludiant cyhoeddus o'r siwrne yn ffurfio'r rhan hiraf o'r daith.</p>
	<p>Rydym yn argymhell cydweithio rhwng darparwyr gwasanaeth trafndiaeth a busnesau cysylltiedig â thwristiaeth i ddatblygu cerdyn gwesteion sy'n rhoi pecyn o gynigion teithio cynaliadwy i ymwelwyr, mynediad i atyniadau a disgowntiau ar nwyddau a gwasanaethau.</p>



Maes y Pwnc	Argymhelliad
CYNLLUNIO	Rydym yn argymhell bod Llywodraeth Cymru yn adolygu canllawiau TAN18 i sicrhau bod bwriad y polisi yn cael ei weithredu a bod yr adolygiad yn arwain at gynnwys canllawiau penodol ar gynllunio ar gyfer teithio llesol, darparu ar gyfer bysiau a graddfa'r ddarpariaeth parcio ceir.
DIGIDOL	Rydym yn argymhell cefnogi cynlluniau llythrennedd digidol, megis rhaglen Cymunedau Digidol Cymru, a hoffem weld ymgyrchoedd i godi ymwybyddiaeth o'u bodolaeth.
NEWID YMDDYGIAD	Rydym yn argymhell y dylai Llywodraeth Cymru ddatblygu partneriaethau Trafnidiaeth Strategol ar gyfer cynllunio teithio sefydliadol, gan weithio ag awdurdodau lleol, Cydbwyllgor Corfforedig Gogledd Cymru a phrif gyflogwyr yn ardaloedd cyflogaeth gogledd-ddwyrain Cymru (Glannau Dyfrdwy a Wrecsam) a gogledd-orllewin Cymru (canolbwyntio ar Fangor).
	Rydym yn argymhell bod cyflogwyr yng Ngogledd Cymru yn cael dewis p'un i ymrwymo i Siarter Teithio Iach, gan ddilyn model de Cymru.
	Rydym yn argymhell y dylai awdurdodau lleol ymestyn eu gwaith gydag ysgolion a rhieni i annog a chefnogi teithio cynaliadwy i blant, rhieni a staff.

Tabl 3.1 - Argymhellion Comisiwn Trafnidiaeth Gogledd Cymru

Os ydym ni am sicrhau dull cyson tuag at bolisi trafndiaeth yng Ngogledd Cymru, mae'n bwysig bod y Cynllun Trafnidiaeth Rhanbarthol yn ceisio alinio, lle bo modd, â chanfyddiadau'r Comisiwn, ac yn gefnogol o gyflwyniad yr argymhellion.

4.2 Cynllun Trafnidiaeth Lleol ar y Cyd Gogledd Cymru 2015⁹

Datblygwyd y Cynllun Trafnidiaeth Lleol (LTP) sy'n ymdrin â rhanbarth Gogledd Cymru gan Taith ac fe'i fabwysiadwyd yn 2015. Y datganiad o weledigaeth ar gyfer y Cynllun yw:

"Mae Awdurdodau Lleol Gogledd Cymru yn anelu i gael gwared ar rwystrau i dwf economaidd, ffyniant a lles trwy gyflwyno rhwydweithiau trafndiaeth diogel, cynaliadwy, fforddiadwy ac effeithiol."

Deilliannau'r LTP yw:

- **Cysylltiadau â Chyrchfannau Allweddol a Marchnadoedd:** Cefnogaeth i Dwf Economaidd drwy wella effeithlonrwydd, dibynadwyedd, gwydnwch a chydlynid symudiadau, yn cynnwys llwythi, o fewn a rhwng gogledd Cymru a rhanbarthau a siroedd eraill (gyda ffocws penodol ar hygyrchedd i'r Parthau Menter a gwella hyfywra a bywiogrwydd trefi a chanolfannau allweddol eraill).
- **Mynediad i Gyflogaeth:** Darparu mynediad cynhwysol a fforddiadwy i gyflogaeth a hyfforddiant (gyda ffocws ar y cymunedau mwyaf difreintiedig).
- **Mynediad at Wasanaethau:** Hyrwyddo cynhwysiad a lles cymdeithasol drwy fynediad cynhwysol a fforddiadwy i addysg, gwasanaethau iechyd a gwasanaethau a chyfleusterau allweddol eraill (gyda ffocws ar y cymunedau mwyaf difreintiedig)

9 Cynllun Trafnidiaeth Lleol ar y Cyd Gogledd Cymru 2015 (flintshire.gov.uk)



- **Cynyddu Lefelau Cerdded a Beicio:** ar gyfer teithio angenrheidiol a hamdden, gan breswylwyr ac ymwelwyr.
- **Gwella Diogelwch a Sicrwydd:** diogelwch teithio gwirioneddol a chanfyddadwy gan yr holl ddulliau.
- **Buddion a Lleihau Effeithiau ar yr Amgylchedd:** gwneir y mwyaf o'r potensial i welliannau trafndiaeth effeithio'n gadarnhaol ar yr amgylchedd naturiol ac adeiledig lleol a byd-eang a bydd yr effeithiau negatiff wedi'u lleihau, yn cynnwys addasu effeithiau newid hinsawdd.

Hefyd, mae'r LTP yn cynnwys cyfres o ymyraethau lefel uchel, ac fe'u gwelir yn Nhabl 3.2.

Ymyrraeth Lefel Uwch	Disgrifiad
Gwelliannau i wytnwch y rhwydwaith trafndiaeth	Gwelliannau i goridorau allweddol y sir i ddileu/gwella problemau gwytnwch
Gwelliannau capasiti a diogelwch / gwelliannau manau problemus	Yn cynnwys cynlluniau i gynyddu capasiti'r rhwydwaith neu gael gwared ar fannau problemus / cyfyngiadau yn y sir
Integreiddio gyda gwasanaethau trafndiaeth gyhoeddus strategol	Cynlluniau i wella mynediad i orsafoedd rheilffordd yn cynnwys mynediad ffyrdd a gwasanaethau bysus a chyfleusterau cyfnewidfeydd, cefnogaeth i barcio a theithio, llwybrau a chyfleusterau cerdded a beicio
Gwell cysylltiadau i Gyflogaeth	Cynlluniau i ddarparu gwell mynediad i Barthau Menter, porthladdoedd, safleoedd cyflogaeth a chanol trefi. Gall gynnwys safleoedd rhannu ceir, gwasanaethau bysiau, mesurau teithio llesol ynghyd â gwelliannau i ffyrdd.
Mynediad at wasanaethau	Amrediad o fesurau trafndiaeth integredig i wella mynediad i addysg, iechyd, cymuned, siopa a gwasanaethau eraill drwy drafndiaeth cyhoeddus, cerdded a beicio ynghyd â thrafndiaeth cymunedol, tacsï a safleoedd rhannu ceir.
Annog Teithio Cynaliadwy	Gwelliannau i isadeiledd a chynlluniau hyrwyddo i gynyddu lefelau cerdded a beicio ar gyfer teithio a hamdden ynghyd â thrafndiaeth cyhoeddus. Gall gynnwys pontydd a chroesfannau ffyrdd a rheilffyrdd, llwybrau beicio, darparu troedffyrdd/llwybrau troed, llwybrau diogel i'r ysgol, cynllunio teithio ynghyd â mesurau diogelwch ffyrdd i gynorthwyo defnyddwyr bregus

Tabl 3.2 - Ymyraethau Lefel Uchel yr LTP

Bydd gweledigaeth, deilliannau ac ymyraethau lefel uchel o'r LTP yn cael eu hadolygu yn ystod y broses o ddatblygu'r Cynllun Trafndiaeth Rhanbarthol. Hefyd, mae'r LTP yn cynnwys amrediad eang o gynlluniau ac ymyraethau i'w cyflawni. Hefyd, bydd yr ymyraethau arfaethedig hyn yn cael eu hadolygu a'u diweddarau yn sgil polisiâu ehangach.

4.3 Uchelgais Gogledd Cymru a Chynllun Twf Gogledd Cymru¹⁰

Mae Uchelgais Gogledd Cymru yn bartneriaeth gref, sy'n cynnwys y chwe awdurdod lleol, y ddwy brifysgol a'r ddau goleg, sy'n gweithio ar ran y Gogledd, gyda Llywodraethau Cymru a'r DU, i gyflawni yn erbyn gweledigaeth ar gyfer ffyniant economaidd yn y dyfodol.

¹⁰ [Uchelgais Gogledd Cymru | Cynllun Twf](#)



Mae Swyddfa Rheoli Portffolio wedi sefydlu er mwyn cyflawni'r Cynllun Twf, ac i gefnogi'r uchelgeisiau rhanbarthol am economi cryfach, mwy gwydn a chynaliadwy yn y dyfodol.

Gyda chyfalaf o £240m (£120m yr un) yn cael ei ymrwymo gan y ddwy Lywodraeth dros y 10-15 mlynedd nesaf, mae'r Cynllun Twf yn ceisio cyflawni cyfanswm buddsoddiad o hyd at £1.1bn yn economi Gogledd Cymru, creu 3,400 - 4,200 o swyddi ychwanegol net, a chreu £2.0-£2.4 biliwn mewn GVA ychwanegol net. Mae'n hanfodol bod safleoedd cyflogaeth newydd wedi'u cysylltu'n dda gan gludiant cyhoeddus ac yn hygyrch er mwyn annog, galluogi a hyrwyddo'r newid moddol i ffwrdd o'r car preifat.

Mae'r Cynllun Twf yn gweithio ar brosiectau i wella cysylltedd digidol mewn ardaloedd o Gogledd Cymru sy'n cael eu gwasanaethu'n wael ar hyn o bryd, sy'n rhaglen fydd yn lleihau peth o'r angen i deithio yn y rhanbarth. Mae'n ceisio bwrw ymlaen â datblygiad mewn nifer o safleoedd ledled Gogledd Cymru, fydd oll yn gofyn am fynediad addas at drafnidiaeth gynaliadwy. Mae'r prosiectau sydd yn benodol amlwg ar gyfer y Cynllun Trafnidiaeth Rhanbarthol yn cynnwys:

- **Hwb Hydrogen Caergybi**, fydd yn cynyddu sicrwydd ynni hydrogen, gan leihau'r ddibyniaeth ar fewnforion ac yn lleihau allyriadau carbon, yn enwedig yn y sector trawsgludo.
- **Porth Caergybi**, fydd yn gwella capasiti'r porthladd drwy adennill tir (creu tir newydd o'r môr) yn yr harbwr. Wrth wneud hyn, y nod yw sicrhau y gall y porthladd fodloni gofynion cynyddol ymweliadau busnes a thwristiaeth â'r rhanbarth.
- **Responsible Adventure**, fydd yn hyrwyddo Gogledd Cymru fel lleoliad twristiaeth gynaliadwy arweiniol. Bydd y prosiect yn blaenoriaethu cynaliadwyedd amgylcheddol gyda strategaeth ddatgarboneiddio sy'n ceisio darparu dewis amgen gwyrdd o ran symud ei gwsmeriaid o amgylch safleoedd a Gogledd Cymru.
- **Trawsfynydd**, fydd yn defnyddio Adweithyddion Modiwlaid Bach neu Uwch cyntaf o'u math ar safle Trawsfynydd i gynhyrchu ynni carbon isel. Mae'n debygol y bydd y traffig adeiladu yn sylweddol.
- **Hwb Hydrogen**, fydd yn cynnwys cyflenwi a defnyddio hydrogen
- **Porth Wrecsam**, fydd yn cyflwyno oddeutu 7,000m² o ofod swyddfa newydd fel rhan o ddatblygiad sydd hefyd yn cynnwys hwb ymgyfnewid yng Ngorsaf Wrecsam Cyffredinol.
- **Porth y Gorllewin, Wrecsam**, fydd yn darparu gwasanaethau sylfaenol, megis pŵer, telathrebu a dŵr er mwyn datblygu eiddo cyflogaeth a busnes ar safle wedi'i leoli ger Cyffordd 4 ar yr A483.
- **Warren Hall, Sir y Fflint**, fydd yn cynnwys darparu gwasanaethau sylfaenol fel pŵer, telathrebu a dŵr i'r safle ym Mrychdyn, Sir y Fflint, ger ffordd gyflym yr A55.
- **Safleoedd a Choridoriau Cysylltiedig Allweddol**, sy'n ceisio gwella dibynadwyedd ac ansawdd gwasanaethau symudol ar y prif ffyrdd a rheilffyrdd yn y Gogledd, gan alluogi gwasanaethau ffibr llawn i safleoedd masnachol allweddol ledled y rhanbarth.

4.4 Fframwaith Economaidd Rhanbarthol Gogledd Cymru¹¹

Datblygwyd Fframwaith Economaidd Rhanbarthol Gogledd Cymru (REF) gan Lywodraeth Cymru ac Uchelgais Gogledd Cymru. Y genhadaeth drwy'r REF hwn yw cychwyn creu cyfleoedd arbesol i sicrhau ein bod yn gwarchod ac yn gwella ein hamgylchedd naturiol, a gadael i gymunedau ffynnu ar yr un pryd. Adeiladu ar ein cryfderau a chymryd mantais o'r cyfleoedd lle maent yn ychwanegu gwerth, y tu hwnt i werth ariannol yn unig, i'r rhanbarth.

11 [Fframwaith economaidd rhanbarthol Gogledd Cymru \(llyw.cymru\)](https://www.llyw.cymru)



Mae'r REF yn seiliedig ar egwyddorion economi Llesiant. Mae'r Economi Llesiant yn golygu defnyddio dull gwahanol i ddatblygu'r economi ar gyfer Gogledd Cymru. Nid yw hyn yn cyfeirio at dwf economaidd ar unrhyw gost yn unig, ac mae angen newid ffofws o dwf yn unig, i dwf cynaliadwy, sy'n gwarchod ac yn cefnogi cymunedau.

Mae'r REF wedi'i strwythuro o amgylch tair thema greiddiol:

- Llesiant Cymdeithasol a Chymunedol, sy'n ystyried Cysylltedd Trafnidiaeth, gan gynnwys cysylltedd traws-ffiniol a sicrhau mynediad i'r cyhoedd a dulliau teithio llesol.
- Economi Profiad, sy'n ystyried gwireddu buddion economaidd y parthau cyhoeddus yn ein trefi, gan alluogi trigolion ac ymwelwyr i elwa o'r parciau a'r gofod agored, sgwariau a strydoedd coediog.
- Yr Economi Carbon Isel ac Allyriadau Isel, sy'n cynnwys tanwydd hydrogen, gwefru EV, ffynonellu buddsoddiad mewn cysylltiadau trafni strategol newydd a defnyddio cyfleoedd i gyflawni newid tuag at ddulliau trafni carbon is.

4.5 Strategaeth Ynni Rhanbarthol Gogledd Cymru¹²

Datblygwyd Strategaeth Ynni Rhanbarthol Gogledd Cymru gan Uchelgais Gogledd Cymru a Llywodraeth Cymru. Amcan gyffredinol y strategaeth hon yw datblygu llwybr strategol yn nodi'r ymyraethau allweddol i gyflawni ar ddyheadau'r rhanbarth am ddatgarboneiddio ei system ynni, a sicrhau bod y rhanbarth yn elwa o'r trawsnewidiad. Mae senario Gweledigaeth Ynni wedi cael ei modelu i sefydlu llwybr datgarboneiddio posib fydd yn rhoi'r rhanbarth ar y trywydd iawn i gyflawni system ynni sero net erbyn 2050.

Y weledigaeth ar gyfer Gogledd Cymru yw "Cyflawni'r buddion economaidd, cymdeithasol, ecolegol a llesiant lleol mwyaf wrth drosglwyddo i economi net sero, a bod yn allforiwr net o drydan carbon isel drwy gydwethrediad rhanbarthol ac ar draws ffiniau."

Un o bedwar blaenoriaeth y strategaeth yw "Cyflawni symudiad at drafniadaeth carbon isel".

I fodloni targedau Llywodraeth Cymru, ac i fod ar y trywydd iawn i fod yn sero net erbyn 2050, mae angen i Gogledd Cymru leihau'r allyriadau o'i systemau ynni 55% erbyn 2035. Mae hyn yn gofyn am ostyngiad o 55% mewn allyriadau traffig y ffordd erbyn 2035, o gymharu â lefelau 2017.

Mae'r modelu senario gweledigaeth ynni a ddefnyddiwyd yn y strategaeth yn tybio y bydd symudiad arwyddocaol i ffwrdd o fusnes fel arfer ar draws y defnydd domestig, masnachol a thrafnidiaeth a wneir o ynni erbyn 2035. Mae tybiaethau trafniadaeth y weledigaeth sydd wedi'i modelu ar gyfer y dyfodol yn cynnwys:

- Mae 55% o'r cerbydau sy'n cael eu gyrru yng Ngogledd Cymru yn 2035 yn geir trydan, sydd gyfystyr â 7,000 o gerbydau trydan bob blwyddyn erbyn canol y 2020au, a bod hyn angen cynyddu i 40,000 y flwyddyn yn y 2030au. Mae hyn i'w hwyluso drwy ddefnyddio 2,000 o wefrwyr EV cyhoeddus;
- 2,600 o gerbydau HGV nwy a 1,000 o gerbydau hydrogen;
- Gostyngiad o 15% mewn milltiroedd cerbydau preifat erbyn 2035;
- Arafu twf yng nghyfanswm nifer y cerbydau ar y ffordd, wedi'i hwyluso gan ddefnydd cynyddol cludiant cyhoeddus a theithio llesol.

12 [Strategaeth Ynni Gogledd Cymru \(llyw.cymru\)](https://www.strategaethynnigogleddcymru.llyw.cymru)



Mae'r tybiaethau hyn yn crynhoi lefel y gweithredu sydd ei angen rhwng 2020 a 2035 i fod ar y llwybr cywir i gyflawni sero net erbyn 2050. Mae'r modelu ynni yn canolbwyntio ar dechnolegau datgarboneiddio hysbys a gweithrediadau y gellid eu gweithredu erbyn 2035 i ddangos llwybr datgarboneiddio posib. Nid yw'n fwriad i'r senario fod yn rhagnodol.

4.6 Porthladd Rhydd Caergybi¹³

Mae Llywodraeth Cymru a Llywodraeth y DU wedi cymeradwyo bid Ynys Môn i ddod yn un o'r porthladdoedd rhydd cyntaf yng Nghymru, gan ddarparu cyfle buddsoddi unigryw i fusnesau gan ystyried eu gweithrediadau i'r dyfodol, ynghyd â hybu economi fywiog Ynys Môn a ffyniant cymunedau ledled Gogledd Cymru. Mae porthladdoedd rhydd yn ardaloedd dynodedig lle mae hwyluso masnach a thollau yn golygu bod modd mewnfario, cydosod ac allforio nwyddau yn rhwyddach. Maent hefyd yn cynnwys safleoedd trethi, sy'n annog buddsoddiad i gymryd mantais o'r cyfleoedd hyn, a hybu twf economaidd lleol.

Mae hyn yn golygu na fydd nwyddau sy'n dod i mewn i borthladd rhydd Ynys Môn yn destun mesurau treth a thollau arferol y DU hyd nes iddynt gyrraedd marchnad y DU - ac os ydynt yn cael eu hail-allforio, ni fyddant yn agored i fesurau treth arferol y DU. Mae hyn yn gwneud porthladdoedd rhydd yn hynod ddeniadol i fuddsoddwyr sy'n ystyried cludo nwyddau drwy'r DU, ond hefyd geisio cynnal cystadleuaeth masnachol drwy beidio â gorfod ymdrin â'r biwrocratiaeth sydd ynghlwm â thollau'r DU.

Mae Porthladd Rhydd Ynys Môn wedi ymrwmo i gyflwyno cyd-amcanion Llywodraethau Cymru a'r DU o ran y rhaglen porthladd rhydd ehangach, gan gynnwys sicrhau bod y Porthladd Rhydd yn gweithredu fel hwb ar gyfer masnach fyd-eang, arloesi a buddsoddi, gan gefnogi talent lleol a chofleidio cyfleoedd cyflogaeth newydd.

Mae dod â phorthladd rhydd i Ynys Môn yn rhoi cyfle i sefydlu Ynys Môn a rhanbarth ehangach Gogledd Cymru fel hwb rhagoriaeth masnachu byd-eang, gan helpu i roi hwb sylweddol i dwf rhanbarthol a dod â swyddi newydd a chyffrous sy'n cyflawni i bobl yng Ngogledd Cymru.

Bydd porthladd rhydd ar Ynys Môn yn gymorth i hybu masnach Caergybi drwy alluogi masnachwyr i ddefnyddio'r llwybr cyflymaf rhwng Iwerddon a chyfandir Ewrop - y "bont dir" o Gaergybi i Dover - yn hytrach na llwybrau llongau hwy, mwy aneffeithiol, a chostus.

Bydd y dadansoddiad a wneir fel rhan o gynigion Porthladd Rhydd yn nodi y bydd Porthladd Rhydd Ynys Môn yn creu 3,500 o swyddi newydd ac o bosib yn dod â 13,000 o swyddi ar draws Ynys Môn a Gogledd Cymru yn fras dros gyfnod o 15 mlynedd.

Mae'n hanfodol bod y Cynllun Trafnidiaeth Rhanbarthol yn ystyried cynigion sy'n cefnogi gweithrediad llwyddiannus y Porthladd Rhydd tra'n cefnogi mynediad at swyddi a symudiadau cludiant cynyddol tebygol i ac o'r porthladd.

4.7 Parth Buddsoddi Sir y Fflint a Wrecsam

Yn Natganiad yr Hydref, Tachwedd 2023, datganodd y Canghellor gefnogaeth i Barth Buddsoddi yn Sir y Fflint a Wrecsam, sy'n werth hyd at £160 miliwn. Mae'r cynnig hwn hefyd yn cael ei gefnogi gan Lywodraeth Cymru.

13 [Home-E - Porthladd Rhydd Ynys Môn](#)



Bydd y Parth Buddsoddi yn canolbwyntio ar weithgynhyrchu uwch a'r sectorau creadigol a digidol. Ymysg y cyflogwyr mawr amlwg yn y sectorau hyn sydd eisoes wedi'u lleoli yng Ngogledd Cymru mae: Airbus, Toyota, JCB, Eren, Theatr Clwyd, Moneypenny, Hoya Lens, Sharp, Net World Sports, Kronospan, Hydro Wrexham ac Ifor Williams Trailers.

Bydd buddsoddi yn yr ardal hon yn arwain at well isadeiledd a chysylltiadau trafniadaeth ac mae'n hanfodol bod y Cynllun Trafnidiaeth Rhanbarthol yn adlewyrchu ar y cynigion buddsoddi hyn.

4.8 Metro Gogledd Cymru

Bydd Rhaglen Metro Gogledd Cymru sydd werth miliynau o bunnoedd yn trawsffurfio gwasanaethau bus a theithio llesol yng Ngogledd Cymru. Bydd yn ei gwneud yn haws ac yn gynt i deithio ar hyd Gogledd Cymru ac adeiladu gwell cysylltiadau gyda Gogledd-orllewin Lloegr. Bydd hyn yn helpu i greu mwy o gyfleoedd i'n cymunedau a chefnogi mewnfuddsoddiad yng Ngogledd Cymru.

Hefyd, bydd y Rhaglen yn gwella cysylltedd rhwng Gogledd Cymru a chyrchfannau allweddol yn y DU gyda chysylltiadau â HS2 a Northern Powerhouse Rail, gan helpu i gwrdd â rhaglen datgarboneiddio Llywodraethau Cymru a'r DU.

Bydd buddsoddi yn y rhwydwaith trafniadaeth yng Ngogledd Cymru yn helpu i'n hannog ni i gyd i wneud dewisiadau teithio gwell a mwy cynaliadwy.

Mae'r rhaglen Metro yn cynnwys cynigion i wella gwasanaethau rheilffordd ledled Gogledd Cymru. Hefyd, mae cynlluniau yn cael eu datblygu i wella gorsafoddd rheilffordd ledled y rhanbarth, gan ei gwneud yn haws newid rhwng y rheilffyrdd, bysiau a Theithio Llesol. Mae'r prosiectau metro hefyd yn cynnwys amrediad o gynlluniau teithio llesol a gwelliannau i wasanaethau bus. Mae crynodeb o Raglen Metro Gogledd Cymru ar gael yn Ffigur 3.1, sy'n dangos yr isadeiledd trafniadaeth cyhoeddus strategol.



Ffigur 3.1 - Crynodeb Metro Gogledd Cymru (Trafniadaeth Cymru)



Metro Gogledd Cymru - Rheilffyrdd

Mae dau brosiect mawr parhaus i wella gwasanaethau rheilffordd yng Ngogledd Cymru. Mae'r cyntaf o'r rhain yn ystyried Lein y Gororau sy'n cysylltu Gorsaf Wrecsam Cyffredinol â Bidston, Wirral, ar gyfer cysylltiadau i deithio ymlaen i Lerpwl.

Mae'r dyheadau ar gyfer y lein hon yn cynnwys:

- Gwasanaeth o bedair trê'n yr awr
- Cysylltiadau uniongyrchol i ganol Dinas Lerpwl
- Siwrne o un awr
-

Mae gwaith yn mynd rhagddo i ddeall potensial y trenau batri 777 newydd i alluogi gwasanaethau i ganol Dinas Lerpwl. Mae dadansoddiad o'r cynigion hyn wedi awgrymu y gallai gwelliannau i wasanaethau ar Lein y Gororau weld cynnydd o 676,000 o siwrneion rheilffordd bob blwyddyn.

Mae'r ffrwd gwaith rheilffordd mawr arall yn edrych ar Brif Lein Gogledd Cymru (NWML). Y weledigaeth ar gyfer y lein hon yw:

- cael pedair trê'n yr awr (4tph) yn gweithredu ar hyd y NWML, ynghyd ag un drê'n cyflym (i Gaerdydd neu Lundain) bob awr
- gwella cysylltedd strategol
- gwella amseroedd siwrne

Bwriedir cyflwyno'r lefelau gwasanaeth estynedig mewn camau, ac mae hyn yn cael ei ymchwilio drwy astudiaethau ar hyn o bryd.

Mae gwneud gwelliannau i Orsaf Caer yn allweddol i gyflawni gwell lefelau gwasanaeth ar yr NWML a gwella cysylltiadau i Crewe. Bydd hyn yn galluogi mwy o symudiadau trwodd gan alluogi cynnydd mewn gwasanaethau ar draws Gogledd Cymru a Gogledd-orllewin Lloegr. Felly, er bod y prosiect hwn yn hanfodol i Gogledd Cymru, mae hefyd yn bwysig o bersbectif Union Connectivity.

Metro Gogledd Cymru - Bws

Mae nodau Trafnidiaeth Cymru ar gyfer gwella gwasanaethau bws yn canolbwyntio ar bedair thema. Y rhain yw:

- Gwneud bysiau yn fwy deniadol i bobl Cymru eu defnyddio bob dydd
- Rhwydweithiau sydd wedi'u cysylltu'n well sy'n golygu y gall pobl wirioneddol fynd ati i ddefnyddio bysiau ar gyfer sawl siwrne.
- Gwell cydlyn, amseroedd mwy rheolaidd a rhagor o wasanaethau gyda'r nos ac ar benwythnosau.
- Gwell integreiddiad rhwng gwasanaethau bws, â threnau, a gwell mynediad ar droed ac ar feic.

Mae'r gwelliannau diweddar sydd wedi'u cyflwyno yng Ngogledd Cymru i wneud gwasanaethau bws yn fwy deniadol yn cynnwys:

- Cyflwyno tocyn 1bws (un tocyn ar draws mwyafrif helaeth y gwasanaethau bws yng Ngogledd Cymru),
- Adolygiad parhaus y Rhwydwaith Sherpa yn Eryri
- Lansio'r gwasanaeth Traws Cymru T8 rhwng Corwen a Chaer



- Lansio'r gwasanaethau ymateb i'r galw fflecsi, gan gynnwys y gwasanaeth trydan dim allyriadau yn Rhuthun.

Metro Gogledd Cymru - Teithio Llesol

Mae gwaith Trafnidiaeth Cymru i wella'r cyfleusterau cerdded a beicio yn cael ei ddylanwadu gan y themâu a ganlyn:





- Cyflwyno newid amlwg yn y ddarpariaeth i gerddwyr a beicwyr.
- Annog newid moddol, yn unol â'r polisi trafndiaeth cyffredinol a'r rhaglen datgarboneiddio.
- Darparu ar gyfer defnyddwyr presennol, ond hefyd annog defnyddwyr newydd.
- Cefnogi datblygiad ac adfywiad canol trefi.
- Ymgysylltu â rhan-ddeiliaid.

Mae'r gwaith Metro Gogledd Cymru sydd wedi'i anelu at wella cerdded a beicio ledled y rhanbarth yn cynnwys:

- Cynlluniau rhwydwaith gorsafoedd wedi'u datblygu ar gyfer 11 gorsaf.
- Astudiaethau WelTAG 2 wedi'u cwblhau ar gyfer Pwrth Gorsafoedd Caergybi a Bangor.
- Cynigion porth ategol yng Ngorsaf Wrecsam Cyffredinol.
- Adroddiadau dichonolrwydd ar gyfer llwybrau cerdded i atyniadau allweddol yn Eryri.
- Dyluniadau isadeiledd Teithio Llesol er mwyn cael mynediad at Orsaf Shotton.
- Cefnogi pont newydd yn cysylltu Dolgarrog â'r orsaf leol.

Mae Tabl 3.3 yn dangos y gwaith parhaus i Raglen Metro Gogledd Cymru ym mlwyddyn ariannol 2023/24.



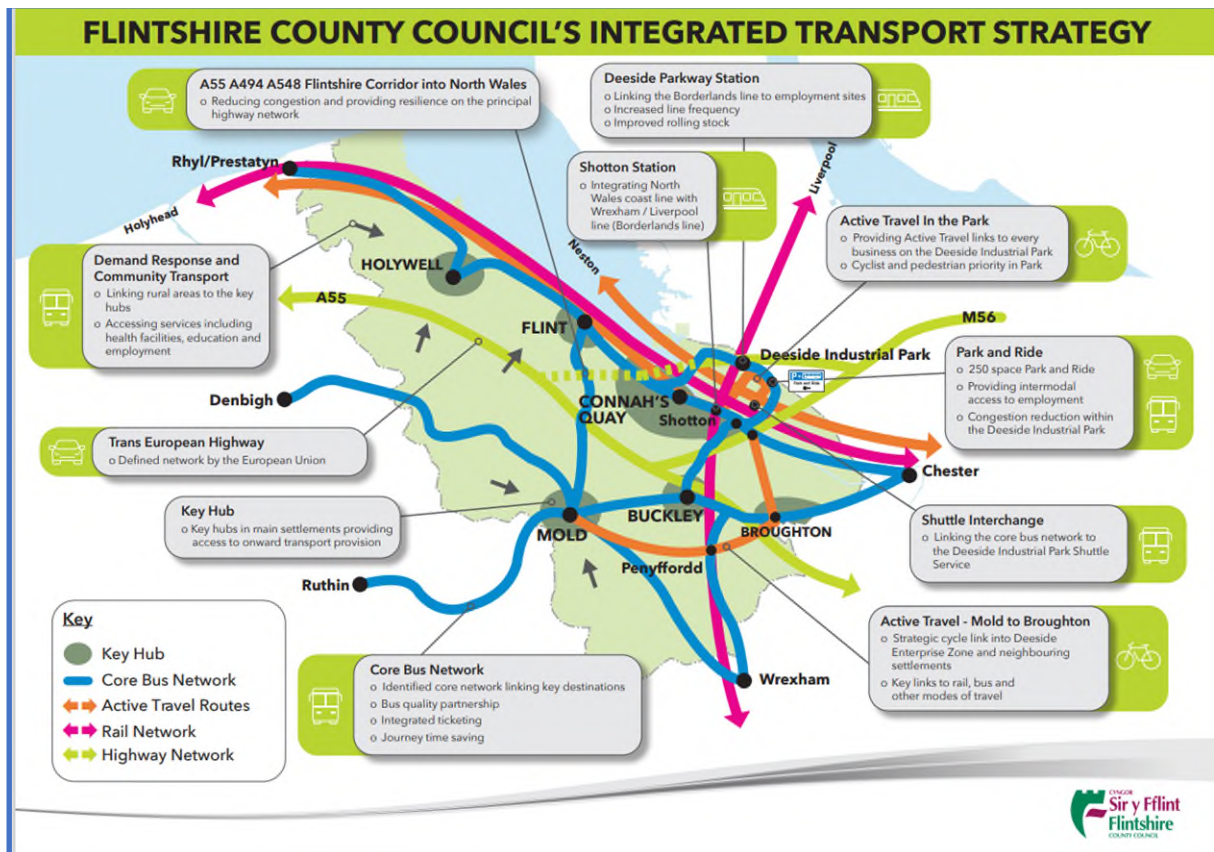
Prosiect		Canlyniadau
	Prif Lein Rheilffordd Gogledd Cymru	WelTAG - Cam 3 ar gyfer Gwedd 1 - y ffocws ar Gyffordd Llandudno i Crewe
	Y Gororau	Dyluniad Amlinellol Padeswood Cement gofynion datgarboneiddio a masnachol 777 - ailwefru, gorsafoedd
	Capasiti Caer	WelTAG 2 Capasiti Gorsaf Caer Cam B ac adolygiad Shotton
	Cysylltedd Teithio Llesol Lleol (yn cynnwys Trawsnewid Trefi)	Cynlluniau Rhwydwaith Gorsafoedd - rhaglen dreigl i gynorthwyo â'r cyflawni Sir y Fflint - 2 llwybr Gorsafoedd Shotton - Croesfan Teithio Llesol Gwynedd - 1 llwybr Gorsaf / canol tref Bae Colwyn
	Porth Bangor	Cynnydd drwy WelTAG3 (a'r opsiwn dichonolrwydd cysylltiedig) Bwrw ymlaen â chynnydd enillion cyflym mewn partneriaeth â thîm yr Orsaf a Chyngor Gwynedd (canfod ffordd yn unol ag uchelgeisiau'r prif gynllun)
	Porth Wrecsam	Astudiaeth Dichonolrwydd - datgysylltiad - pontydd dyluniad un opsiwn Dyluniadau i ategu Prif Gynllun diwygiedig Porth Wrecsam Cynnydd drwy WelTAG 2
	Cyfnewidfa Caergybi (weddi gwella)	Cynnydd drwy WelTAG 3 ar y gyfnewidfa cludiant cyhoeddus Caniatáu i enillion cyflym gael eu nodi. Astudiaeth Teithio Llesol ar y gweill, cynllun Ffyniant Bro Ynys Môn ar y gweill
	Mynediad Cynaliadwy Eryri	Mesurau rheoli parcio - VMS / Strategaeth Arwyddion (Gweithrediad) Prif Gynllun ar safle Llanberis Datblygu llwybr Teithio Llesol
	Rhwydwaith Bws, Cynlluniau Peilot	Parhau'r cynlluniau peilot Sherpa, T10, T8 a'r gwaith datblygu mesurau gwella bws Cyflwyno peilot rhwydwaith cyfeirio Gwynedd

Tabl 3.3 - 2023/24 Rhaglen Metro Gogledd Cymru

5. Polisiâu Trafnidiaeth Lleol

Cyfeirir at y Cynllun Trafnidiaeth Lleol ar y Cyd cyfredol yn Adran 2.2.2 yr Achos dros Newid hwn. Ar y cyd â hyn, mae gan rai o'r chwe awdurdod lleol yng Ngogledd Cymru eu strategaethau a'u polisiâu trafndiaeth lleol eu hunain.

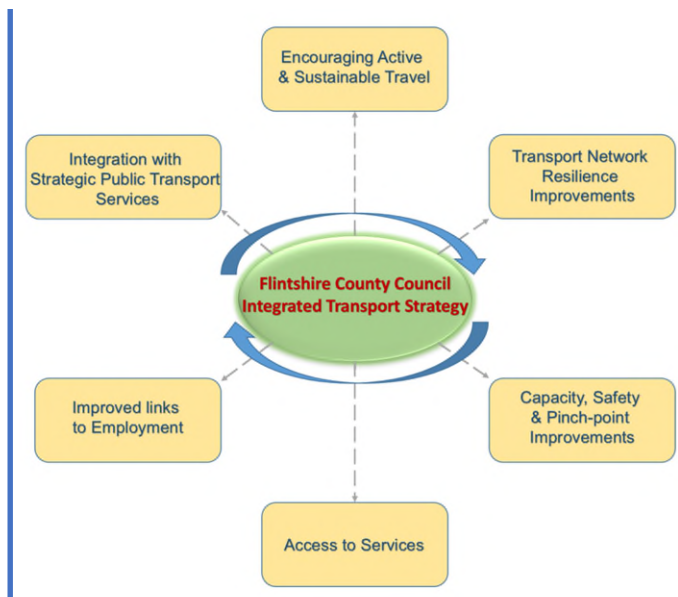
Ceir crynodeb o Strategaeth Trafnidiaeth Integredig Cyngor Sir y Fflint yn Ffigwr 4.1.



Ffigwr 4.1 - Strategaeth Trafnidiaeth Integredig Cyngor Sir y Fflint

Mae egwyddorion dull Cyngor Sir y Fflint o ran trafndiaeth wedi alinio'n agos â strategaethau trafndiaeth cenedlaethol ac wedi'u gwreiddio'n ddwfn o fewn nodau Cynllun Trafnidiaeth Lleol ar y Cyd Gogledd Cymru (NWJLTP). Mae Strategaeth Trafnidiaeth Integredig Cyngor Sir y Fflint ei hun hefyd yn anelu at integreiddio pob dull trafndiaeth yn llwyddiannus, gan ddatblygu gofynion unigol pob un. Mae'r strategaeth yn cynnal ac yn hyrwyddo wrth ei wraidd, wasanaeth cludiant cyhoeddus cynaliadwy, fforddiadwy ac amgylcheddol gyfeillgar, gyda chysylltiadau â Sir y Fflint gyfan a'r rhanbarth ehangach.

Gweler Dyheadau Lefel Uwch Polisi Trafnidiaeth Integredig Sir y Fflint yn Ffigwr 4.2.



Ffigwr 4.2 - Dyheadau Lefel Uchel Strategaeth Trafnidiaeth Integredig Cyngor Sir y Fflint

Yr ymyraethau allweddol sydd wedi'u nodi i gefnogi cyflwyniad y Strategaeth Trafnidiaeth Integredig yw:

- Teithio Llesol
 - Llwybr Troed Defnydd ar y Cyd Parc Diwydiannol Glannau Dyfrdwy
 - Cynllun Beicio'r Wyddgrug i Frychdyn
- Rhwydwaith Priffyrdd (noder bod y strategaeth hon yn rhagflaenu cyhoeddiad Dyfodol Buddsoddiadau Ffordd yng Nghymru sy'n cael sylw yn Adran 2.1.6).
 - A55 / A494 / A548 Coridor Sir y Fflint i Ogledd Cymru
 - A548 Cei Connah i Ffin y Sir
- Rhwydwaith Bysiau
 - B5129 Cylchfan Queensferry i Ffin Cyngor Sir Ddinbych - Mesurau Blaenoriaeth Bws
 - Stad Ddiwydiannol Glannau Dyfrdwy - Parth Parcio a Theithio
 - Cyfnewidfa Bws - Garden City
 - Partneriaeth Ansawdd Bysiau (QBP) Sirol ar y Rhwydwaith Craidd.
 - Trafnidiaeth sy'n Ymateb i'r Galw
- Rheilffyrdd
 - Gorsaf newydd Parkway Glannau Dyfrdwy
 - Gwelliannau i Orsaf Shotton.



6. Polisi Awdurdod Lleol Ehangach

Mae'r holl awdurdodau lleol yng Ngogledd Cymru yn gyfrifol am gyflwyno amrediad eang o wasanaethau. Mae nifer o'r gwasanaethau hyn, a'r polisiau a'r strategaethau sy'n siapiro eu cyflwyniad, wedi'u cysylltu'n briodol â'r blaenoriaethau trafndiaeth. Mae'r cyfrifoldebau hyn yn cynnwys Newid Hinsawdd, Twf ac Adfywio a Pholisi Cynllunio.

6.1 Cyngor Bwrdeistref Sirol Conwy

Datganodd Cyngor Bwrdeistref Sirol Conwy argyfwng hinsawdd yn 2019. Roedd y datganiad yn cynnwys yr hyn a ganlyn:

"Mae'r Cyngor yn cyhoeddi argyfwng hinsawdd ac wedi ymrwymo i sicrhau fod y sir yn parhau i fod yn gartref bywiog, ymarferol a chynaliadwy i'n plant a chenedlaethau'r dyfodol. Mae'r Cyngor yn galw ar Lywodraeth Cymru i gymryd y camau positif sydd eu hangen i leihau allyriadau carbon ac i ymdrechu i greu dyfodol carbon niwtral, "Mae'r Cyngor yn galw ar Lywodraeth Cymru i ddarparu'r gefnogaeth a'r adnoddau angenrheidiol er mwyn gallu lleihau effeithiau carbon yn effeithiol ar draws Cymru."

Mae'r Strategaeth Twf Economaidd¹⁴ yng Nghonwy yn nodi pum uchelgais i dyfu economi Conwy. Un o themâu trosfwaol y Strategaeth yw 'Isadeiledd sy'n galluogi twf', sy'n cynnig: "Mae pob busnes yn dibynnu ar gysylltedd rhagorol, a gweithio gyda phartneriaethau rhanbarthol, byddwn yn ceisio gwelliannau mewn isadeiledd ffyrdd a rheilffyrdd, capasiti a gwydnwch i gefnogi cynhyrchiant busnes - yn arbennig os yw'r buddsoddiad hwn yn gwella cysylltiadau i feysydd awyr Manceinion a Lerpwl."

Mae Cynllun Datblygu Lleol Conwy¹⁵ - yn cynnwys y polisi isod ynghylch pwysigrwydd ystyriaethau cynaliadwy wrth gynllunio gofodol.

POLISI STRATEGOL STR/1 - TRAFNDIAETH GYNALIADWY, DATBLYGIAD A HYGyrCHEDD

Lleolir datblygiadau fel y gellir lleihau'r angen i deithio. Dylai mynediad hwylus drwy lwybrau troed, isadeiledd beicio a chluddiant cyhoeddus fodoli neu gael ei ddarparu, gan annog y defnydd o'r dulliau teithio hyn ar gyfer siwrneion lleol a lleihau'r angen i deithio mewn car preifat a gwella hygyrchedd gwasanaethau i'r rhai sydd â diffyg argaeledd cludiant. Bydd y Cyngor yn ceisio gwella hygyrchedd a cheisio newid ymddygiad teithio. Cyflawnir hyn drwy weithio gyda'n partneriaid er mwyn:

- Canolbwyntio datblygiadau i'r dyfodol yn Ardal y Cynllun mewn lleoliadau hynod hygyrch, yn bennaf ar hyd yr A55 a'r rhwydwaith rheilffyrdd o fewn ac ar ymylon yr Ardal Strategaeth Datblygu Trefol o fewn y belt arfordirol yn unol â [Pholisi DP/2 - Y Dull Strategol Trosfwaol](#). Bydd yr holl gynigion datblygu yn cael eu hasesu yn erbyn Safonau Parcio'r Cyngor, fel y nodir yn [Polisi STR/2 - 'Safonau Parcio'](#), lliniaru teithio yn unol â [Polisi STR/3 - 'Lliniaru Effaith Teithio'](#) a hyrwyddo dulliau cynaliadwy yn unol â [Polisi STR/4 - 'Teithio Heb Fodur'](#);
- Diogelu tir i hyrwyddo cymunedau hygyrch sy'n annog dulliau teithio cynaliadwy integredig yn unol â Pholisiau [STR/5 - 'System Cludiant Cynaliadwy Integredig'](#) a [STR/6 - 'Cludo Nwyddau ar y Rheilffordd'](#). Bydd y Cyngor yn mynd ati i wella cludiant cyhoeddus ymhellach a hyrwyddo dulliau cynaliadwy a gwelliannau i wasanaethau cludiant cyhoeddus. Ceisir gwneud gwelliannau i orsafoedd rheilffordd a gorsafoedd bws i gynorthwyo fel cyfnewidfeydd rhwng

14 [1c76a1_05524f66b9d240c6b10c881837adef9e.pdf \(conwybusinesscentre.com\)](#)

15 Cynllun Datblygu Lleol Conwy 2007 - 2022: Adran Pedwar - Polisiau Gofodol a Rheoli Polisiau Cefnogi Datblygiad (opus3.co.uk)



dulliau teithio a hyrwyddo ymddygiad teithio cynaliadwy. Bydd datblygiadau yn cyfrannu at y gwelliannau hyn le bo'r angen, yn unol â'r Polisiâu DP/1 i DP/6. Bydd llwybrau gwella sydd wedi'u nodi yng Nghynllun Trafnidiaeth Rhanbarthol Conwy yn cael eu diogelu;

- c. Hyrwyddo cerdded a beicio drwy Ardal y Cynllun fel rhan o ddulliau trafniadaeth integrol a hynod gynaliadwy yn unol â Pholisi DP/4 - 'Meini Prawf Datblygu'. Bydd dyluniad ac adeiladwaith y cyfleusterau a'r isadeiledd cerdded a beicio yn cael ei wella er mwyn gwneud cerdded a beicio yn fwy deniadol, uniongyrchol a diogel yn unol â Pholisi DP/3 - 'Hyrwyddo Ansawdd Dylunio a Lleihau Troseddau'. Bydd croesfannau o ansawdd a chyfleus i gerddwyr yn cael eu hyrwyddo i hwyluso symudiad diogel ac uniongyrchol ar draws ffyrdd prysur. Bydd datblygiadau yn cyfrannu at y cysylltiadau hyn a darpariaeth parcio beiciau o ansawdd lle bo hynny'n briodol, yn unol â'r Egwyddorion Datblygu a Safonau Parcio'r Cyngor sydd wedi'u nodi ym Mholisi STR/2;
- d. Bydd cynlluniau trafniadaeth sy'n arwain at welliannau mewn hygyrchedd yn cael eu cefnogi mewn egwyddor. Wrth ystyried cynigion datblygu, rhaid ymdrin â'r potensial ar gyfer dulliau trafniadaeth mwy cynaliadwy sy'n gysylltiedig â defnyddiau a defnyddwyr y datblygiad, yn cynnwys paratoi Cynlluniau Teithio.

Mae'r Cynllun Datblygu Lleol yn diogelu'r cynlluniau trafniadaeth a ganlyn:

- Gorsaf Rheilffordd Llandudno - Cyflawni cyfleuster cyfnewidfa trafniadaeth cynaliadwy o ansawdd uchel;
- Cyffordd Llandudno - Gwella integreiddiad a gwella mynediad i'r ardaloedd manwerthu, hamdden, adloniant a busnes drwy greu pont droed newydd o Orsaf Rheilffordd Cyffordd Llandudno;
- Harbwr y Foryd - Hyrwyddo Llwybr Beicio Cenedlaethol 5 Sustrans a phont cysylltu cerddwyr/beicwyr yn Harbwr y Foryd ym Mae Cinmel;
- Bae Cinmel - Hyrwyddo ffordd gyswilt rhwng Parc Hanes ac Ogwen Avenue i wella mynediad cyffredinol yn yr ardal;
- Cyn-reilffordd Dyffryn Clwyd ym Mae Cinmel - Diogelu fel llwybr i hyrwyddo gwell mynediad cymunedol;
- Rhaglen Gwella Llwybr Arfordir Cymru a Chynllun Gwella Hawliau Tramwy Conwy - I wella hygyrchedd â'r arfordir a chefn gwlad i gymunedau lleol ac ymwelwyr;
- Bae Colwyn - Gwell mynediad rhwng y dref a glan y môr fel rhan o Brif Gynllun Bae Colwyn a'r prosiect amddiffynfeydd arfordirol.

6.2 Cyngor Sir Ddinbych

Mae Cynllun Corfforaethol Cyngor Sir Ddinbych¹⁶ yn cynnwys y thema 'Sir Ddinbych sydd â gwell cysylltiadau', sy'n rhagweld y bydd *"Bydd Sir Ddinbych yn le fydd â chymunedau sy'n ffynnu, yn gydlynus ac yn gysylltiedig, gan gynnwys isadeiledd ffyrdd a chysylltiadau cludiant da, gwell cysylltedd digidol, ac isadeiledd cymdeithasol i gefnogi lles personol a chymunedol."* Mae'n rhestru'r blaenoriaethau cynllun a ganlyn sy'n berthnasol i'r Cynllun Trafnidiaeth Rhanbarthol:

1. Cynnal rhwydwaith ffordd o ansawdd, gan gynnwys:
 - £20m mewn prosiectau ail-wynebu erbyn 2027.
 - Amnewid Pont Llanerch, mewn partneriaeth â Llywodraeth Cymru.



2. Drwy weithio drwy'r corff rhanbarthol, ac yng nghyd-destun Strategaeth Trafnidiaeth Cymru, byddwn yn galluogi pobl i gael mynediad at addysg, cyflogaeth, gwasanaethau a gweithgareddau drwy:
 - Wella gwasanaethau trafniadaeth yng nghymunedau Sir Ddinbych.
 - Datblygu Cynllun Trafnidiaeth Gynaliadwy, sy'n gwneud teithio a thwristiaeth yn ein sir yn 'wyrddach', gan gynnwys y llwybrau Teithio Llesol newydd sy'n annog cerdded a beicio o fewn a rhwng cymunedau.
3. Cefnogi seilwaith gwyrdd y sir drwy:
 - Datblygu a gosod rhwydwaith cyhoeddus o bwyntiau gwefru cerbydau trydan.
 - Chwilio am ffyrdd y gall y cyngor annog datblygiadau tai newydd i alluogi pwyntiau gwefru ceir trydan a gofod gwyrdd.

Strategaeth Uchelgais Economaidd a Chymunedol Sir Ddinbych¹⁷, a fabwysiadwyd yn 2013, yn nodi sawl mater a her sy'n ymwneud â thrafnidiaeth sydd angen cael sylw i sicrhau yr isadeiledd cywir ar gyfer twf:

- Mae gwendidau arwyddocaol yn yr Isadeiledd Trafnidiaeth, yn enwedig ar gyfer cysylltiadau ffordd Gogledd-De. Mae gwasanaethau rheilffordd prif lein wedi'u cyfyngu at arfordir y Gogledd yn gyfyngedig o ran amlder. Mae cefnffordd yr A55 yn darparu cysylltiadau da o'r Dwyrain-Gorllewin ond mae hefyd risgiau o ran osgoi trefi a chymunedau Sir Ddinbych. Mae tagfeydd yn broblem gynyddol. Nid yw'n ymddangos bod buddsoddiad arwyddocaol yn y rhwydwaith ffyrdd strategol yn ac o amgylch Sir Ddinbych yn flaenoriaeth mewn cynlluniau buddsoddi rhanbarthol na lleol.
- Mae gwasanaethau cludiant cyhoeddus yn fwy cyfyngedig mewn ardaloedd gwledig ac wedi'u gwasgaru ar draws y sir gyfan. Nid yw cludiant cyhoeddus ar hyn o bryd yn ddewis realistig i nifer o drigolion fel dull teithio i ac o'r gwaith. Mae amser siwrneion, yn enwedig i leoliadau y tu allan i'r Sir, yn gallu bod ynfaith gyda dim ond nifer cyfyngedig iawn o wasanaethau uniongyrchol ar gael i leoliadau cyflogaeth allweddol.
- Mae costau trafniadaeth yn gynyddol ddrud. Mae disgwyl i ffioedd bws a threnau godi'n gyflymach na chwyddiant cyffredinol a bydd costau tanwydd yn parhau i gael eu heffeithio gan farchnad petrolewm anwadal. Newidiadau i'r cymorthdaliadau sydd ar gael i weithredwyr bws yn peri risgiau i brisiau a llwybrau gwasanaethau bws. Yn hanesyddol, mae anawsterau gyda threfniadau teithio yn cyfyngu ar allu busnesau i recriwtio a gallu trigolion i ddod o hyd i gyflogaeth addas. Hefyd, mae teithio ar gyfer gwaith yn cael ei effeithio'n andwyol.

Mae Cynllun Datblygu Lleol mabwysiedig Sir Ddinbych¹⁸ yn cynnwys dau amcan perthnasol sy'n ystyried materion trafniadaeth:

- Bydd y Cynllun Datblygu Lleol yn rhoi pwyslais ar integreiddio defnydd tir, megis cyflogaeth, tai, trafniadaeth, gyda golwg ar leihau'r angen i deithio a bydd yn hybu trafniadaeth gynaliadwy.
- Bydd y Cynllun Datblygu Lleol yn gwneud y defnydd gorau o ddau goridor trafniadaeth allweddol presennol y Sir - cefn ffordd yr A55 a phrif reilffordd Arfordir Gogledd Cymru.

Mae'r polisi isod yn y Cynllun Datblygu Lleol:

17 [Strategaeth Uchelgais Economaidd a Chymunedol 2013 - 2023 \(denbighshire.gov.uk\)](https://denbighshire.gov.uk)

18 [Cynllun Datblygu Lleol Mabwysiedig 2006-2021 \(denbighshire.gov.uk\)](https://denbighshire.gov.uk)



"Polisi ASA 1 - Cefnogir cynigion datblygu ar gyfer darparu seilwaith trafndiaeth newydd, a gwella seilwaith presennol cyn belled â bod y meini prawf canlynol yn cael eu bodloni:

- a. mae angen a chyfiawnhad dros y cynnig am resymau economaidd a/neu gymdeithasol; a
- b. nid oes effeithiau annerbyniol ar yr amgylchedd naturiol ac adeiledig; a
- c. bod darpariaeth ar gyfer mynediad diogel gan holl ddefnyddwyr, gan gynnwys beicwyr, cerddwyr a rhai ag anallu symud.

Mae'r Cyngor yn cefnogi'r prosiectau a ganlyn:

- o Prosiectau, mesurau neu gamau gweithredu wedi'u nodi yng Nghynllun Trafnidiaeth Rhanbarthol Gogledd Cymru;
- o Defnyddio leiniau rheilffordd segur addas fel llwybrau hamdden;
- o Ymestyn a gwella rhwydweithiau beicio a cherdded yn y Sir;
- o Ymestyn rheilffordd Llangollen o Garrog i Gorwen."

6.3 Cyngor Sir y Fflint

Mae'r blaenoriaethau trafndiaeth sy'n cael eu hystyried yng Nghynllun Cyngor Sir y Fflint¹⁹ yn cael eu crynhoi yn Nhabl 5.1.

Thema	Blaenoriaethau
Y Gymdeithas Werdd a'r Amgylchedd	Hyrwyddo'r defnydd o gludiant cyhoeddus drwy ddatblygu rhwydwaith bws craidd y Cyngor. Hyrwyddo siwrneion aml ddull trafndiaeth a datblygu hybiau trafndiaeth strategol Datblygu rhwydwaith gwefru ceir trydan y Sir Hyrwyddo teithio llesol a datblygu rhwydwaith cerdded a beicio'r Cyngor ymhellach - erbyn mis Mawrth 2023
Economi	Datblygu a chyflawni gwelliannau isadeiledd trafndiaeth fel rhan o raglen Metro Gogledd Cymru a Strategaeth Trafnidiaeth Integredig y Cyngor. Sicrhau bod blaenoriaethau trafndiaeth strategol Sir y Fflint yn cael eu cynrychioli'n dda yn y Cynllun Trafnidiaeth Rhanbarthol o ddatblygiad y Cydbwyllgor Corfforedig sydd ar y gweill.

Tabl 5.1 - Blaenoriaethau Trafnidiaeth o Gynllun Cyngor Sir y Fflint

Mabwysiadwyd Cynllun Datblygu Lleol Sir y Fflint²⁰ ym mis Ionawr 2023. Mae Polisi STR5 yn ymdrin â Thrafnidiaeth a Mynediad. Mae'n datgan:

"Dim ond drwy gynnal a gwella rhwydwaith trafndiaeth integredig, hygyrch, defnyddiadwy, diogel a dibynadwy y gellir creu twf economaidd a datblygu cynaliadwy." Felly mae datblygu isadeiledd trafndiaeth Sir y Fflint yn sail i uchelgais economaidd y Sir, ac yn ei dro mae hynny'n rhoi'r wybodaeth i ddarparu patrwm datblygu cynaliadwy. Felly, pan fo'n briodol, dylai datblygiadau newydd ac isadeiledd trafndiaeth cysylltiedig:

- i. Hwyluso mynediad i gyflogaeth, cartrefi, gwasanaethau a chyfleusterau drwy leoli datblygiadau mewn mannau a mynediad i isadeiledd trafndiaeth integredig, gan leihau'r angen i deithio;

19 [Cynllun y Cyngor 2022-23 \(flintshire.gov.uk\)](https://www.flintshire.gov.uk)

20 [Cynllun Datblygu Lleol - Sir y Fflint](#)



- ii. Hyrwyddo gweithredu datrysiad trafndiaeth integredig yn Sir y Fflint, yn cynnwys gwelliannau ffyrdd, bysiau, parcio a theithio / rhannu a theithio llesol;
- iii. Hyrwyddo gwelliannau i ffyrdd a rheilffyrdd er mwyn cefnogi rôl isranbarthol Sir y Fflint fel porth a chanolbwynt strategol;
- iv. Sicrhau bod y rhwydwaith priffyrdd lleol wedi cael eu huwchraddio neu y gellir eu huwchraddio er mwyn darparu capasiti er mwyn cynnal lefelau cynaliadwy a datblygu;
- v. Hwyluso gwelliannau i ansawdd, apêl ac argaeledd opsiynau trafndiaeth cyhoeddus;
- vi. Darparu llwybrau cerdded a beicio, cysylltu gyda rhwydweithiau teithio llesol a rhwydweithiau isadeiledd gwyrdd;
- vii. Mabwysiadu ymagwedd gynaliadwy tuag at ddyluniad, swyddogaeth a gosodiad datblygiadau newydd, yn cynnwys darparu lefelau priodol o barcio;
- viii. Cefnogi symud nwyddau ar reilffyrdd neu ar ddŵr."

Mae Polisi PC5 hefyd yn ymdrin â Chludiant a Hygyrchedd:

"Rhaid cefnogi cynigion ar gyfer datblygiadau newydd gan isadeiledd trafndiaeth priodol, ac, yn dibynnu ar natur, graddfa, lleoliad a'r modd y lleolir y cynnig, bydd angen iddynt:

- a) ymgorffori mynediad da at y dulliau mwy cynaliadwy o deithio, yn gyntaf drwy gerdded a beicio, ac yn ail drwy gludiant cyhoeddus, ac yna drwy gerbyd preifat ag allyriadau isel ac yn olaf drwy gerbyd modur preifat arall;
- b) beidio â chyfaddawdu ar ddefnydd diogel, effeithiol ac effeithlon o'r rhwydwaith priffyrdd a pheidio â chael effaith andwyol ar ddiogelwch ar y priffyrdd neu greu lefelau annerbyniol o greu traffig;
- c) pan na ellir osgoi effeithiau niweidiol sylweddol i'r rhwydwaith trafndiaeth sy'n deillio o'r datblygiad arfaethedig, cânt eu lliniaru drwy, er enghraifft, welliannau i'r isadeiledd cludiant a rheoli traffig;
- d) darparu lefelau priodol o fannau ar gyfer parcio, gwasanaethu a symud, ac mewn datblygiad nad yw'n un preswyl, o leiaf 10% o fannau parcio i gael pwyntiau trydanu ar gyfer cerbydau trydan;
- e) creu strydoedd sydd wedi'u dylunio'n dda, sy'n ymateb i ofynion pobl, a gwneud darpariaeth ar gyfer pobl sydd â symudedd cyfyngedig, gan gynnwys y rheiny sydd â nodweddion fel y diffinnir yn Neddf Cydraddoldeb 2010;
- f) diogelu, gwella ac ehangu'r rhwydwaith teithio llesol, yn enwedig drwy wella cysylltedd yn ôl a blaen i'r datblygiad arfaethedig."

Mae Polisi PC6 yn ystyried Teithio Llesol:

"Dylai datblygiadau newydd sicrhau bod gan bobl fynediad i gyflogaeth, addysg, gofal iechyd a gwasanaethau a chyfleusterau. Lle bo'n bosibl, dylai cynigion:

- a. darparu llwybrau cerdded a beicio priodol fel rhan annatod o'r cynllun a chysylltu'r datblygiad â chyrchfannau allweddol;
- b. darparu seilwaith a chyfleusterau sy'n hyrwyddo cerdded a beicio, fel arwyddion, goleuadau, manau storio a pharcio diogel a chyfleus a, lle'n briodol, cyfleusterau ar gyfer cael cawod a newid;
- c. darparu gwybodaeth briodol ar gyfer gwneud dewisiadau wrth deithio mewn perthynas â beicio a cherdded ar gyfer teithiau cyfan neu rannau ohonynt, fel rhan o Gynlluniau Teithio;
- d. ymgorffori mesurau i leihau'r lle blaenllaw a roddir i gerbydau ynghyd â'u cyflymder, drwy roi mwy o flaenoriaeth i gerddwyr a beicwyr;



- e. datblygu a gwella'r llwybrau Teithio Llesol a nodir ar y Map Rhwydwaith Integredig sy'n cysylltu cymunedau â gwasanaethau hanfodol, gan gynnwys cyfleoedd o ran trafndiaeth gyhoeddus, cyflogaeth ac addysg;
- f. ymgorffori hawliau tramwy cyhoeddus presennol fel rhan annatod o ddyluniad a chynllun y datblygiad.

Mae Polisi PC7 yn ystyried Trafnidiaeth ar gyfer Teithwyr:

"Dylai cynigion ar gyfer datblygiadau newydd geisio hyrwyddo'r defnydd o

wasanaethau trafndiaeth i deithwyr, ac yn dibynnu ar natur, graddfa, lleoliad a'r modd y lleolir y cynnig, bydd angen iddynt:

- a. sicrhau cyfleusterau a gwasanaethau gwell neu newydd o ran trafndiaeth i deithwyr sy'n cysylltu cymunedau â mannau sy'n darparu cyfleoedd o ran cyflogaeth, addysg, cyfleusterau iechyd, manwerthu a gweithgareddau hamdden a chymdeithasol;
- b. sicrhau gwelliannau priodol newydd i isadeiledd priffyrdd sy'n rhoi blaenoriaeth i drafndiaeth i deithwyr yn defnyddio bysiau yn hytrach na cheir preifat;
- c. darparu isadeiledd priodol ar gyfer cerddwyr a beicio sy'n gwella cysylltedd yn ôl a blaen i orsafoedd rheilffordd a bws;
- d. darparu isadeiledd ar gyfer parcio a theithio sydd wedi'i leoli mewn modd strategol lle bo'n briodol, a gefnogir gan wasanaethau bws deniadol, aml a dibynadwy ar lwybrau bws allweddol, a
- e. hyrwyddo a marchnata dewisiadau amgen o ran trafndiaeth gyhoeddus yn lle'r car preifat drwy gynlluniau teithio."

Drwy Bolisi PC10, mae'r cynlluniau trafndiaeth a ganlyn yn cael eu diogelu.

- A494(T) / A55(T) / A548 Gwella Cyfnwidfa Llaneanurgain i Shotwick;
- Ffordd gyswllt Plough Lane;
- A548 Maes Glas i Ffynnongroyw;
- A5104 Gorsaf Penyffordd i Gyffordd Padeswood;
- A494(T) Gwelliant Ewlo i Afon Dyfrdwy

6.4 Cyngor Gwynedd a Chyngor Sir Ynys Môn

Mae Cynllun Datblygu Lleol ar y Cyd²¹ yn ei le yn ac yn cynnwys ardaloedd Gwynedd ac Ynys Môn.

Mae Polisi Strategol PS4 yn ystyried trafndiaeth gynaliadwy, datblygiad a hygyrchedd:

"Caiff datblygiad ei leoli i leihau'r angen i deithio. Bydd y Cynghorau'n cefnogi gwelliannau trafndiaeth fydd yn uchafu hygyrchedd ar gyfer pob dull o deithio, ond yn arbennig ar droed, beic a chlundant cyhoeddus. Caiff hyn ei wireddu trwy gael mynediad hwylus ar lwybrau, isadeiledd beicio a chlundant cyhoeddus lle mae'n briodol, ac felly hyrwyddo'r defnydd o'r dulliau yma o deithio ar gyfer teithio lleol a lleihau'r angen i deithio yn y car. Bydd y Cynghorau'n ceisio gwella hygyrchedd a cheisio newid ymddygiad teithio. Cyflawnir hyn drwy weithio gyda'n partneriaid er mwyn:

1. Cynnal gwasanaeth cludiant cyhoeddus priodol, gan gydnabod dulliau gwahanol o gynnal cyfleon teithio;
2. Cynnal a gwella gorsafoedd, isadeiledd a gwasanaethau ar y prif Linellau Rheilffordd gan gynnwys mynediad i bobl anabl a gwelliannau eraill sy'n gysylltiedig â rheilffyrdd;

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



3. Lle'n bosib gwarchod, gwneud ychwanegiadau, gwelliannau a hyrwyddo llwybrau a hawliau tramwy (yn cynnwys llwybrau, llwybrau ceffyl a chilffyrdd) llwybrau beicio er mwyn gwella diogelwch, hygyrchedd a mynediad (gan gynnwys defnyddwyr anabl) i'r dulliau yma o deithio ac i gynyddu buddion iechyd, hamdden, lles a thwristiaeth i'r gymuned leol ac ymwelwyr;
4. Cefnogi cynlluniau a fydd yn gwella trafndiaeth trwy gyfleusterau parcio/ rhannu a theithio i ardaloedd cyflogaeth a datblygiad newydd a chyfleusterau symud llwythau;
5. Dynodi neu warchod tir lle mae'n briodol er mwyn hyrwyddo cynlluniau trafndiaeth strategol".

Y tu hwnt i hynny, mae Polisi TRA1 yn ystyried Datblygiadau Rhwydwaith Cludiant

"Caniateir gwelliannau i'r rhwydwaith cludiant presennol os gellir cydymffurfio gyda'r meini prawf canlynol:

- i. Bydd y llwybr a/neu'r safle a ddewisir yn cael yr ardrawiad lleiaf posib ar yr amgylchedd adeiledig a naturiol, y dirwedd ac eiddo; a
- ii. Cedwir y tir a gymerir yn barhaol i'r lleiaf sydd ei angen a bydd rhaid bod yn gyson â dylunio da a thirweddau o ansawdd uchel; ac
- iii. Yn achos llwybrau beicio, cynlluniau parcio a theithio, ardaloedd gwasanaeth ger y ffordd ac ochr y ffordd, bydd y cynllun yn helpu i wella diogelwch ffyrdd; ac
- iv. Yn achos ffyrdd newydd, mae ystod lawn o ddatrysiadau ymarferol i broblem trafndiaeth wedi'u hystyried ac mae gwella ffyrdd yn cynnig y datrysiad gorau; a v. Yn achos ardaloedd gwasanaeth ger ochr y ffordd, rhaid i'r cynllun ffinio'r rhwydwaith ffyrdd strategol a chanolbwyntio ar wasanaethu anghenion gyrwyr, peidio â rhwystro symudiad traffig strategol ac yn unol â Pholisi Strategol PS 15, ni ddylent danseilio'r ddarpariaeth manwerthu yn y Ganolfan Isranbarthol, Canolfannau Gwasanaeth Trefol a Lleol neu Bentrefi.

Trosglwyddo Rhwng Dulliau Cludiant Er mwyn hwyluso trosglwyddo rhwng dulliau cludiant a helpu i leihau'r galw am deithio a lleihau'r ddibyniaeth ar geir, cyn belled â'u bod nhw'n cydymffurfio gyda pholisïau perthnasol y Cynllun, caniateir y cynigion canlynol:

- i. Gwelliannau i gyfnewidffyrdd rheilffyrdd a bysus presennol, gan gynnwys mesurau i hwyluso mynediad drwy ddulliau teithio actif a phobl anabl gydag anghenion mynediad penodol;
- ii. Cyfleusterau parcio a theithio parhaol wedi eu lleoli'n strategol o fewn neu wrth ymyl Canolfannau neu mewn lleoliadau eraill sy'n agos i'r prif rwydwaith ffordd lle gellir dangos nad oes safleoedd amgen boddhaol yn agosach at y Canolfannau, lle mae cwsmeriaid yn cael eu cefnogi gan wasanaethau bysys aml rhwng y cyfleuster a phen y daith;
- iii. Cyfleusterau parcio lorïau dros nos a chyfleusterau trosglwyddo llwythi wedi'u lleoli'n strategol o fewn neu wrth ymyl Canolfannau;
- iv. Cyfleusterau ansawdd uchel ar gyfer gyrwyr a theithwyr gan gynnwys ond heb fod yn gyfyngedig i seddau, gwybodaeth, cyfleusterau toiledau;
- v. Cyfleusterau ar gyfer parcio a rhannu mewn lleoliadau priodol ar y rhwydwaith priffyrdd strategol yn gyfochrog i anedlleoedd neu oddi mewn iddynt;
- vi. Cyfleusterau o fewn anedlleoedd ar gyfer parcio bysys, tacsis a manau gollwng teithwyr;
- vii. Cyfleusterau cyfnewidfa ar gyfer cludiant ar ddŵr."

Y cynlluniau a ddiogelwyd yn y CDLI yw:

- A487 Caernarfon i Bontnewydd
- Ffordd gyswllt Llangefni



- A5025 Y Fali i Wylfa a gwelliannau isadeiledd trafndiaeth eraill sy'n gysylltiedig â'r datblygiad niwclear newydd yn Wylfa Newydd, gan gynnwys gwelliannau o Amlwch i Wylfa Newydd

Mabwysiadodd Cyngor Sir Ynys Môn Gynllun Gweithredu Gwefru EV²² yn 2022, sy'n nodi cynlluniau uchelgeisiol Ynys Môn i gwrdd â gofynion gwefru trigolion ac ymwelwyr i'r Ynys.

Mae'r Cynllun Gweithredu yn nodi rôl y Cyngor wrth arwain a hwyluso:

- Arwain:
 - Sicrhau bod fflyd y Cyngor yn garbon niwtral erbyn 2030
 - Darparu pwyntiau gwefru cyhoeddus yng ngwasanaethau'r Cyngor
 - Gwneud cais am gyllid ar gyfer darpariaeth gwefru yn y gweithle lle mae'r Cyngor yn berchen ar y brydles
- Hwyluso:
 - Darparu gwybodaeth gyhoeddus am y rhwydwaith gwefru a chefnogaeth ariannol a hyrwyddo gwefru yn y gweithle drwy'r broses gynllunio
 - Creu tudalen wybodaeth bwrpasol ar wefan y Cyngor a chynnal cysylltiadau cyhoeddus cadarnhaol
 - Adnabod cyfleoedd i weithio mewn partneriaeth

6.5 Cyngor Bwrdeistref Sirol Wrecsam

Yn Wrecsam, mabwysiadwyd Cynllun Gweithredu Datgarboneiddio²³ yn 2021. Mae'n egluro y bydd buddsoddi yn y rhwydwaith trafndiaeth ac ymestyn fflyd y Cyngor o gerbydau trydan hefyd yn helpu i gwrdd â thargedau lleihau carbon. Ar yr un pryd, bydd cynyddu'r niferoedd o bwyntiau Gwefru Cerbydau Trydan (EVC) sy'n cael eu gosod ar draws y Bwrdeistref Sirol, yn gostwng allyriadau o fflyd a theithio busnes y Cyngor ac yn annog mwy o bobl i fuddsoddi mewn cerbydau trydan. Y camau gweithredu symudedd a thrafnidiaeth sy'n cael eu cynnwys yn y Cynllun Gweithredu Datgarboneiddio yw:

- Siwrneion a deithir gan ein cerbydau fflyd - mae hyn yn cynnwys yr holl gerbydau y mae'r Cyngor yn berchen arnynt neu yn eu lesu er mwyn cyflawni ei swyddogaethau (e.e. faniau, cerbydau casglu gwastraff).
- Siwrneion a wneir gan y gweithlu am resymau busnes - lle mae gofyn i swyddogion deithio ledled y sir er mwyn perfformio eu rolau, byddwn yn ystyried cyfleoedd i leihau'r milltiroedd cyffredinol, ynghyd â ffyrdd i sicrhau nad yw'r siwrneion a deithir yn cynhyrchu allyriadau carbon.
- Gwasanaethau cludiant wedi'u cyflwyno i'r cyhoedd - er nad yw'r WCBC yn darparu cludiant cyhoeddus, byddwn yn ceisio defnyddio ein partneriaethau i gyflawni newid positif yn y sector, ac yn ystyried ffyrdd o leihau allyriadau carbon o'r gwasanaethau hynny yr ydym yn eu comisiynu (e.e. cludiant ysgol)
- Teithio Llesol - gwella ein hisadeiledd teithio llesol, a chynyddu'r cyfleoedd i gerdded yn ddiogel a llwybrau beicio yn hanfodol i leihau'r ddibyniaeth ar gerbydau modur preifat. Yn ychwanegol, bydd gwaith yn cael ei wneud i newid arferion ac ymddygiadau, fel bod mwy o bobl yn ystyried teithio llesol fel eu prif ddull trafndiaeth ar gyfer siwrneion allweddol.
- Goleuadau stryd - sicrhau effeithiolrwydd ynni goleuadau stryd, ac asedau eraill yn ein cymunedau.

22 [Cynllun Gwefru Cerbydau Trydan Cyngor Sir Ynys Môn.pdf](#)

23 [Atodiad 1.pdf \(wrexham.gov.uk\)](#)

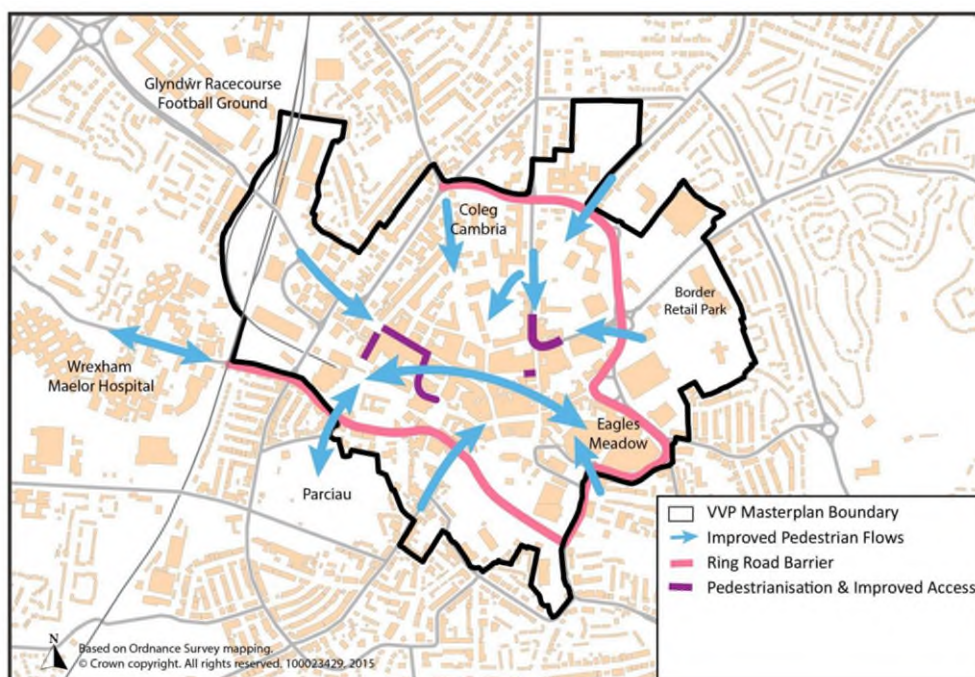


Mabwysiadwyd Prif Gynllun Canol Tref Wrecsam²⁴ yn 2016 ac mae'n nodi'r weledigaeth hon: "Bydd Wrecsam yn ganol tref deniadol, unigryw a gyda mynediad hawdd ar gyfer yr 21ain ganrif lle mae pobl eisiau byw, dysgu, gweithio, ymweld a buddsoddi yno."

Un o amcanion y Prif Gynllun yw "Tref Hygyrch". Y nod yw 'sichrau mynediad o ansawdd uchel i ac o fewn canol y dref mewn amryw o ddulliau, gan roi blaenoriaeth i gerdded, beicio a chlodiant cyhoeddus, ond cynnal mynediad ffyrdd o ansawdd uchel i'r canol'. Y camau gweithredu a'r ymyraethau i gefnogi hyn yw:

- Cefnogi newid modd cludiant i helpu i gyflawni twf drwy gefnogi datblygiad sy'n annog y defnydd o gludiant cyhoeddus, cerdded a beicio;
- Goresgyn y rhwystrau a achosir gan y gylchffordd fewnol a'r rheilffordd sy'n atal cysylltiadau i gyrchfannau allweddol y tu allan i'r gylchffordd yn yr ysbty, y Brifysgol, y rheilffordd a'r maestrefi preswyl;
- Datblygu rhwydwaith o lwybrau a manau deniadol, cyfeillgar i gerddwyr sy'n cysylltu ar draws canol y dref gan helpu i dynnu gwahanol rannau o'r dref ynghyd;
- Rheoli parcio o ran graddfa a defnydd i sicrhau bod darpariaeth ddigonol ohono;
- Sicrhau bod datblygiadau'n rhyngweithio ac yn parchu manau cyhoeddus mewn ffyrdd cadarnhaol sy'n eu gwneud yn fwy atyniadol i gerddwyr a gwella symudedd cerddwyr

Mae'r Camau Gweithredu a'r Ymyraethau Mynediad wedi'u crynhoi yn Ffigur 5.1.



Ffigur 5.1 - Camau Gweithredu ac Ymyraethau Mynediad Prif Gynllun Canol Tref Wrecsam

Mae Cyngor Bwrdeistref Sirol Wrecsam yn datblygu Cynllun Creu Lleoedd²⁵, sy'n cynnwys y Datganiad o Weledigaeth ganlyn: "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

24 [Prif Gynllun Canol Tref Wrecsam](#)

25 [Eitem 13.pdf \(wrexham.gov.uk\)](#)



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”.

Mae tair o amcanion y Cynllun yn benodol berthnasol i'r Cynllun Trafnidiaeth Rhanbarthol:

- Argyfwng Hinsawdd - Cefnogi nodau datgarboneiddio drwy wneud gwell defnydd o'r isadeiledd presennol, ailbwrpasu adeiladau, cyflwyno mesurau effeithiolrwydd ynni a micro-adnewyddadwyon, ac annog gwell defnydd o gerdded, beicio a chludiant cyhoeddus.
- Mynediad a Symudiad - Sicrhau bod symudiadau cerddwyr o fewn ac ar y ffordd i mewn i'r canol yn ddiogel, yn gyfforddus, yn gynhwysol, yn hawdd i symud o'i gwmpas ac yn ddeniadol.
- Trefwedd ac Amgylcheddol - Gwella'r parthau a'r gofodau cyhoeddus presennol a chreu rhai newydd, i atgyfnerthu synnwyr cydynus a gwirioneddol hunaniaeth Wreccsam a denu ac annog mwy o ddefnydd cyhoeddus.

6.6 Awdurdod Parc Cenedlaethol Eryri

Mae Awdurdod Parc Cenedlaethol Eryri yn cynhyrchu Cynllun Datblygu Lleol²⁶ sy'n nodi ffactorau i'w hystyried wrth werthuso ceisiadau cynllunio a chymeradwyo ceisiadau cynllunio. Mae'r ffactorau hyn yn seiliedig ar y rhinweddau sydd angen eu gwarchod a'u gwella yn y Parc Cenedlaethol. Mae'r rhain yn cynnwys:

- Harddwch naturiol y Parc Cenedlaethol
- Cymunedau a diwylliant y Parc Cenedlaethol
- Bywyd gwylt y Parc Cenedlaethol
- Treftadaeth a hanes y Parc Cenedlaethol

Mae Polisi Strategol L y CDLI, ar Hygyrchedd a Chludiant, yn nodi:

“Mae Awdurdod y Parc Cenedlaethol yn ymroddedig i wella mynediad at gyfleusterau lleol a lleihau'r angen i deithio yn enwedig mewn ceir preifat. O fewn y Parc Cenedlaethol bydd cerdded a beicio yn cael ei annog pa bryd bynnag fo hynny'n bosibl a bydd mynediad at gludiant cyhoeddus a'r ddarpariaeth o gyfleusterau yn cael ei ddarparu. Cefnogir datblygiad pan:

- i. Leolir y ddarpariaeth o wasanaethau er mwyn lleihau'r angen i deithio.
- ii. Fo mynediad cyfleus trwy gyfrwng llwybrau cyhoeddus, llwybrau beicio a chludiant cyhoeddus, a bod hynny felly yn annog y defnydd o'r dulliau hyn o deithio ar gyfer teithiau lleol ac yn lleihau'r angen i deithio gyda char preifat a gwella mynediad at wasanaethau i'r rhai hynny lle mae cael mynediad i gludiant yn anodd.
- iii. Mae yna welliant o ran yr hygyrchedd i bawb, yn enwedig pobl anabl.
- iv. Nad yw'r newidiadau i'r rhwydwaith ffyrdd yn niweidio neu'n achosi effeithiau andwyol i HTC adeiladau rhestredig neu henebion hanesyddol, nac yn effeithio yn andwyol ar ddynodiadau amgylcheddol. Rhoddir y flaenoriaeth uchaf i warchod a gwella bioamrywiaeth nodweddiadol Eryri, yn enwedig cynefinoedd a rhywogaethau a ddynodwyd o dan ddeddfwriaeth genedlaethol ac Ewropeaidd. Pan fo hynny'n bosibl, bydd y gwelliannau i'r rhwydwaith ffyrdd yn cynnwys darpariaeth ar gyfer defnydd ar wahân ar gyfer cerddwyr a beicwyr.
- v. Fydd yn lleihau neu yn cael gwared â thraffig cerbydol o ganol trefi a lle bo'n bosibl o ardaloedd gwledig.
- vi. Nad yw amgylchedd naturiol y parc yn cael ei effeithio yn andwyol.
- vii. Ddarperir cyfleusterau parcio beiciau diogel lle bo hynny'n briodol.



Bydd y Parc Cenedlaethol yn parhau i gefnogi mentrau cludiant a thrafnidiaeth gynaliadwy priodol. Bydd y llwybrau hamdden a ddynodir ar y mapiau cynigion yn cael eu diogelu rhag datblygiadau eraill a fyddai'n rhwystro eu defnydd fel llwybrau hamdden. Bydd gwely trac Rheilffordd Corris o fewn y Parc Cenedlaethol yn cael ei ddiogelu rhag ffurfiau eraill o ddatblygiad fel ei fod yn gallu cael ei ailsefydlu fel rheilffordd. Bydd y rhan segur hwnnw o'r rheilffordd sy'n rhedeg o Drawsffynydd i Flaenau Ffestiniog sydd o fewn y Parc Cenedlaethol yn cael ei ddiogelu rhag unrhyw ddatblygiad amhriodol a fyddai'n rhwystro defnydd o'r llinell reilffordd fel coridor cludiant yn y dyfodol."

Mae parcio i ymwelwyr yn ystyriaeth allweddol yng Nghynllun Datblygu Lleol Eryri, gyda'r ddogfen yn nodi: "Ystyria'r Awdurdod bod y ddarpariaeth ar gyfer parcio ceir o fewn y Parc Cenedlaethol yn ddigonol i gwrdd ag anghenion y cyhoedd. Darperir meysydd parcio gan Awdurdod y Parc Cenedlaethol ac Awdurdodau Lleol eraill mewn lleoliadau arfordirol, trefol a mynyddig, gan hwyluso'r ffordd i'r cyhoedd gael mynediad at y manau hyn trwy gyfrwng cludiant preifat. Nid yw cynyddu lleoedd parcio ceir yn wyneb galw cynyddol tymhorol ac ar benwythnosau yn ddefnydd ymarferol nac ychwaith yn ddefnydd cynaliadwy o dir ac nid yw'n ateb effeithiol i reoli ymwelwyr, yn enwedig wrth ystyried nod yr Awdurdod i leihau'r ddibyniaeth ar y defnydd a wneir o gerbydau modur preifat. Mae'r Awdurdod yn cydnabod bod teithio mewn bysiau yn ddull amgylcheddol clên ac yn ddull mwy effeithiol a rhatach o deithio nac ydi cerbydau modur preifat."

North Wales Corporate Joint Committee

North Wales Corporate Joint Committee

Background data and research paper (English only)

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	[REDACTED]
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	[REDACTED]
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

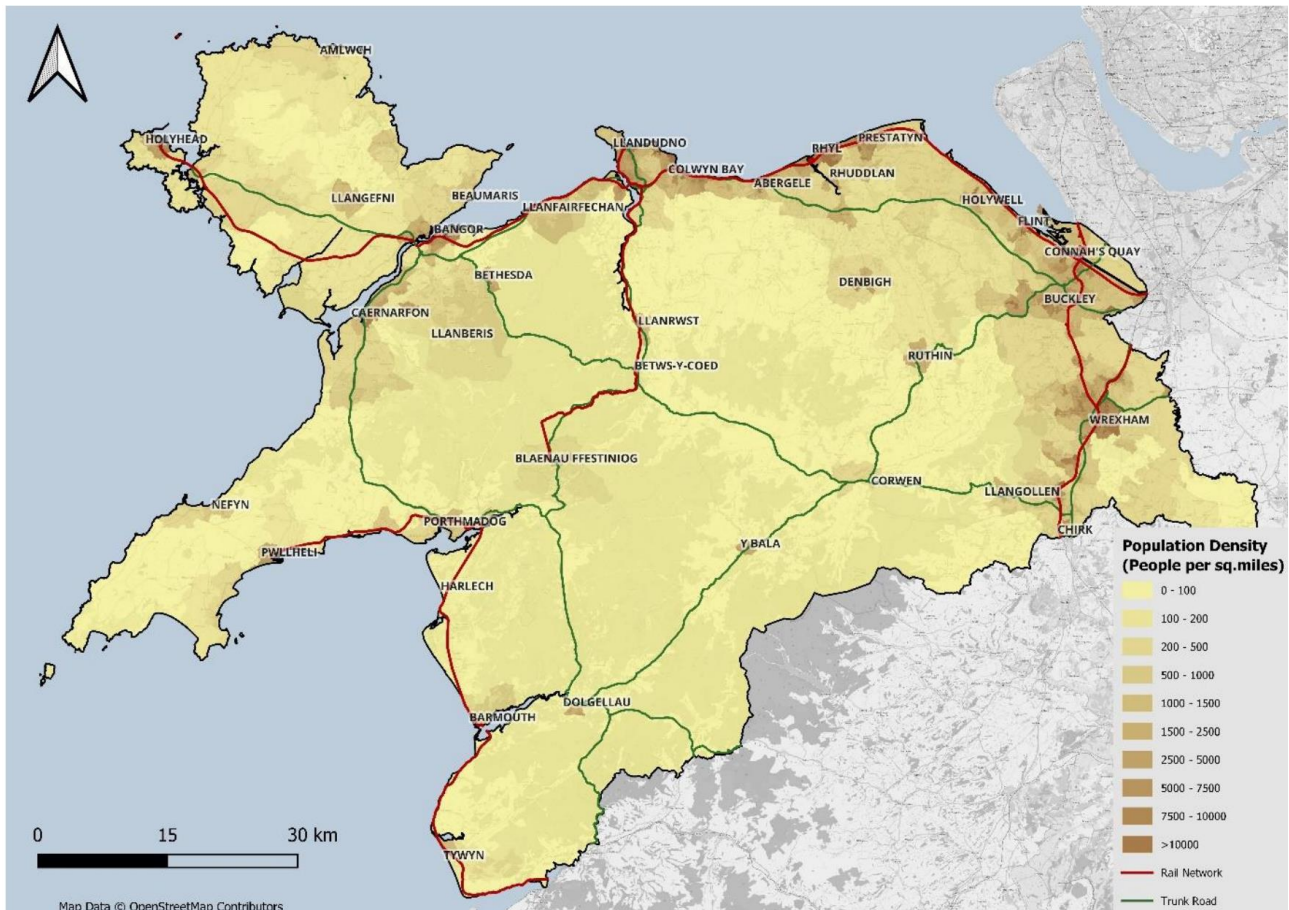


Figure 3-1: North Wales population data and principal road and rail network

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

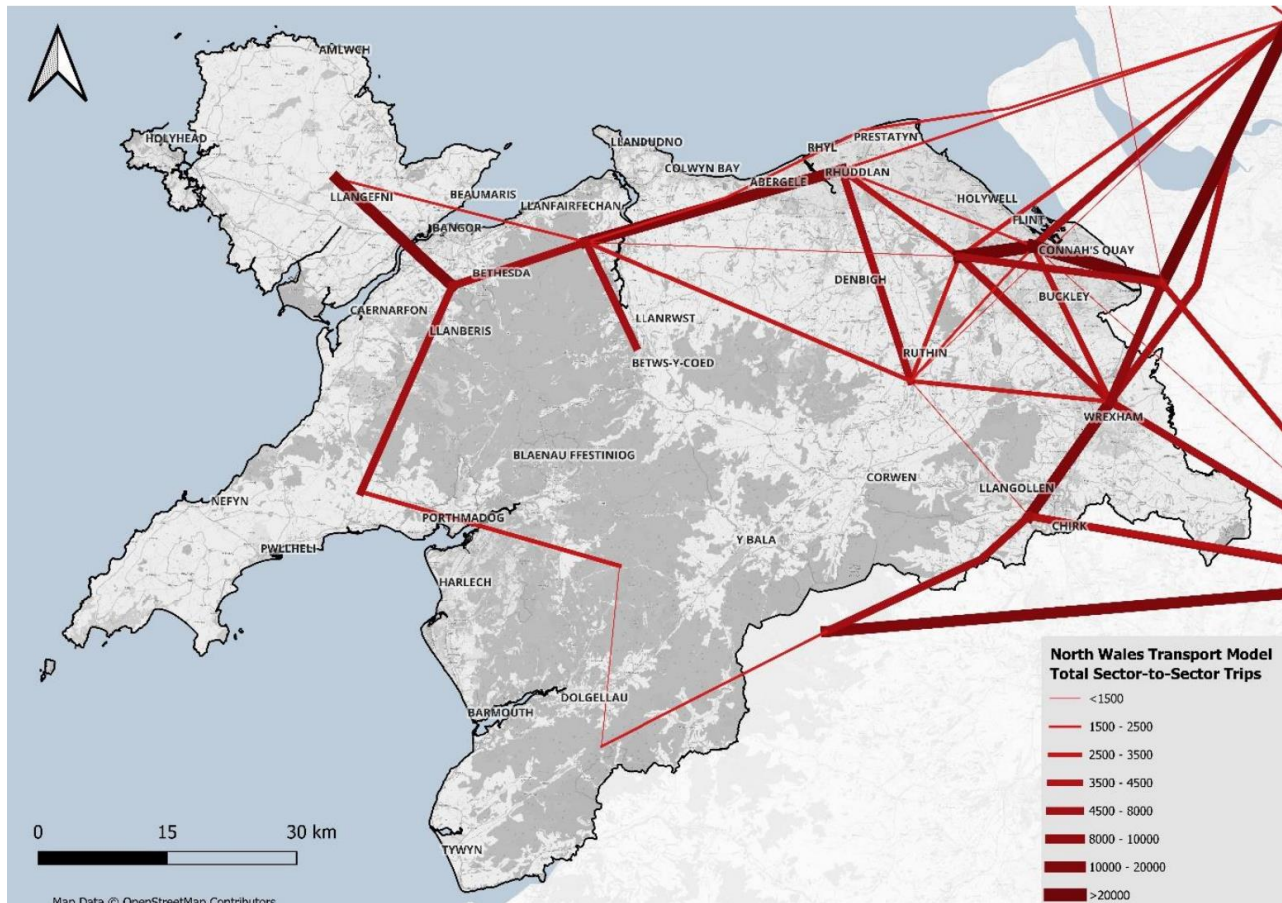


Figure 3-2: Primary trip movements by sector (NWTM)

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

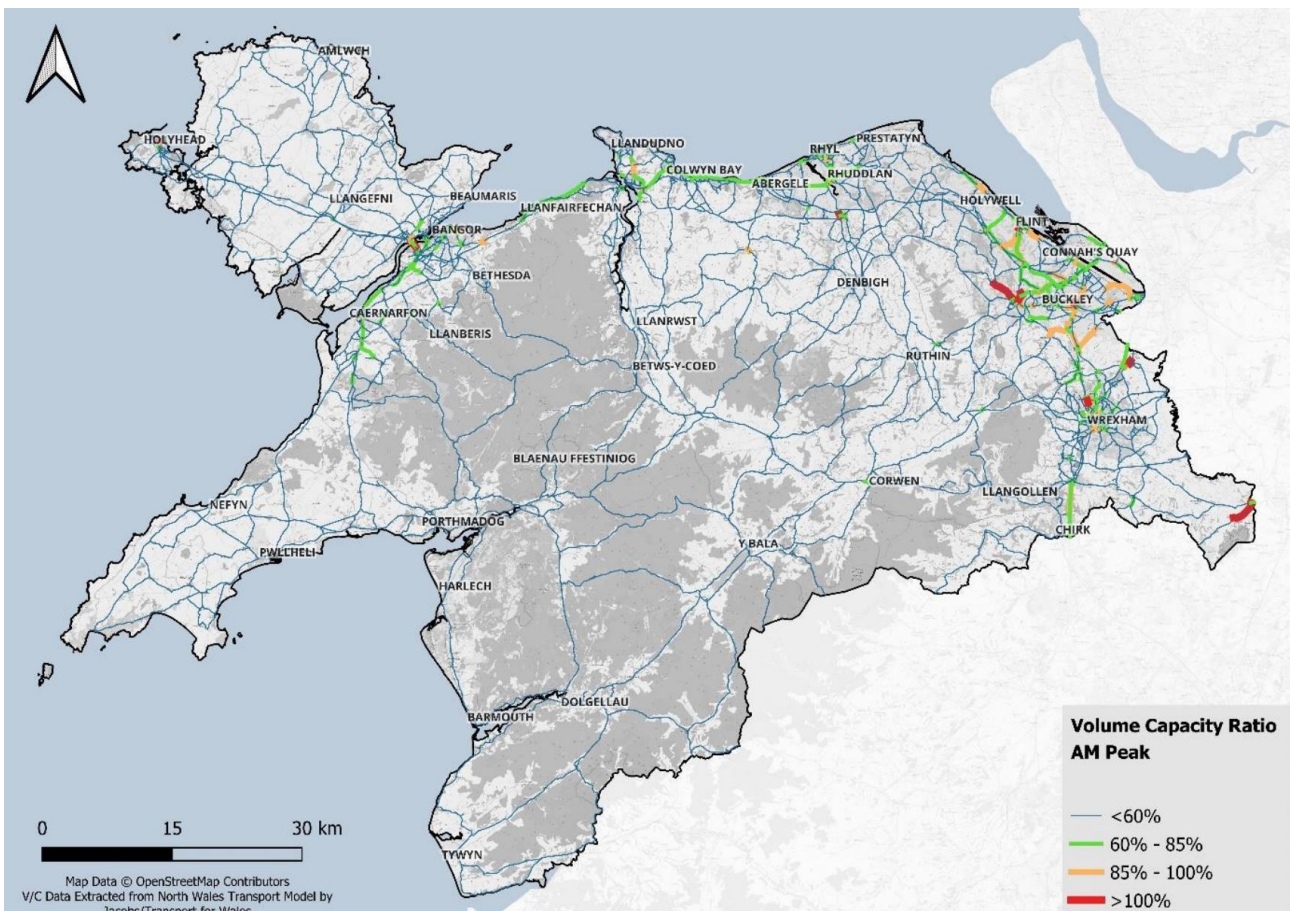


Figure 3-3: Volume of road links against capacity (NWTM)

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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

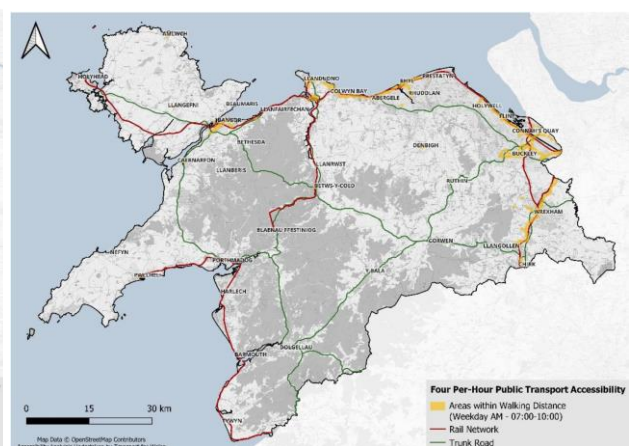
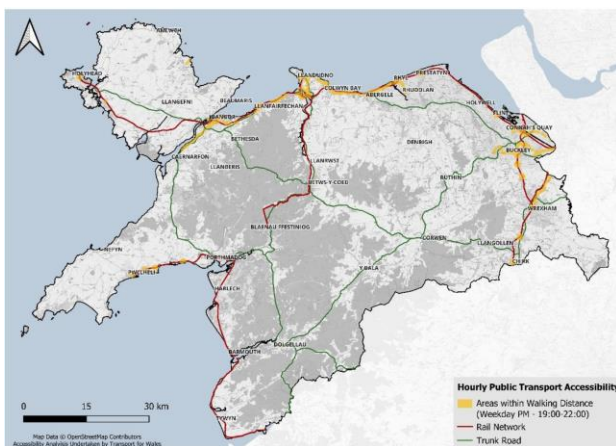
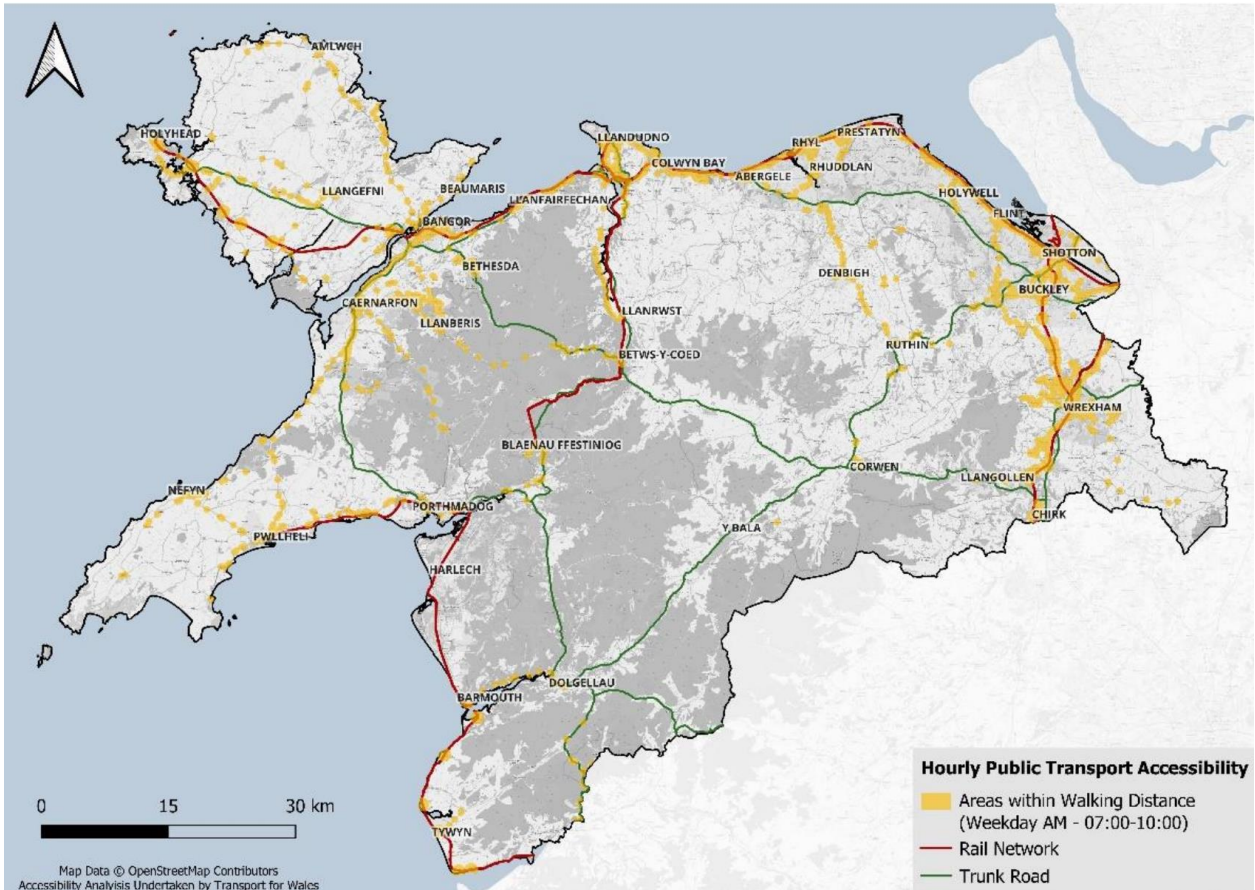
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3.1.2 Bus and rail



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

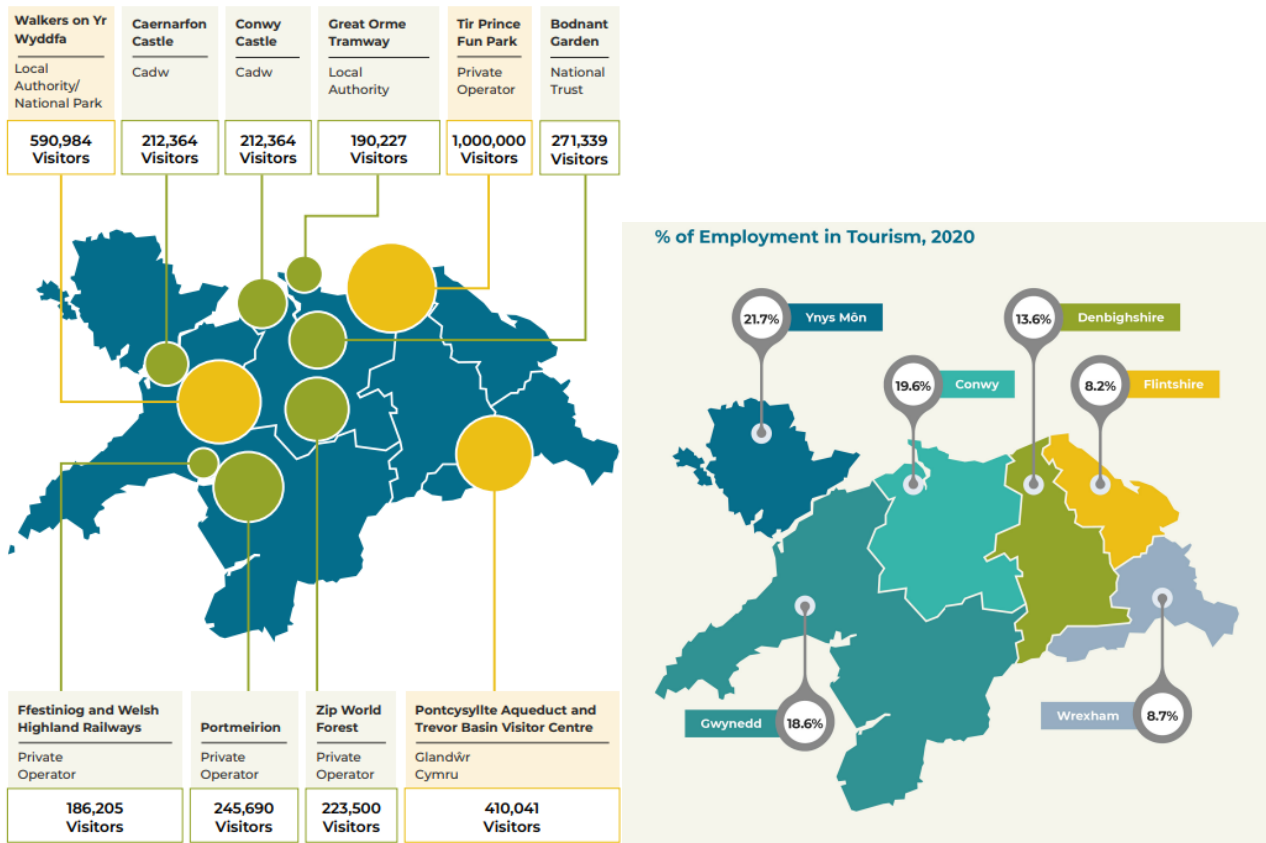


Figure 3-4: Analysis of visitor economy

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

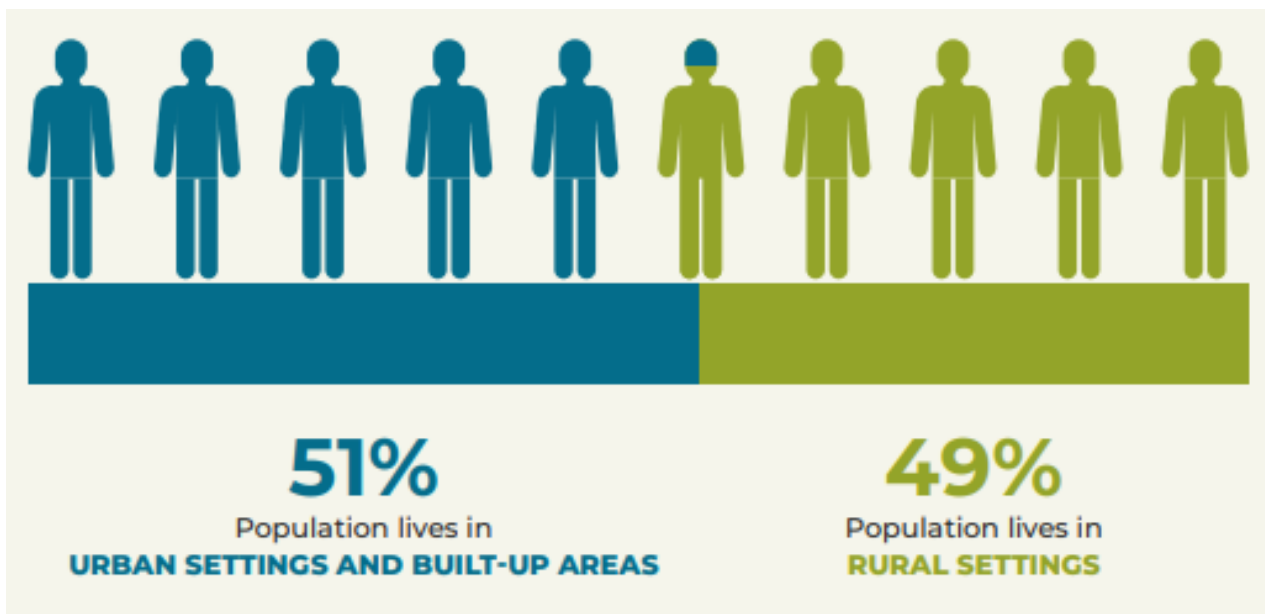


Figure 3-5: Urban and rural population distribution in north Wales

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

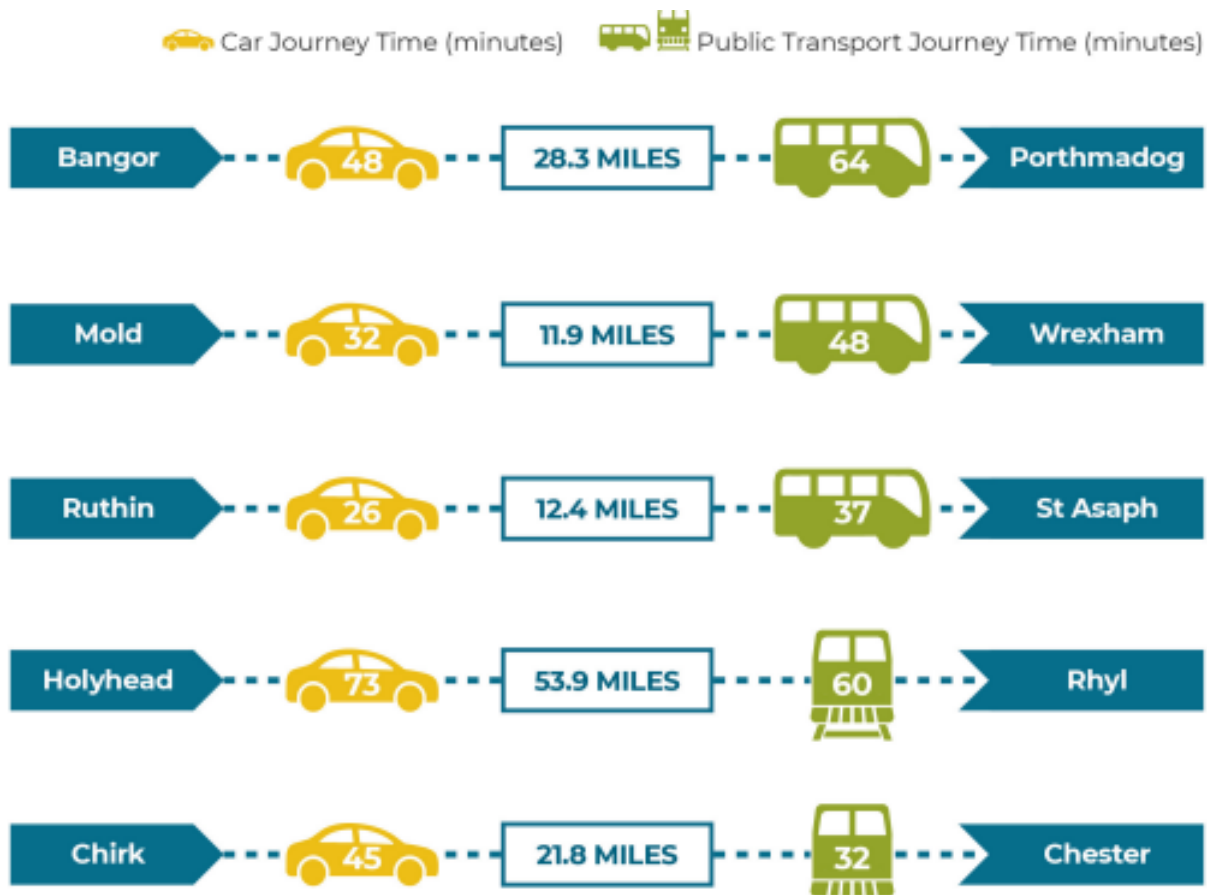


Figure 3-6: Comparison of journey times between key destinations (car v public transport)

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

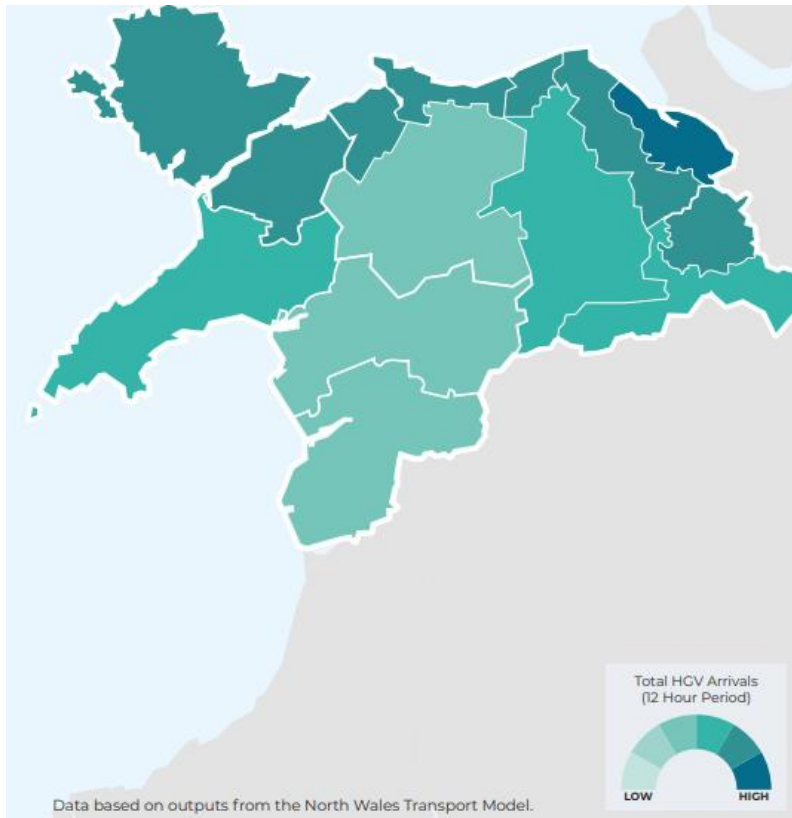


Figure 3-7: Total HGV arrivals (12hr) (NWTM)

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

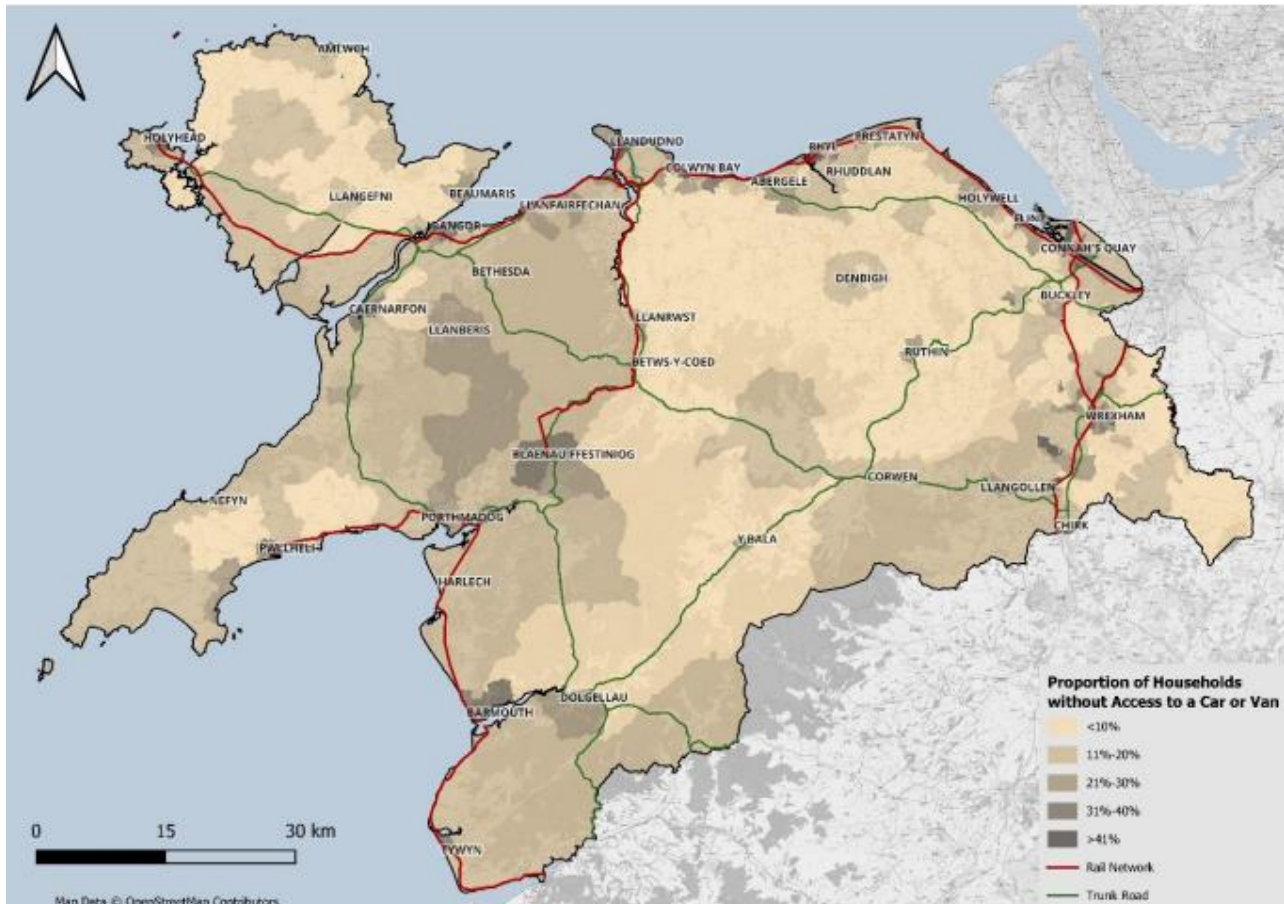


Figure 3-8: % of households without access to a car or van (2011 census)

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.

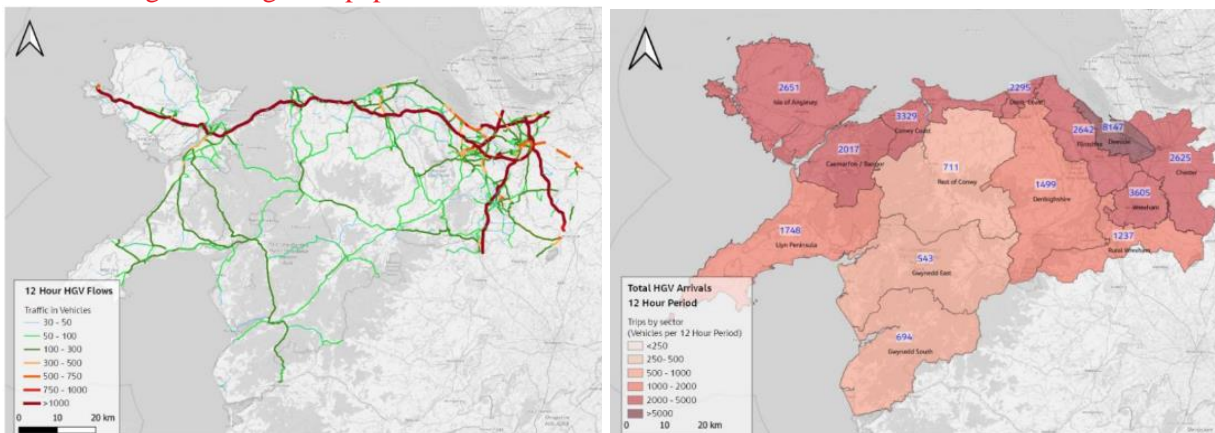
Lee Waters MS Deputy Minister for Climate Change responded to the NWTC's findings on 27th February 2024 via an oral statement to the Senedd². This statement announced the north Wales Delivery Group supported by Ashley Rogers and Emeritus Professor John Parkin, who were part of the NWTC.

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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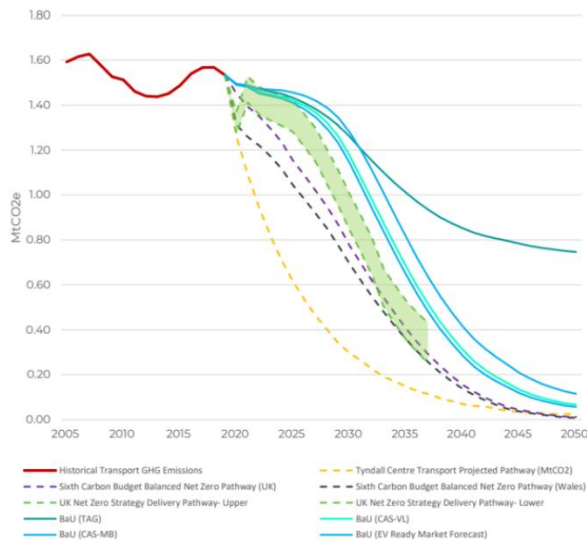
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- The number of daily trips made by HGVs to Deeside is over double the number shown for Wrexham, which is situated just to the south of Deeside. Generally, the concentration of HGV movements are destined for sites within a 10-20km either side of the 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

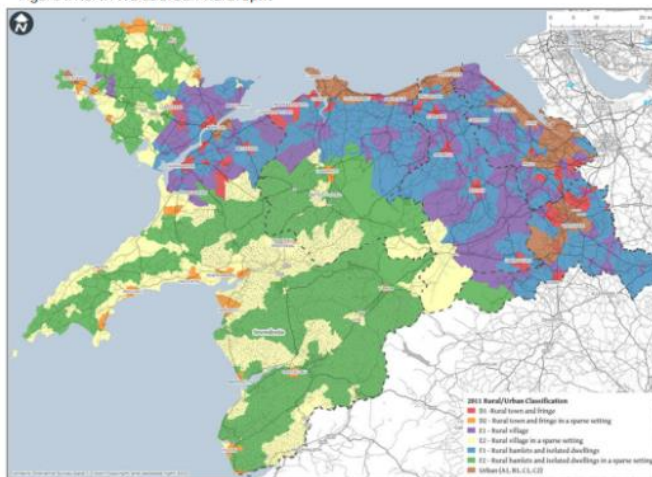
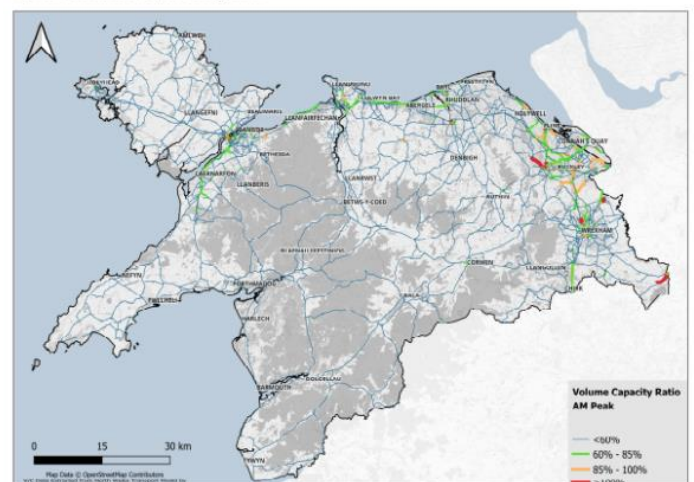


Figure 2: Locations of Typical Congestion



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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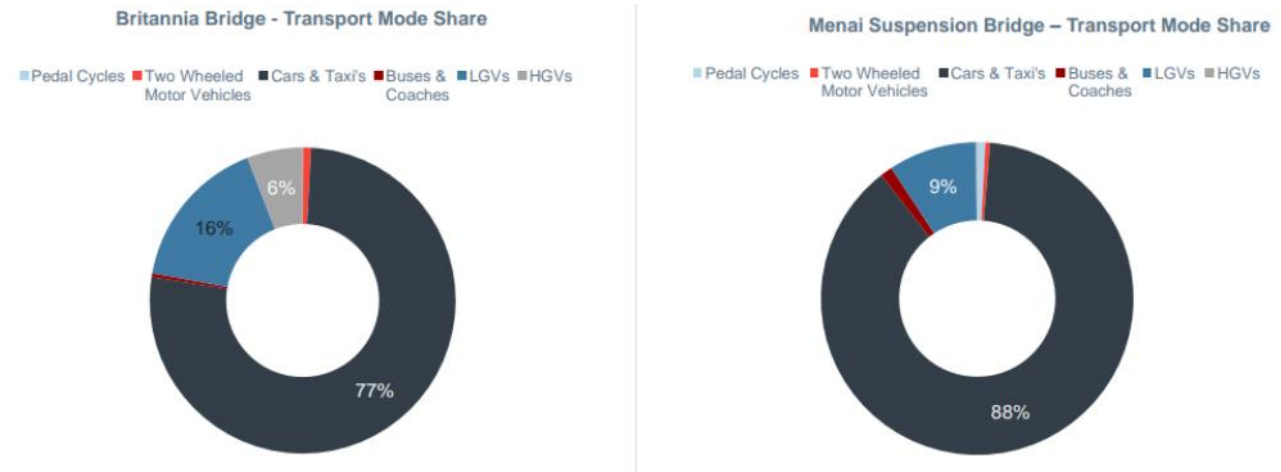
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6.1.8 Menai crossing data

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 managment 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
Job number 302160-00
File reference
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.

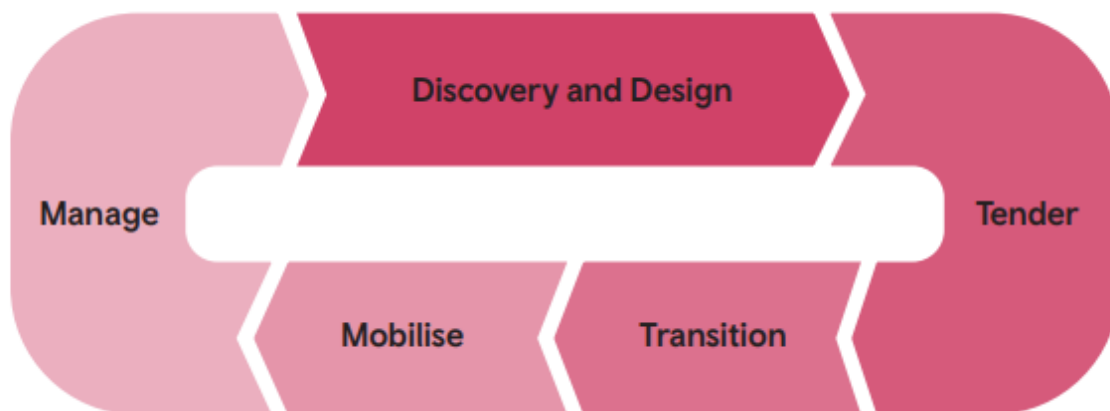
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- In some cases, we may be able to contract cross-border services either directly or in collaboration with bordering English local authorities. However, where this risks conflicting with the still-deregulated market in England, we are proposing to 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

Project title North Wales Corporate Joint Committee
Job number 302160-00
File reference
cc
Prepared by [REDACTED]
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.

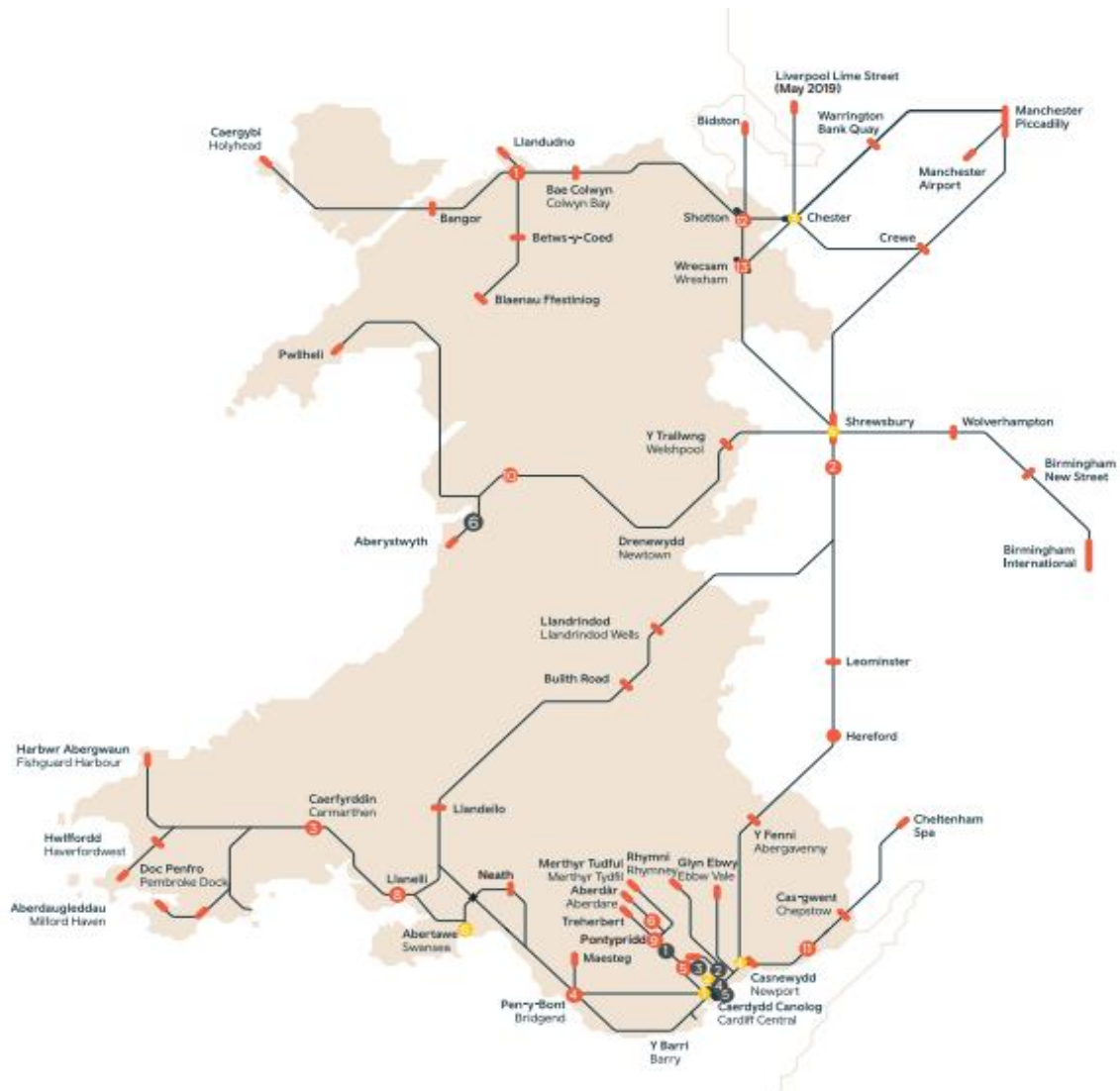
Building on the Case for Investment published in 2018, an ambitious, coherent, and justifiable programme is being developed to enhance our railways including new stations, upgrades of existing stations and routes, our regional Metro developments, and future major strategic corridor developments, outlined 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

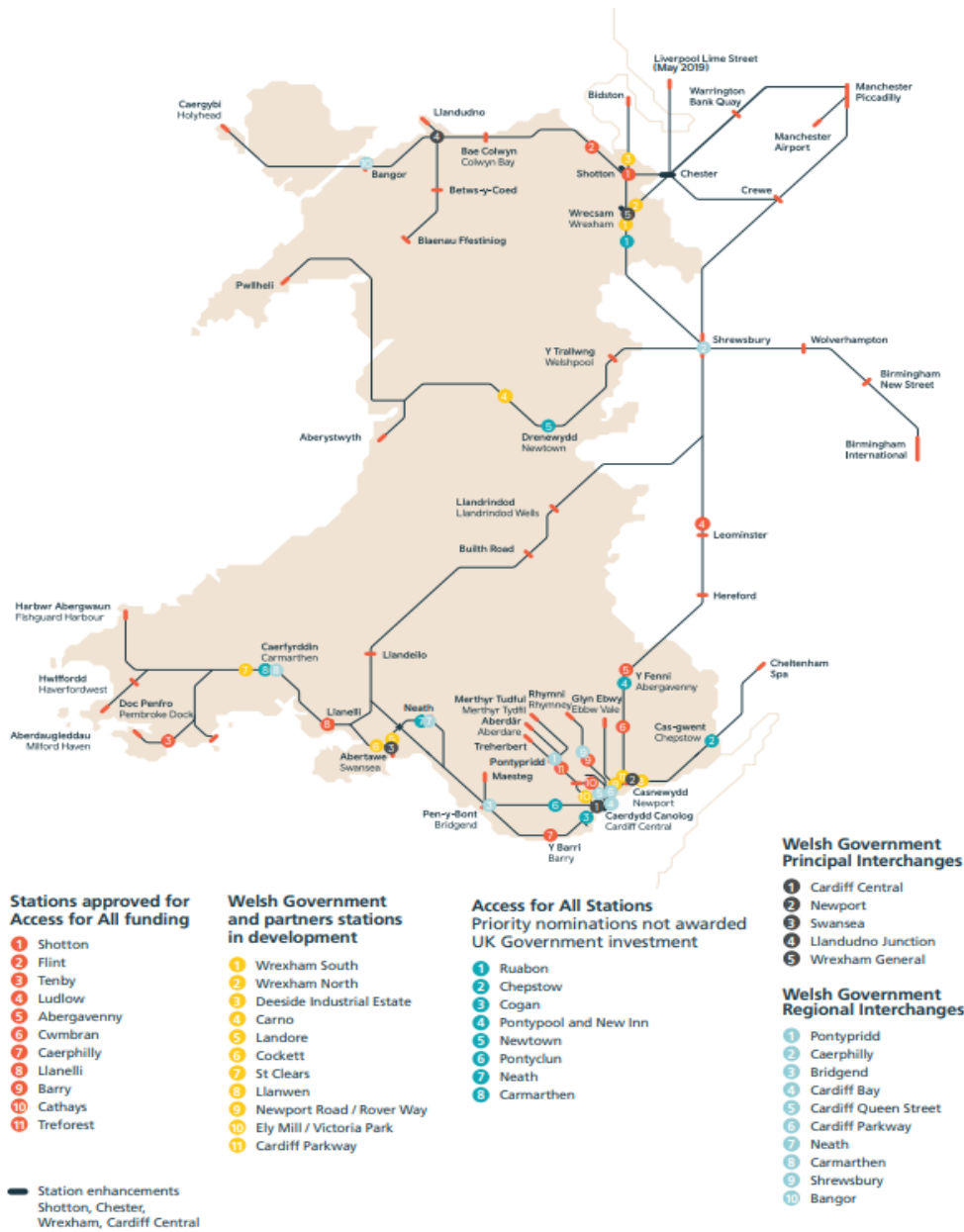
Figure 4-1: Committed Transport for Wales Improvements

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Date

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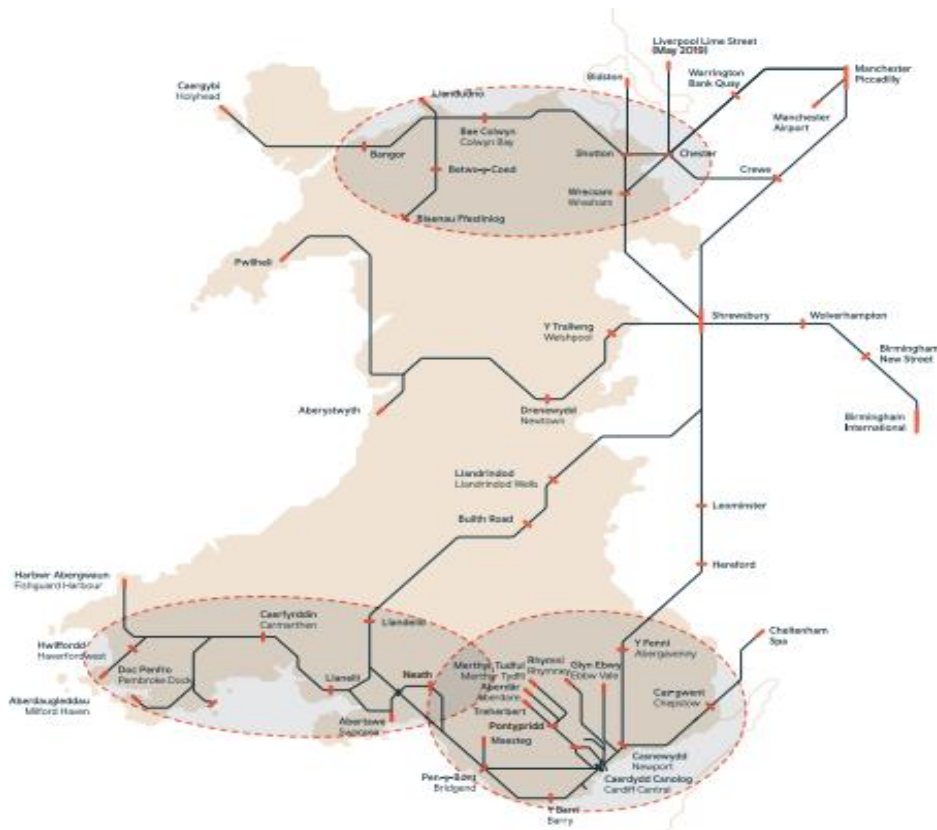
Job number

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Date

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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

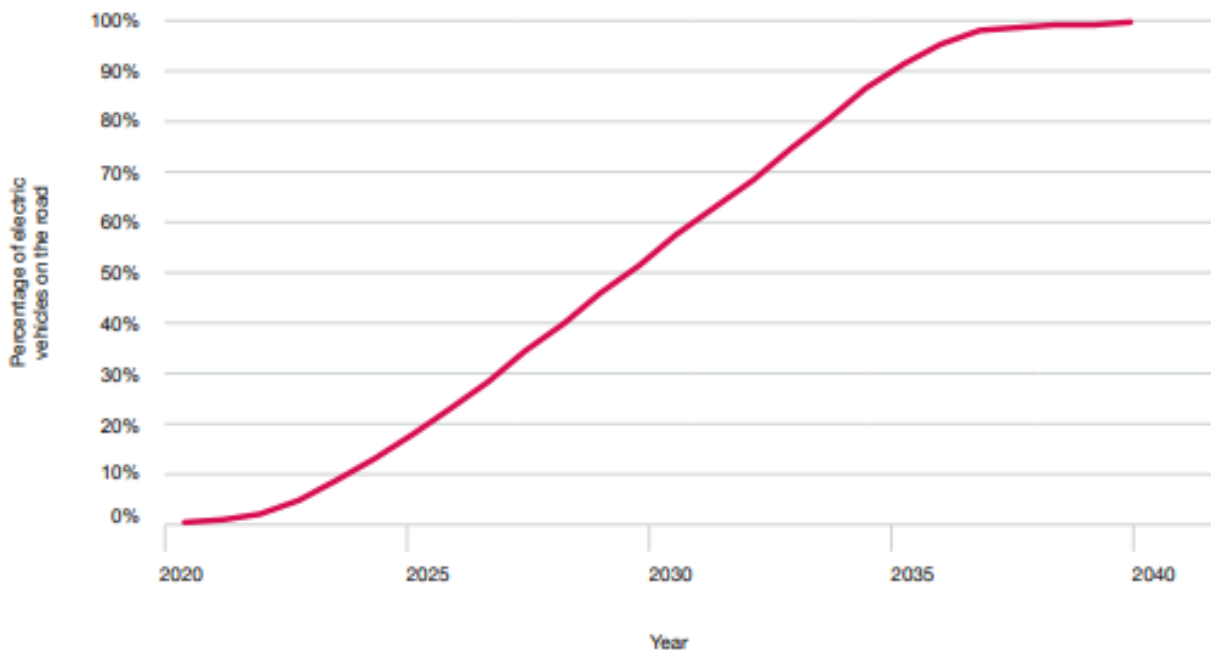


Figure 3-1: Predicted Increase in EV Ownership

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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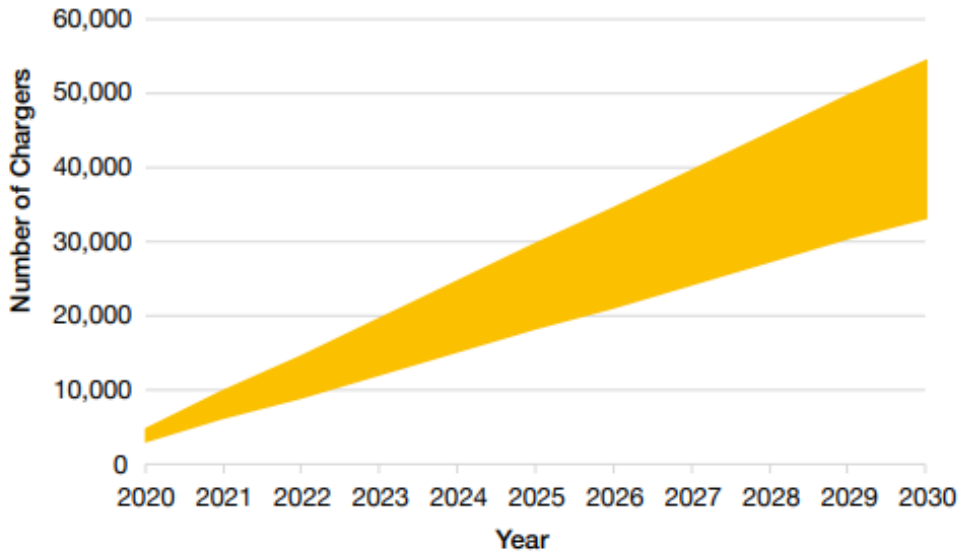


Figure 3-2: Predicted need for fast chargers in Wales until 2030

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.

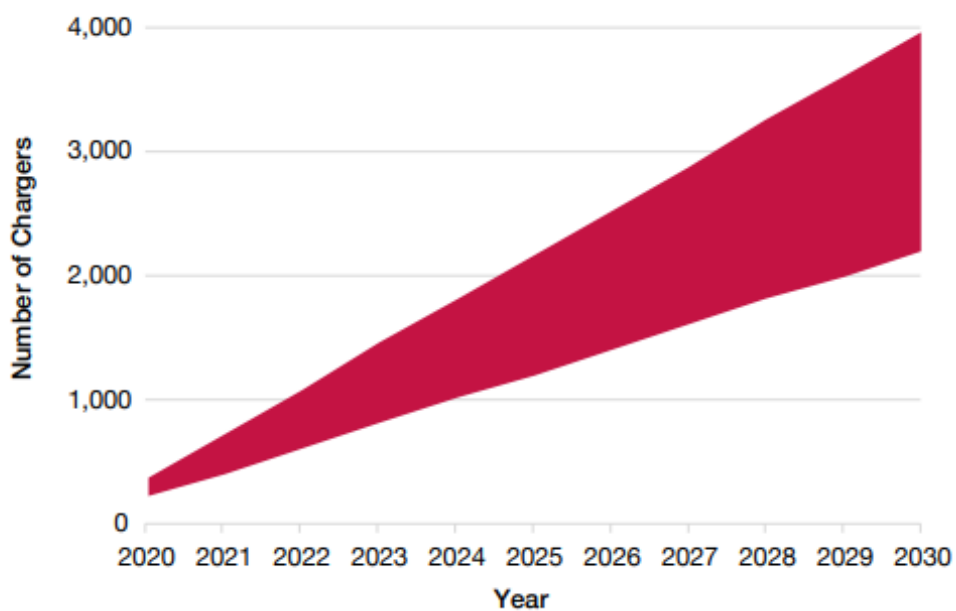


Figure 3-3: Predicted need for rapid chargers in Wales until 2030

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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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Date 10 April 2024

- 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.

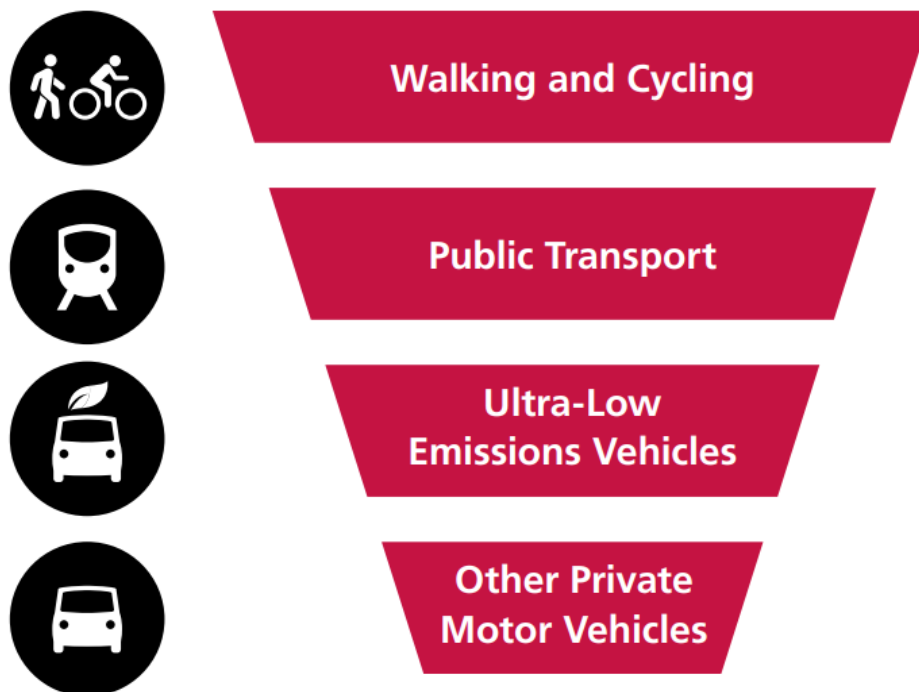


Figure 2-1: Llwybr Newydd Transport Hierarchy

- 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

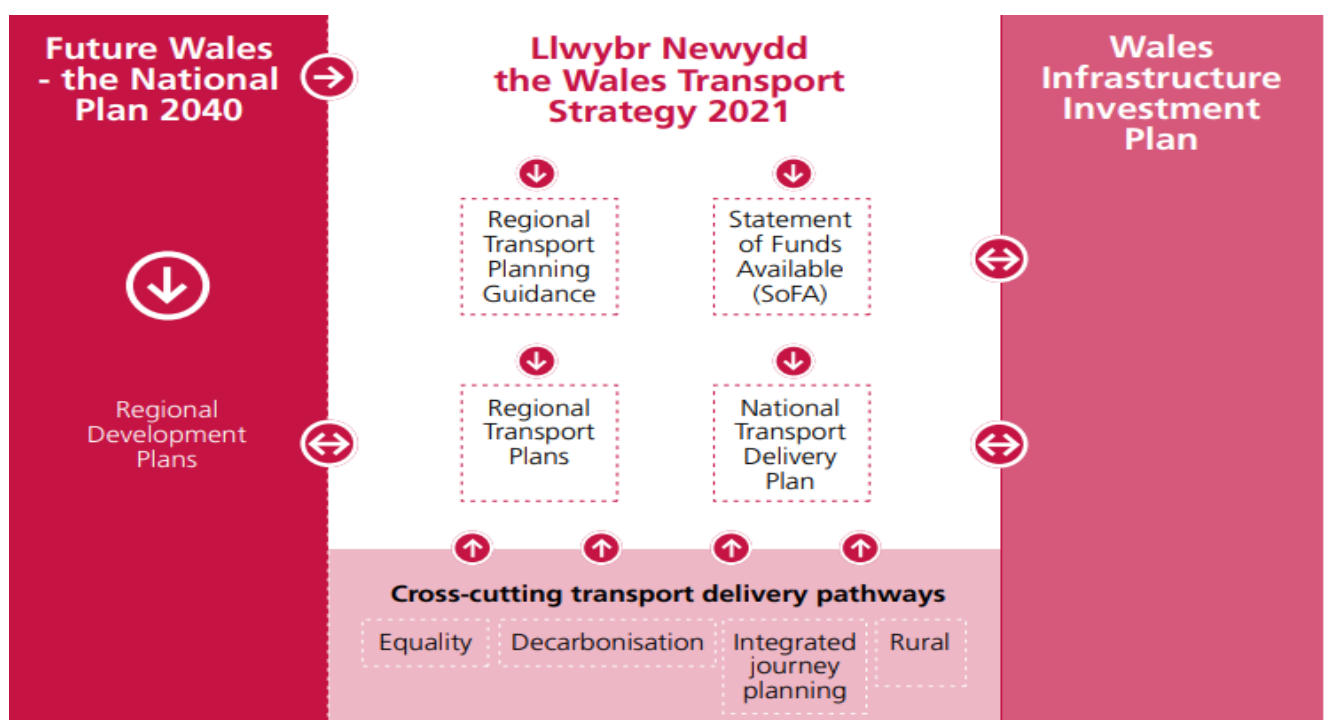


Figure 2-2: Summary of delivery plan.

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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

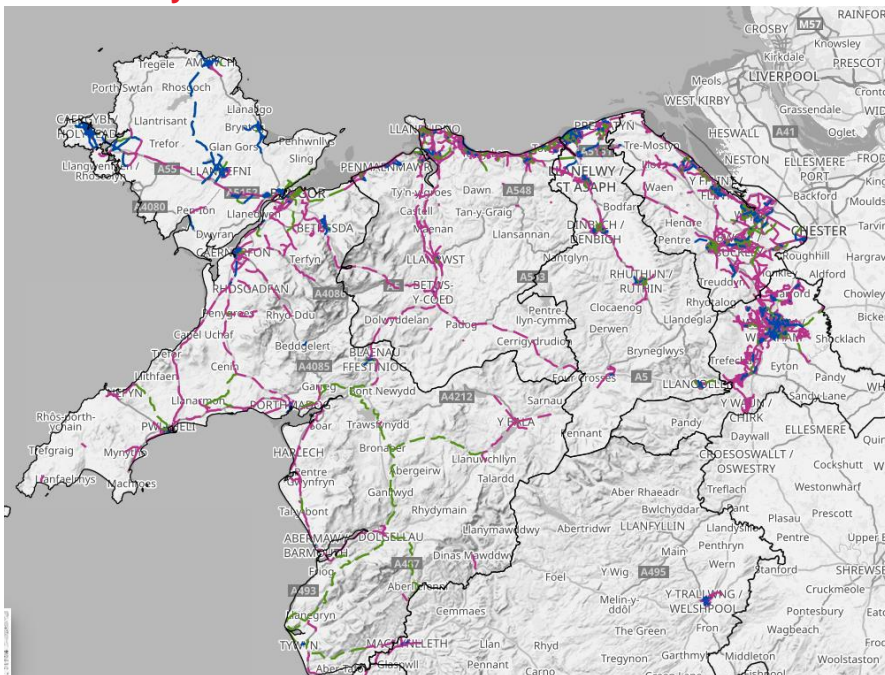
Subject Local Authority's Active Travel Network Maps

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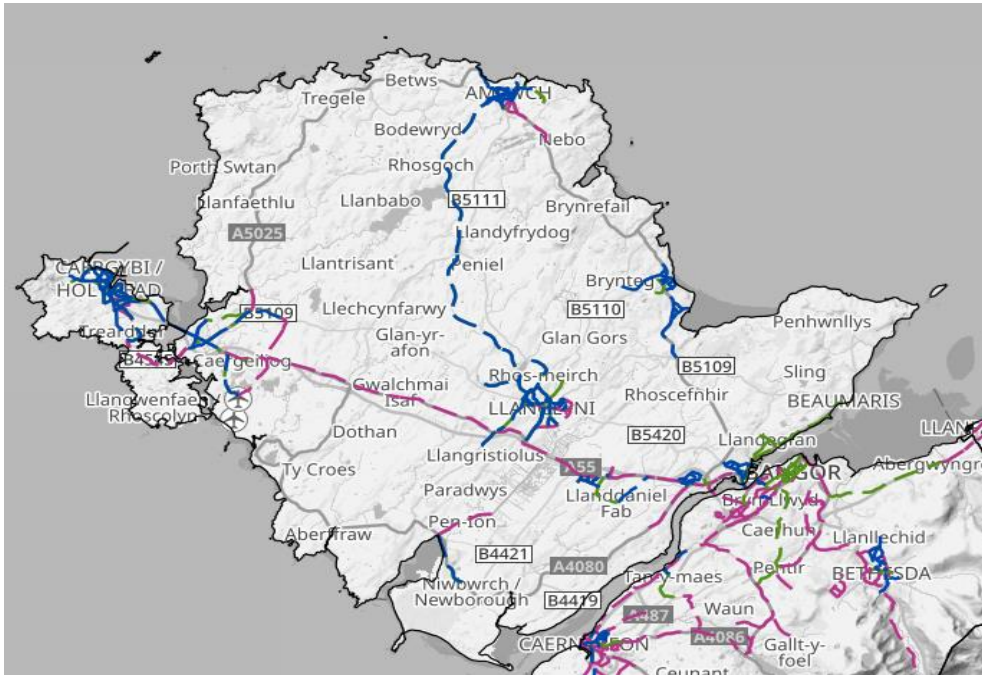
1. Policy Context



2. Anglesey

Type of Route	Total Proposed
Walking	7
Cycling	8
Walking and Cycling	6

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3. Conwy

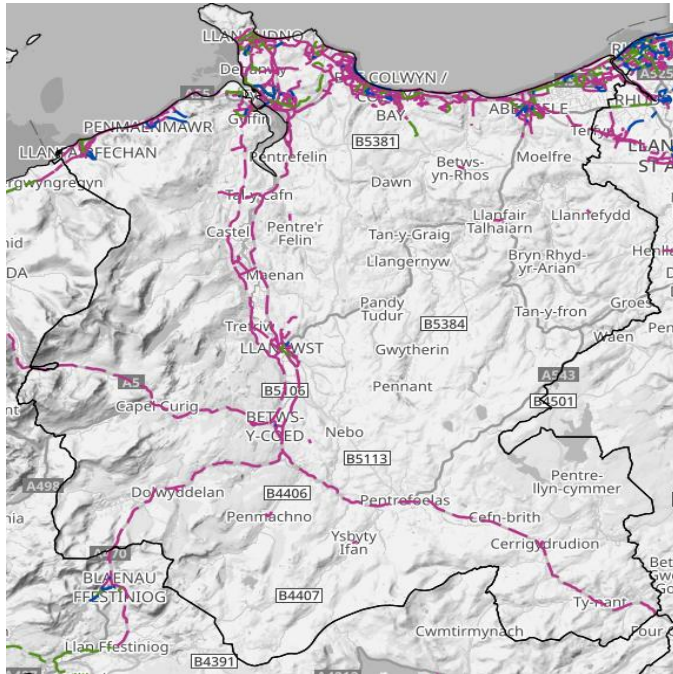
Type of Route	Total Proposed
Walking	16
Cycling	13
Walking and Cycling	22

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4. Denbighshire

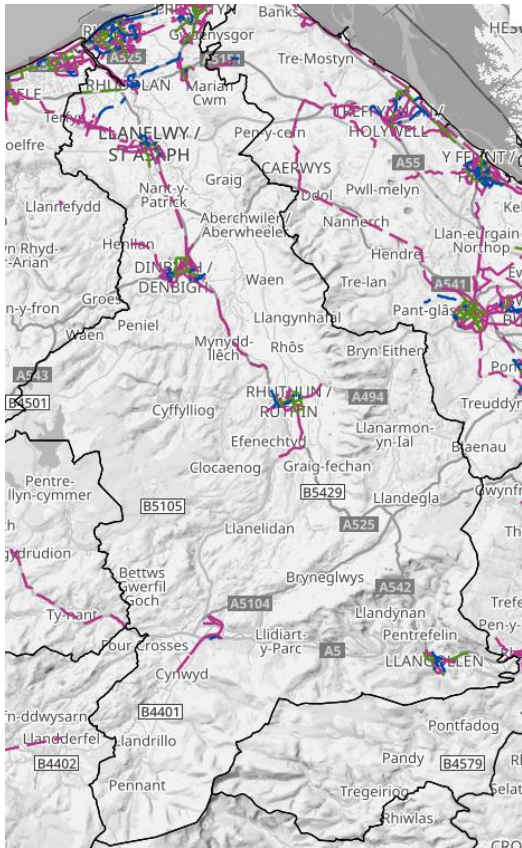
Type of Route	Total Proposed
Walking	11
Cycling	8
Walking and Cycling	11

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Date

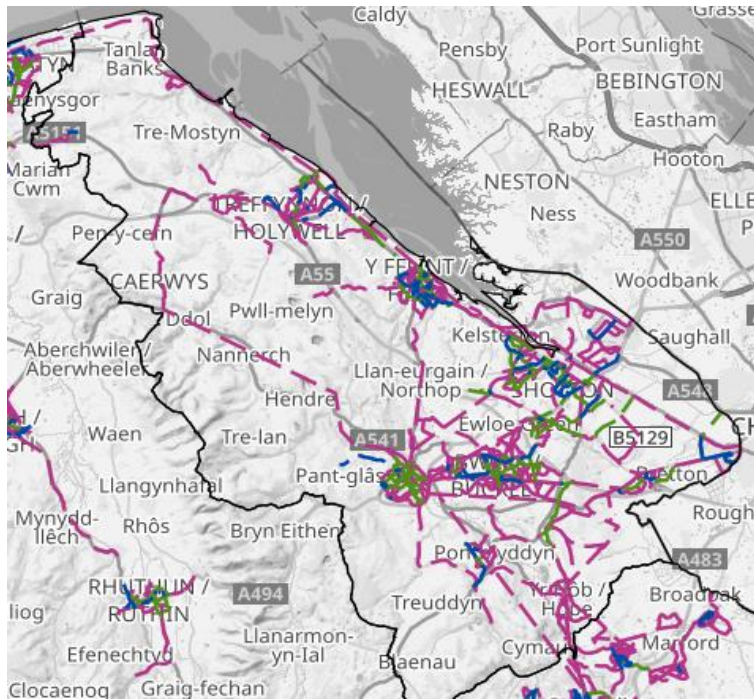
10 April 2024



5. Flintshire

Type of Route	Total Proposed
Walking	13
Cycling	14
Walking and Cycling	19

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6. Gwynedd

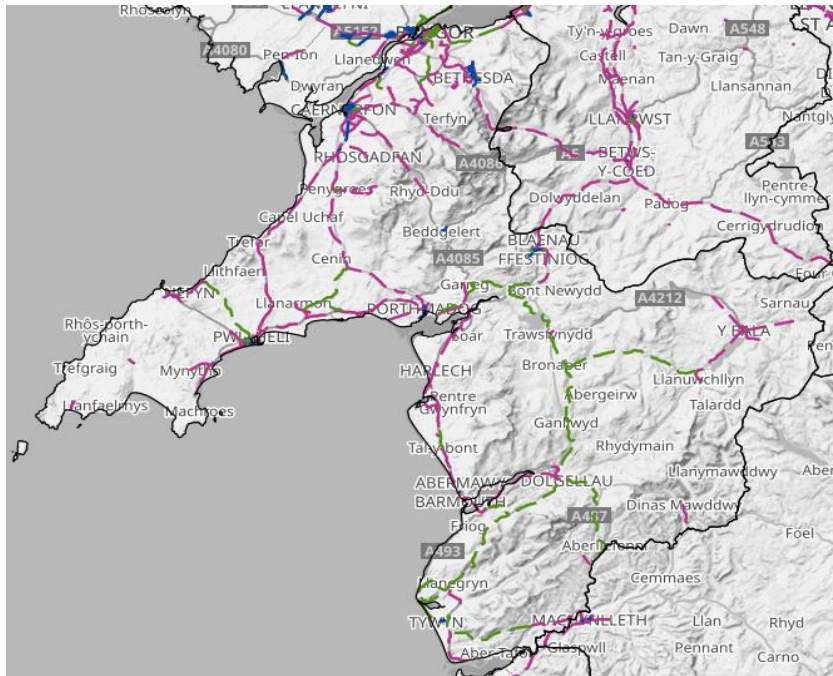
Type of Route	Total Proposed
Walking	27
Cycling	30
Walking and Cycling	

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Date

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7. Wrexham

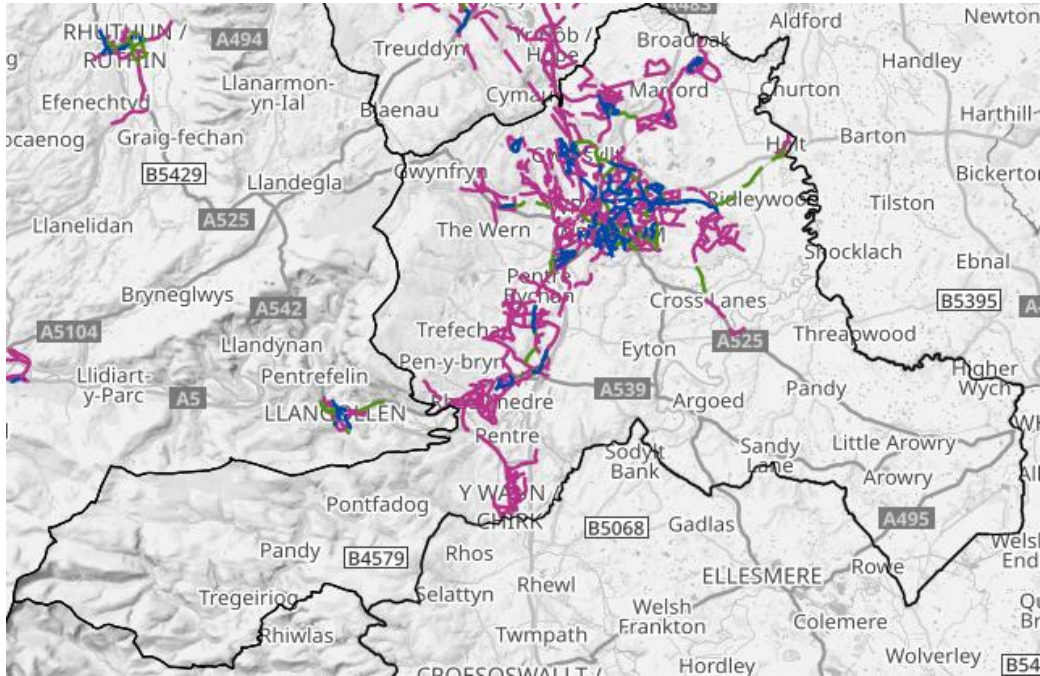
Type of Route	Total Proposed
Walking	15
Cycling	12
Walking and Cycling	24

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	
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	[REDACTED]
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/118112/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/118112/Autumn-Statement-2023.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	
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.

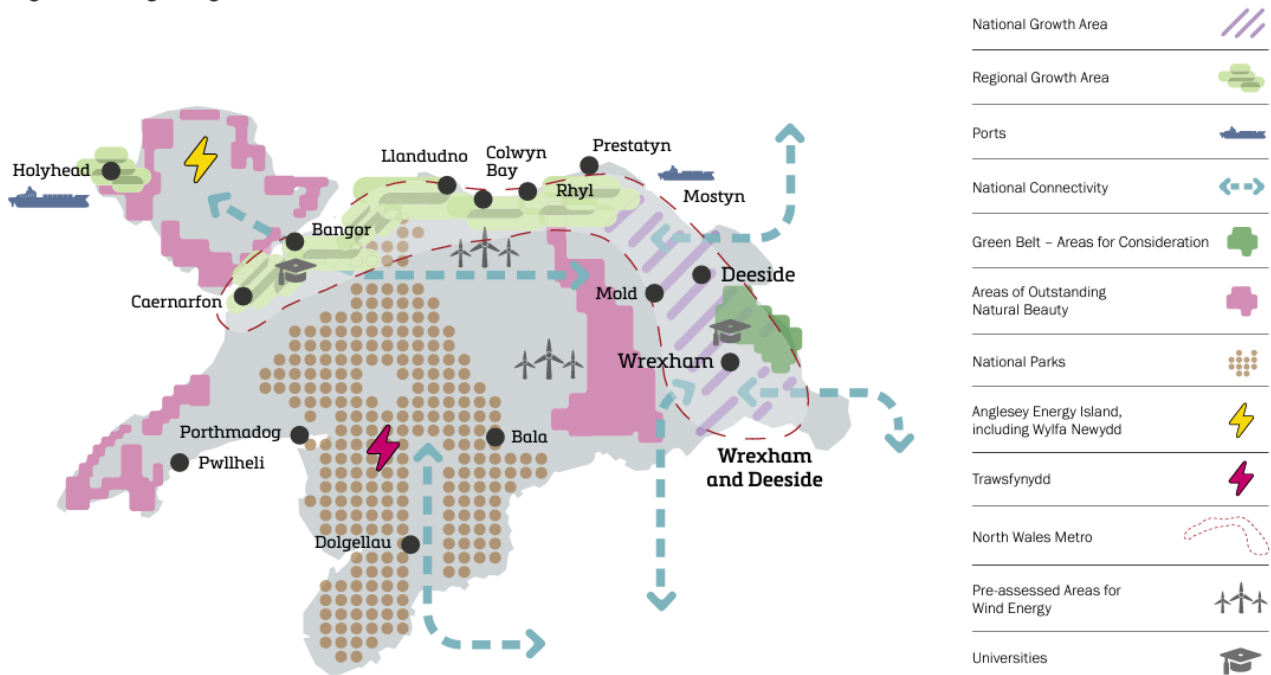
In the context of the emerging RTP, key transport infrastructure/projects which are identified of regional importance include the A55 which extends 87 miles from Holyhead Port to Chester, spanning multiple local authorities. The North Wales Metro is identified as integral to providing national rail connectivity 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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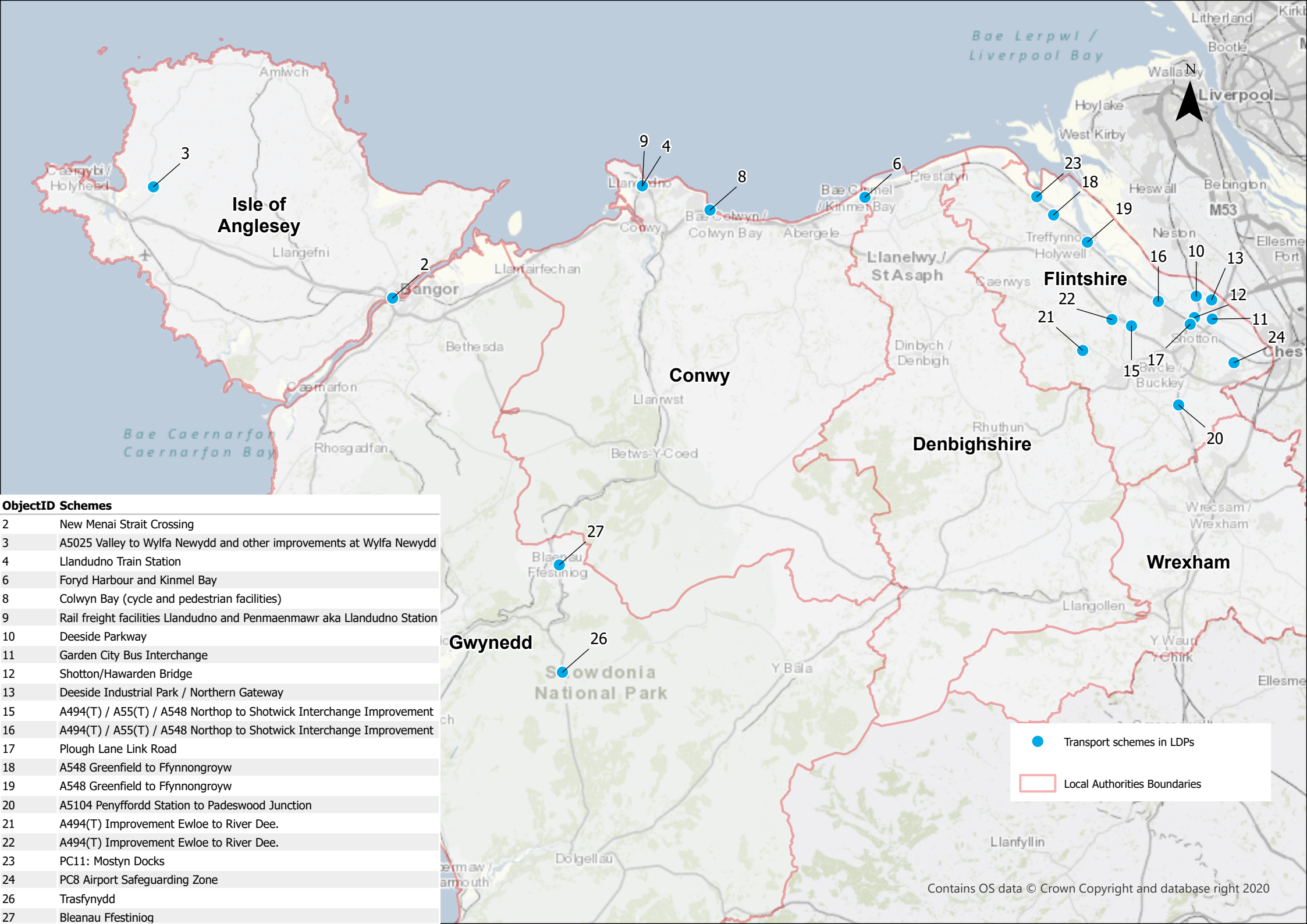
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Allocation Location	Units/Area
Llanberris – Ty Du Road	11
Llanrug – Church Field	10
Llanrug – Rhythallt Road	6
Nefyn – Helyg	19
Nefyn – Former Allotments	10
Penrhyn Deudraeth – Canol Cae	31
Penrhyn Deudraeth – Former Bron Garth Hospital	46
Penrhyn 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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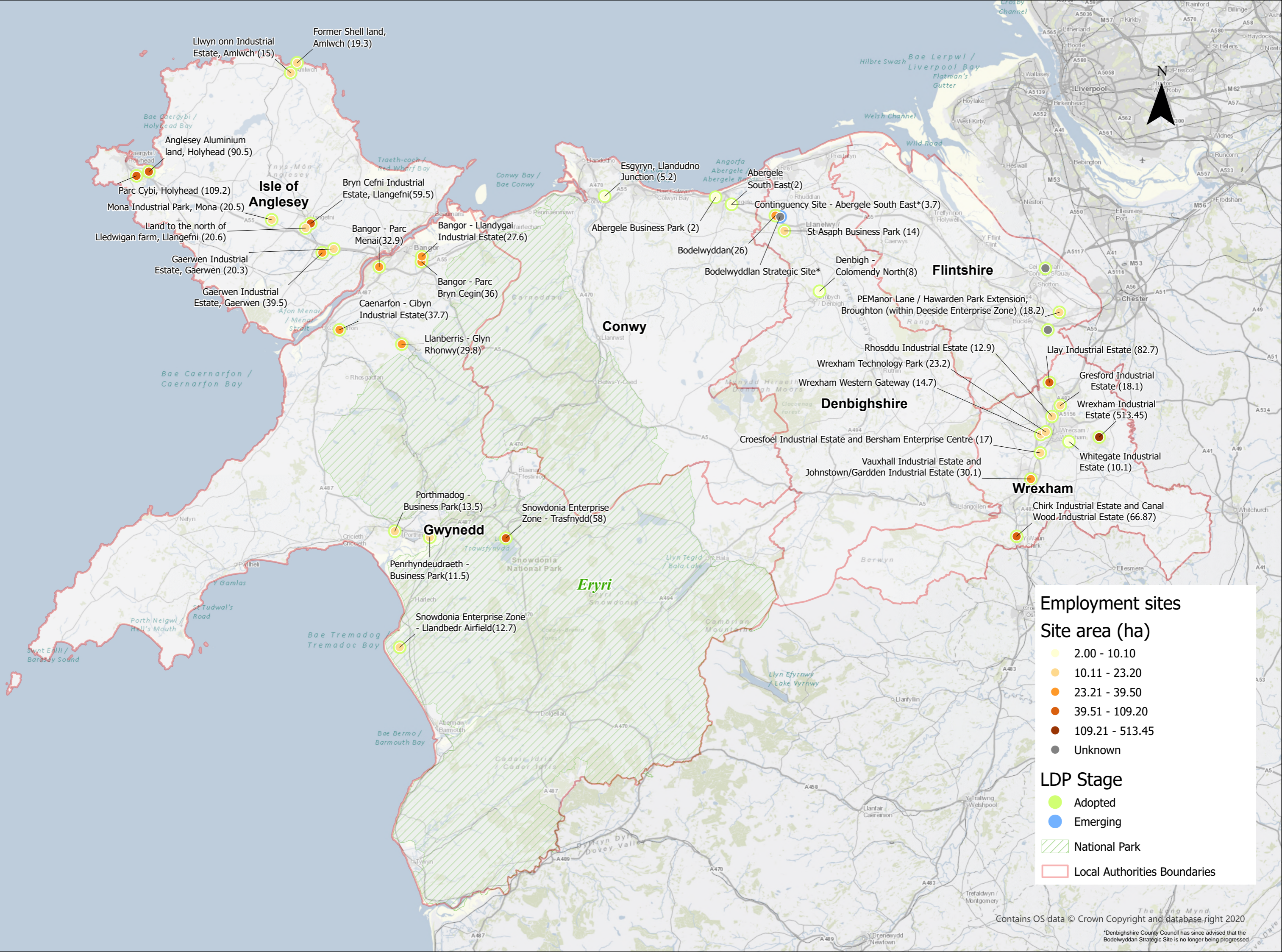
Appendix C – Transport Infrastructure Projects



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)

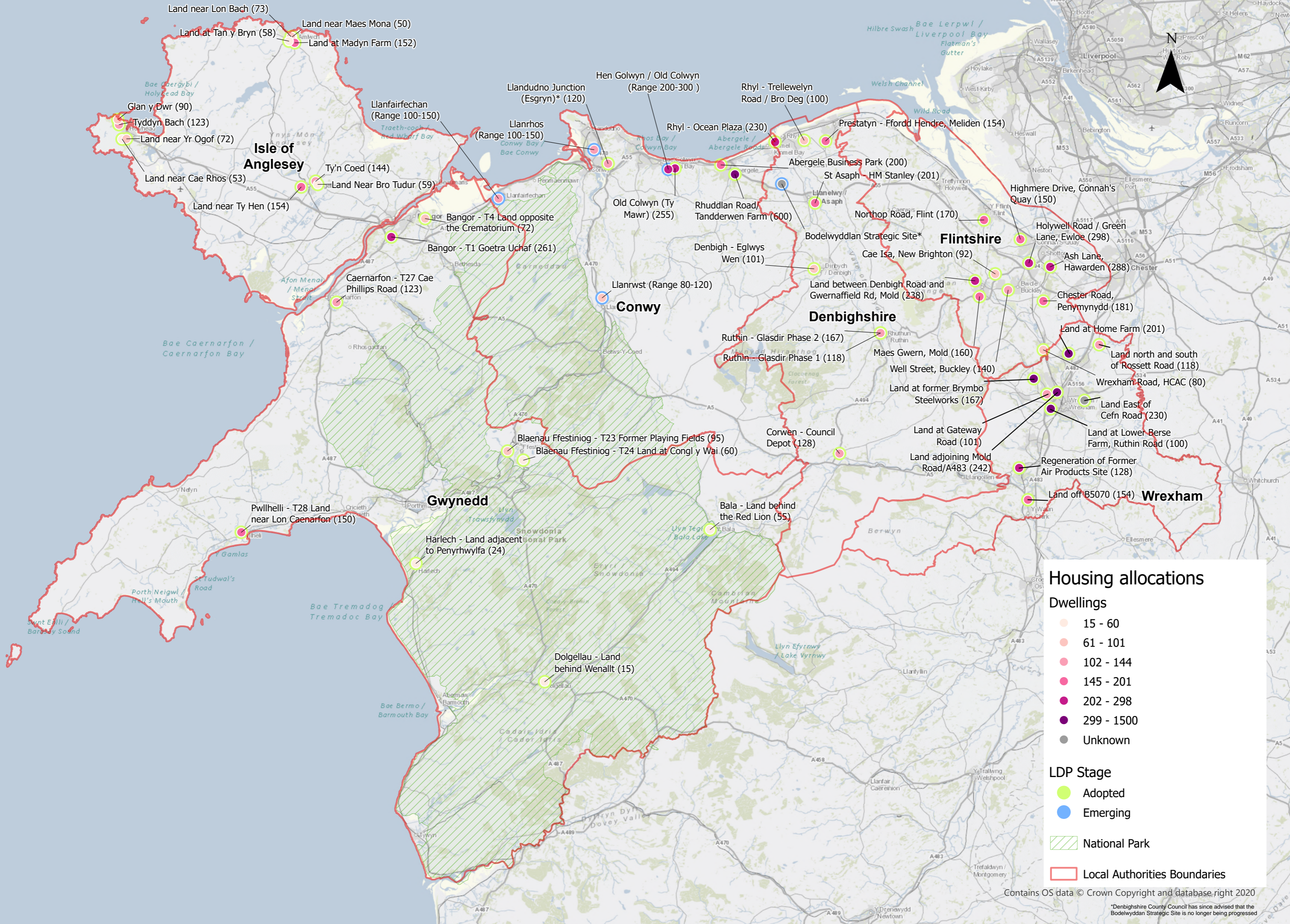
- 2.00 - 10.10
- 10.11 - 23.20
- 23.21 - 39.50
- 39.51 - 109.20
- 109.21 - 513.45
- Unknown

LDP Stage

- Adopted
- Emerging
- National Park
- Local Authorities Boundaries

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Appendix E – Housing Allocations



Land near Lon Bach (73)
 Land near Maes Mona (50)
 Land at Tan y Bryn (58)
 Land at Madyn Farm (152)

Glan y Dwr (90)
 Tyddyn Bach (123)
 Land near Yr Ogof (72)

Isle of Anglesey

Land near Cae Rhos (53)
 Land near Ty Hen (154)
 Ty'n Coed (144)
 Land Near Bro Tudur (59)

Llanfairfechan (Range 100-150)

Llandudno Junction (Esgryn)* (120)
 Hen Golwyn / Old Colwyn (Range 200-300)

Llanrhos (Range 100-150)

Rhyl - Trellewyn Road / Bro Deg (100)

Prestatyn - Ffordd Hendre, Meliden (154)

Rhyl - Ocean Plaza (230)

Abergele Business Park (200)

St Asaph - HM Stanley (201)

Highmere Drive, Connah's Quay (150)

Bangor - T4 Land opposite the Crematorium (72)

Bangor - T1 Goetra Uchaf (261)

Caernarfon - T27 Cae Phillips Road (123)

Old Colwyn (Ty Mawr) (255)

Rhuddlan Road / Tanderwen Farm (600)

Northop Road, Flint (170)

Flintshire

Holywell Road / Green Lane, Ewloe (298)

Ash Lane, Hawarden (288)

Chester Road, Penymynydd (181)

Land at Home Farm (201)

Land north and south of Rossett Road (118)

Wrexham Road, HCAC (80)

Land East of Cefn Road (230)

Land at Lower Berse Farm, Ruthin Road (100)

Regeneration of Former Air Products Site (128)

Land off B5070 (154)

Wrexham

Denbigh - Eglwys Wen (101)

Bodelwyddlan Strategic Site*

Land between Denbigh Road and Gwernaffield Rd, Mold (238)

Denbighshire

Ruthin - Glasdir Phase 2 (167)

Ruthin - Glasdir Phase 1 (118)

Maes Gwern, Mold (160)

Well Street, Buckley (140)

Land at former Brymbo Steelworks (167)

Land at Gateway Road (101)

Land adjoining Mold Road/A483 (242)

Corwen - Council Depot (128)

Bala - Land behind the Red Lion (55)

Blaenau Ffestiniog - T23 Former Playing Fields (95)

Blaenau Ffestiniog - T24 Land at Congl y Wai (60)

Gwynedd

Pwllheli - T28 Land near Lon Caernarfon (150)

Harlech - Land adjacent to Penyrhwylfa (24)

Dolgellau - Land behind Wenallt (15)

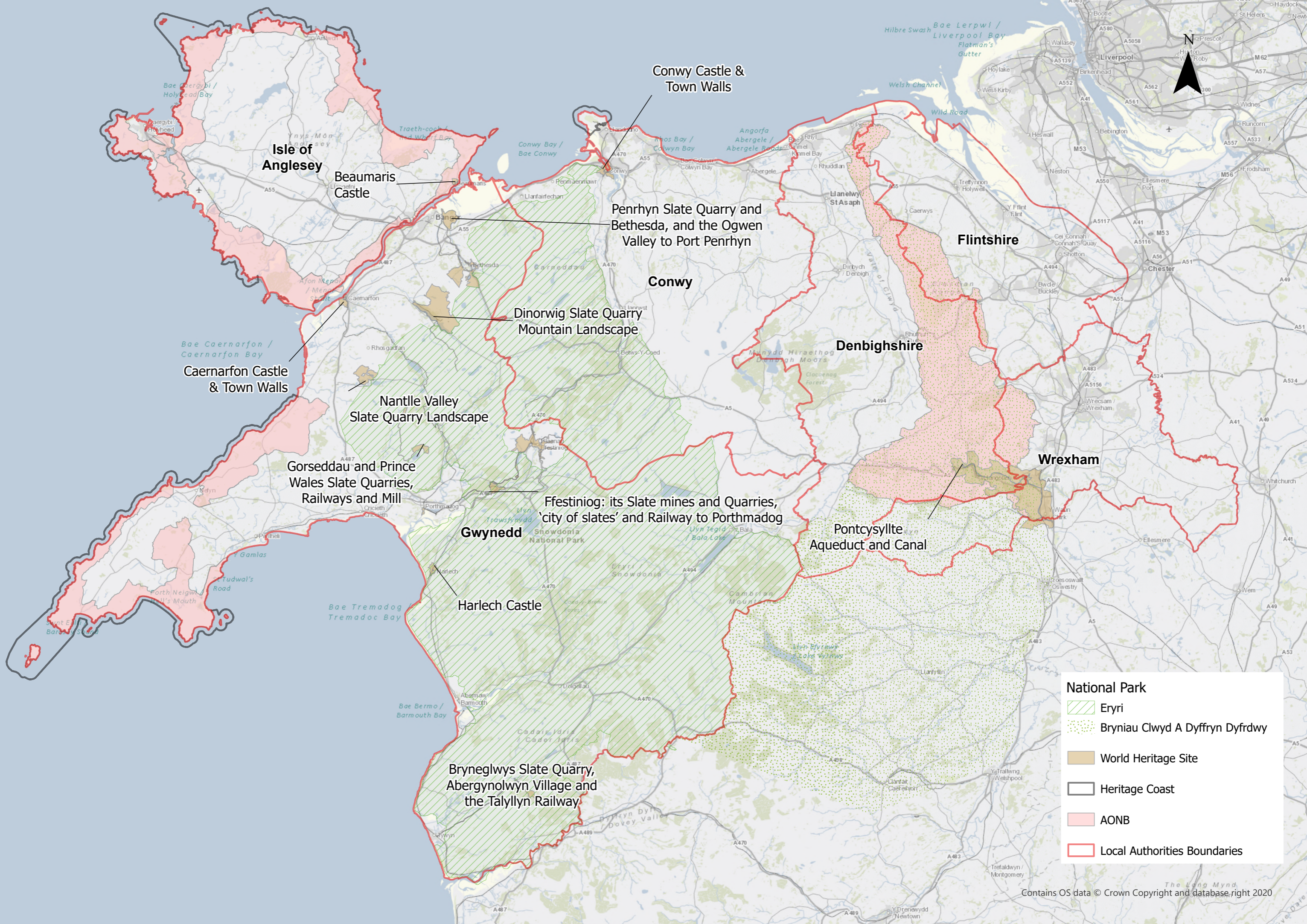
*Denbighshire County Council has since advised that the Bodelwyddan Strategic Site is no longer being progressed

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Appendix F – Retail Centres

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Appendix G – Environmental Designations



Isle of Anglesey

Beaumaris Castle

Conwy Castle & Town Walls

Penrhyn Slate Quarry and Bethesda, and the Ogwen Valley to Port Penrhyn

Flintshire

Conwy

Dinorwig Slate Quarry Mountain Landscape

Denbighshire

Caernarfon Castle & Town Walls

Nantlle Valley Slate Quarry Landscape

Gorseddau and Prince Wales Slate Quarries, Railways and Mill

Ffestiniog: its Slate mines and Quarries, 'city of slates' and Railway to Porthmadog

Wrexham



Gwynedd

Pontcysyllte Aqueduct and Canal


Harlech Castle

Bryneglwys Slate Quarry, Abergynolwyn Village and the Talylyn Railway


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.

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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

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- 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.

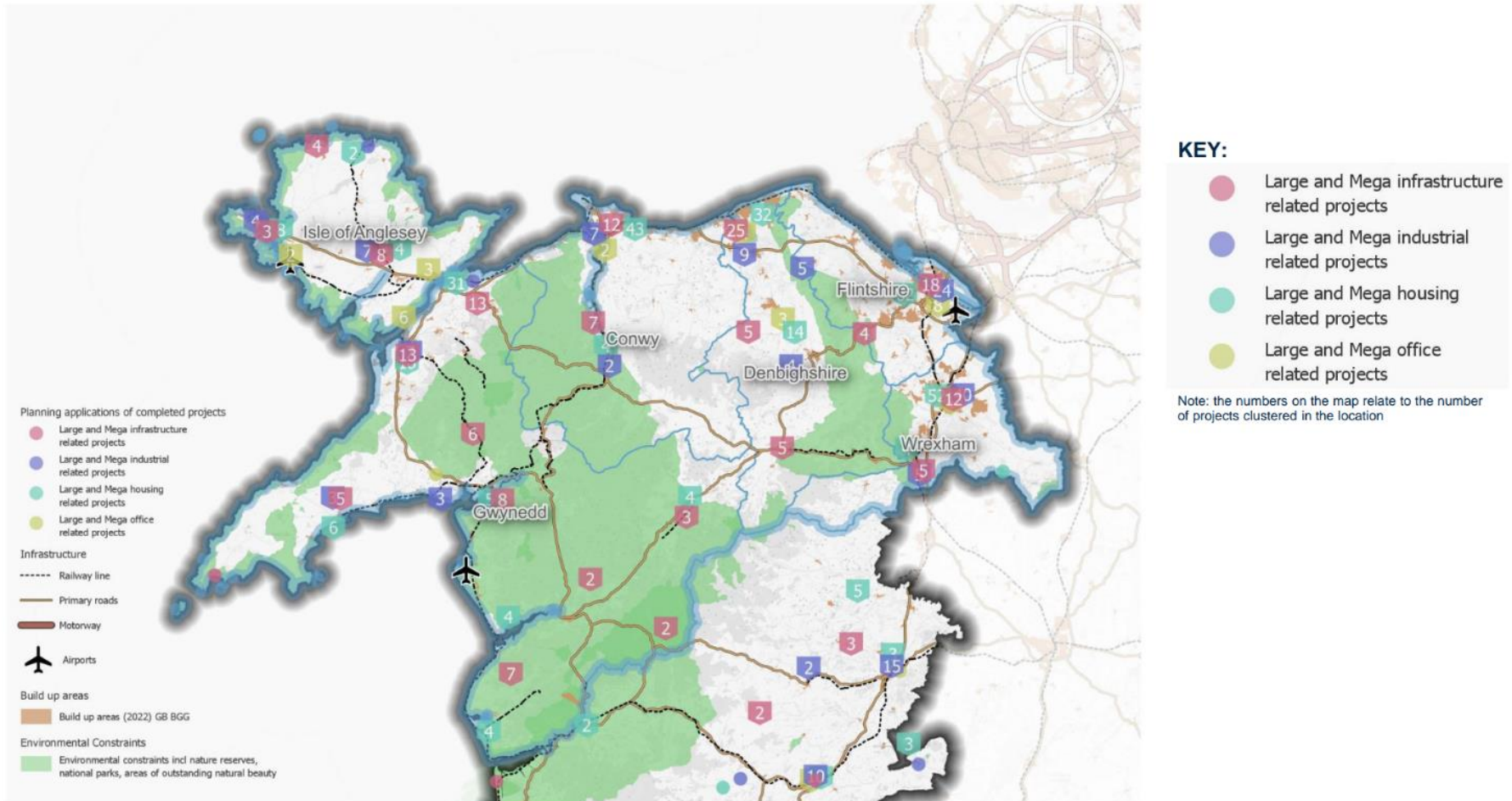
There has been a scattering of infrastructure projects completed along the coastline in Anglesey. This includes a mega project involving the decommissioning program at the 10 Magnox sites. There has also been airport related projects at the RAF Valley and enabling work at Wylfa Power Station. Many of 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.

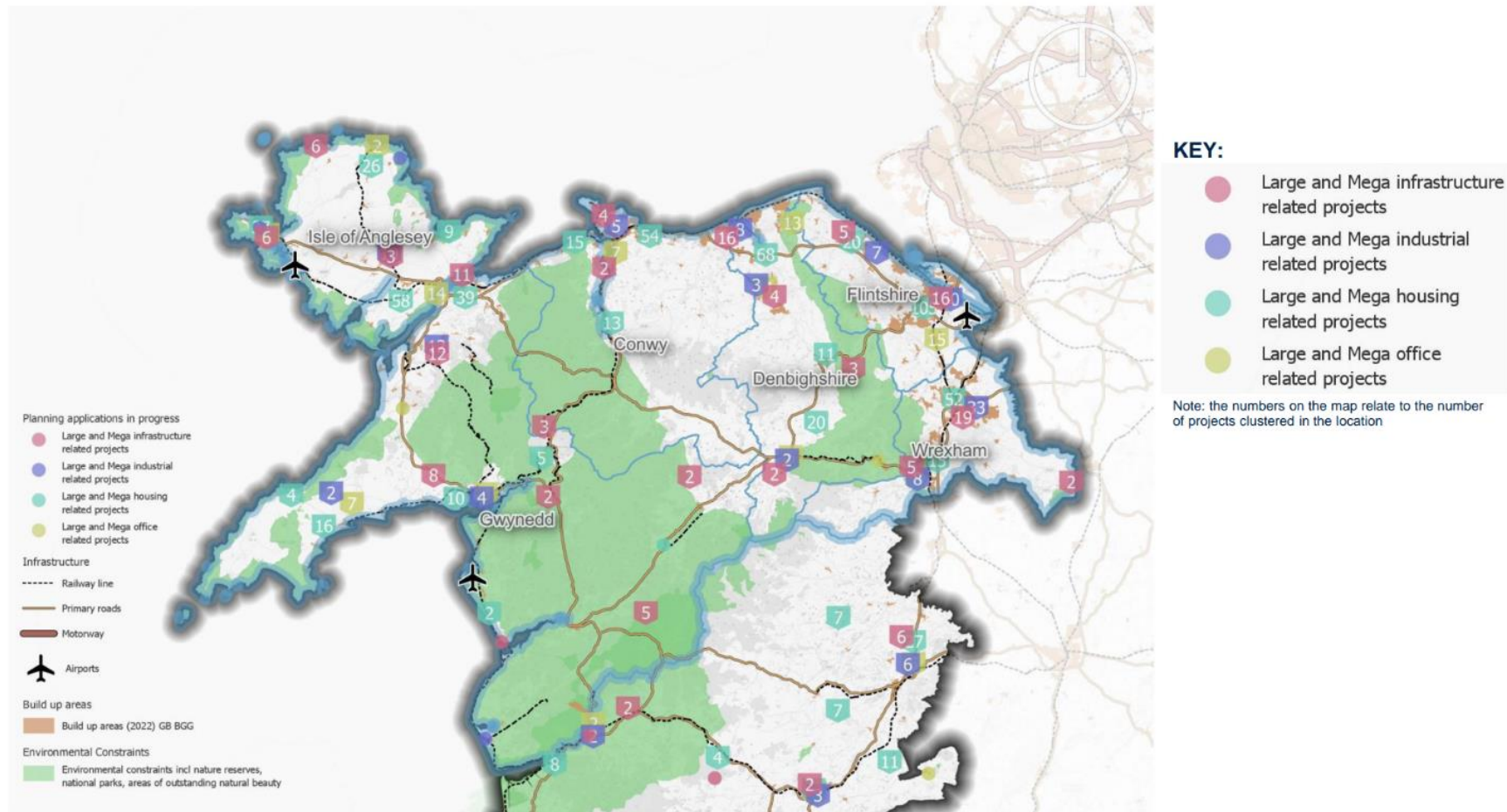
Many of these were Hydro Electric projects and waste transfer stations. Gwynedd has also had several large solar farms built in recent years. There have been a number of new and refurbishment projects completed at Trawsfynydd Nuclear Power Station. There is a pre-planning application for a new train 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	
cc	
Prepared by	[REDACTED]
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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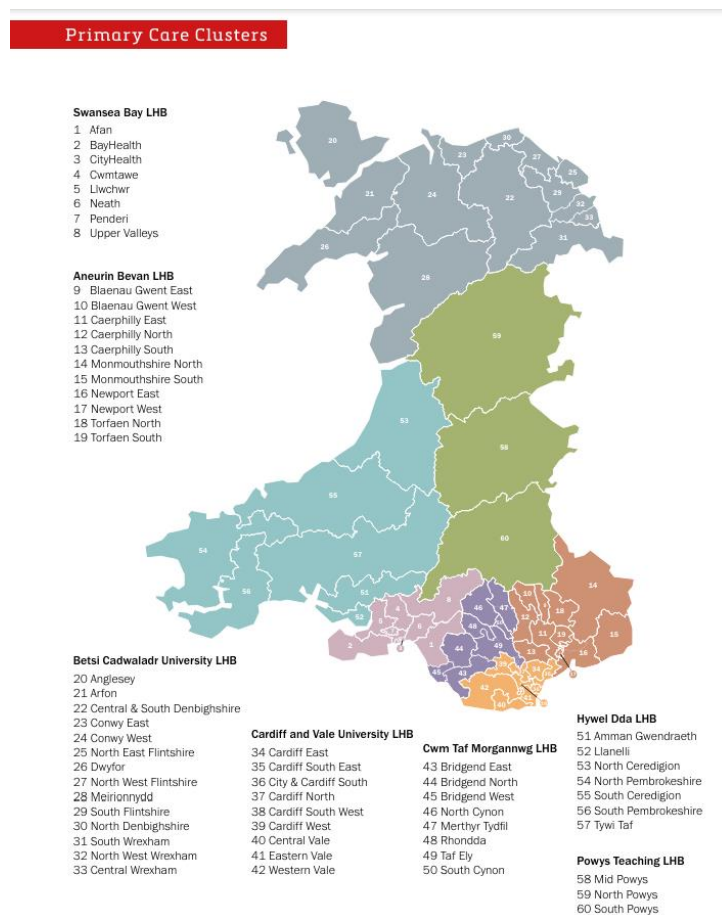


Figure 1: Primary Care Clusters in Wales

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



Cynllun Trafnidiaeth Rhanbarthol Gogledd Cymru

Yr Achos Dros Newid Atodiad 3 - Cynllun Ymgysylltu â Rhanddeiliaid (Drafft)





Achos dros Newid

Atodiad 3

Cynllun Ymgysylltu â Rhanddeiliaid

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1. CYFLWYNIAD

1.1 Pwrpas y Cynllun Ymgysylltu

Comisiynwyd Arup gan Gyd-bwyllgor Corfforedig y Gogledd (CBC y Gogledd) i gefnogi datblygiad ei Gynllun Trafnidiaeth Rhanbarthol (CTRh), sy'n cyd-fynd â gweledigaethau cyffredin ac amcanion blaenoriaeth Llwybr Newydd, Strategaeth Trafnidiaeth Cymru.

Yn unol â' chanllawiau'r CTRh¹, mae'n rhaid paratoi Cynllun Ymgysylltu i gefnogi'r CTRh i ddangos pwyydd yn rhan o ddatblygu'r CTRh, sut y byddant yn cymryd rhan, ac unrhyw fanylion am weithgareddau ymgysylltu â rhan-ddeiliaid ac ymgynghori â'r cyhoedd.

Pwrpas y Cynllun Ymgysylltu â Rhan-ddeiliaid gweithiol hwn yw nodi'r cerrig milltir ymgysylltu ac ymgynghori a'r amserlenni arfaethedig ar gyfer CTRh CBC y Gogledd, gan gynnwys adnabod rhan-ddeiliaid allweddol a pha weithgareddau a wneir yn ystod pob cam. Mae'r cynllun yn ddogfen fyw a bydd yn cael ei monitro a'i diweddarau'n barhaus hyd nes cwblheir y CTRh.

Paratowyd y Cynllun Ymgysylltu drafft hwn i CBC y Gogledd ystyried a phenderfynu ar ei ddull gweithredu, a fydd yn arwain at y wybodaeth ddiweddaraf yn barod ar gyfer gweithredu trefniadau ymgysylltu yn y dyfodol.

Fe'i cymeradwywyd yn ei ffurf drafft yn Is-bwyllgor Trafnidiaeth y CBC a gynhaliwyd ar 1 Hydref 2024 ac fe'i cyflwynwyd i'w gymeradwyo'n llawn gan yr un Pwyllgor ar 16 Rhagfyr 2024. Mae'r Cynllun hwn wedi bod yn ddogfen weithio fyw, a bydd yn sail i'r holl weithgareddau ymgysylltu ac ymgynghori sy'n gysylltiedig â'r CTRh.

1.2 Dull Gweithio wedi'i Arwain gan Ymgysylltu

O ystyried yr ystod eang o faterion a buddiannau sy'n gysylltiedig â'r CTRh, bydd ymgysylltu â rhan-ddeiliaid ac ymgynghori â'r cyhoedd yn hanfodol i'w ddatblygiad a'i weithredu'n llwyddiannus.

Nod y Cynllun Ymgysylltu hwn yw helpu i gynnwys yr holl ran-ddeiliaid perthnasol ac unigolion a sefydliadau sydd â diddordeb, i gael eu barn a'u cefnogaeth yn natblygiad y CTRh.

Drwy'r Achos dros Newid a'r Cynllun Ymgysylltu hwn, mae nifer o unigolion a sefydliadau wedi cael eu hadnabod fel rhan-ddeiliaid allweddol ar gyfer y CTRh, ac mae'r Cynllun hwn yn nodi sut y byddwn yn cyfathrebu â hwy yn unol â'u hanghenion a'u gofynion.

Mae'r Cynllun Ymgysylltu hwn hefyd yn amlinellu sut y byddwn yn ymgysylltu i helpu i sicrhau bod pob grŵp o bobl gan gynnwys grwpiau anodd eu cyrraedd yn cael y cyfle i gymryd rhan, a fydd yn helpu i gynnwys cynrychiolwyr cymdeithas, diwylliant, economi ac amgylchedd Gogledd Cymru, a thu hwnt. Byddwn yn cyflawni hyn drwy gyfuniad o:

- Grŵp craidd o ran-ddeiliaid allweddol yn goruchwyllo'r gwaith o gyflawni'r Cynllun yn llwyddiannus;
- Cyfarfodydd penodol i drafod materion a chyfleoedd pwnc penodol gydag aelodau'r grŵp rhan-ddeiliaid allweddol;
- Sesiynau briffio a gweithdai rhan-ddeiliaid, i gynnwys ystod ehangach o unigolion a sefydliadau sy'n cynrychioli ystod eang o ddiddordebau sy'n berthnasol i'r Cynllun; ac
- Ymgynghoriad cyhoeddus i gynnwys y gymuned ehangach a grwpiau anodd eu cyrraedd a allai gael eu heffeithio gan ganlyniadau posibl y CTRh.

¹ <https://www.gov.wales/sites/default/files/publications/2023-07/guidance-to-corporate-joint-committees-on-regional-transport-plans-2023.docx>



Darperir manylion mapio rhan-ddeiliaid yn adran 3 y Cynllun hwn, ac mae'r dull ymgysylltu ac ymgynghori wedi'i nodi yn adran 4 y Cynllun hwn.

Mae'n galonogol gweld enghreifftiau o gydweithio a chyfranogiad rhanbarthol gyda'r nod cyffredin o wella llesiant y rhanbarth trwy fentrau cyffredol. Fel mae Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015 yn ei annog, byddwn yn ceisio cydweithio a chynnwys y grwpiau hynny ymhellach i ddatblygu dealltwriaeth hyd yn oed yn well o faterion, cyfleoedd ac anghenion rhanbarthol ac isranbarthol, er mwyn helpu i ychwanegu gwerth a sicrhau ymrwymiad i'r cynigion o fewn y CTRh a sicrhau bod y pum ffordd o weithio wedi'u hymgorffori ym mhopeth a wnawn.

Mae CBC y Gogledd yn cynnig cyfle i awdurdodau lleol gydweithio ar raddfa ofodol ranbarthol strategol. Er y bydd buddiannau lleol ar waith, dylai'r CTRh helpu swyddogion ac aelodau lleol i ddatblygu ac ymrwymo i weledigaeth ac amcanion rhanbarthol a rennir ar gyfer trafndiaeth, gan groesi ffiniau gweinyddol.

Rydym yn bwriadu uno'r grŵp rhan-ddeiliaid amrywiol gyda set gyffredin o werthoedd, gweledigaeth ac amcanion ymlaen llaw, yr ydym i gyd yn gweithio iddynt ac yn cyfeirio'n ôl atynt drwy gydol y broses os a phryd y bydd barn groes.

Trwy ganolbwyntio sylw mwy ar y darlun ehangach a llai ar y llwybr i gyrraedd yno, mae'r siawns o gael eiriolaeth yn llwyddiannus yn cynyddu'n fawr. Yn ogystal, bydd y dull hwn yn sicrhau bod Deddf Llesiant Cenedlaethau'r Dyfodol yn cael ystyriaeth drwy gydol y broses mewn perthynas â'i ffordd o weithio.

Ystyrir bod ymddygiadau cydweithio yn elfen hanfodol ar gyfer canlyniadau llwyddiannus y CTRh ac felly cytunir ar ddull o weithio ar y cyd, ynghyd ag ymddygiadau cydweithio positif mwy penodol a phendant sy'n adeiladu ar gylch gorchwyl Cydbwyllgor Corfforedig y Gogledd.

Dylid nodi nad ydym yn diffinio 'cydweithio' fel undod neu gytundeb, ond y gwerth unigryw a grëir trwy ddod â safbwyntiau a barnau gwahanol at ei gilydd i greu trafodaeth, rhannu gwybodaeth a gwell dealltwriaeth, gyda chanlyniad terfynol unigryw sy'n crynhoi'r mewnbwn amrywiol hwn.

Felly, byddwn yn cynnwys rhan-ddeiliaid wrth gytuno ar weledigaeth ac amcanion ar gyfer y CTRh a fydd yn dylanwadu ar yr ymyraethau posibl y gellid eu datblygu yn unol â hynny. Bydd hyn yn helpu i ymrwymo'n gynnar i gamau paratoi'r CTRh a'r camau gweithredu diweddarach.

Datblygwyd y weledigaeth ddrafft, amcanion SMART² a themâu trawsbynciol ar gyfer y CTRh ar y cyd rhwng y CBC, ei aelodau, Trafnidiaeth Cymru a Llywodraeth Cymru. Fe'u cyflwynir isod fel pwyntiau cyfeirio allweddol wrth fynd ati i ymgysylltu â rhan-ddeiliaid.

1.3 Gweledigaeth, Amcanion a Themâu Trawsbynciol

Datganiad Gweledigaeth CTRh Gogledd Cymru yw:

Bydd gan Ogledd Cymru rwydwaith trafndiaeth integredig sy'n ddiogel, cynaliadwy, fforddiadwy, gwydn ac effeithiol sy'n cefnogi twf economaidd, ffyniant a lles.

Yn wreiddiol, roedd Achos Dros Newid CTRh Gogledd Cymru yn gosod 15 amcan sy'n helpu i danategu'r weledigaeth honno, ac y mae Llywodraeth Cymru wedi'u hystyried ac wedi awgrymu gwelliannau gyda chymorth gan Trafnidiaeth Cymru. Mae'r rhain wedi llywio datblygiad pedwar o amcanion SMART allweddol, sy'n sefydlu targedau ac yn helpu i sicrhau cysondeb rhwng y CTRh a blaenoriaethau / nodau llesiant Llwybr Newydd at ddibenion arfarnu trafndiaeth, fel sy'n ofynnol gan y Canllawiau CTRh (a ystyrir ymhellach yn adran 2 y Cynllun hwn).

²Penodol, Mesuradwy, Cyraeddadwy, Perthnasol ac Amserol



Mae amcanion drafft SMART CTRh Gogledd Cymru wedi'u hamlinellu isod.

1. **Gwella cysylltedd digidol a gwasanaethau lleol:** Byddwn yn galluogi 30% neu fwy o bobl yng Ngogledd Cymru i weithio o bell erbyn 2030 trwy gynllunio defnydd tir yn well a gwella cysylltedd digidol, a ddylai leihau'r angen cyffredinol i deithio a galluogi teithiau byrrach sy'n fwy addas ar gyfer dulliau cynaliadwy.
2. **Gwell hygyrchedd a dewis o drafndiaeth:** Byddwn yn datblygu isadeiledd a gwasanaethau sy'n rhoi dewis i bobl ynghylch sut maen nhw'n teithio ar gyfer pob taith, ac yn cefnogi twf economaidd cynaliadwy drwy wella mynediad i aneddleoedd allweddol, cyflogaeth, safleoedd addysgol ac atyniadau twristiaeth. Dylid gwella hygyrchedd pob atyniad taith allweddol, gan gefnogi'r targed rhannu modd cenedlaethol o 45% o deithiau i'w gwneud trwy gerdded, beicio a thrafnidiaeth gyhoeddus erbyn 2040.
3. **Galluogi datgarboneiddio drwy newid i fflyd dim allyriadau:** Byddwn yn datblygu isadeiledd ategol a chefnogi cymhellion i alluogi o leiaf 50% o gerbydau modur a phob bws cyhoeddus sy'n gweithredu yng Ngogledd Cymru i fod yn ddi-allyriadau erbyn 2035.
4. **Galluogi Twf Economaidd Cynaliadwy:** Byddwn yn datblygu rhwydwaith trafndiaeth gwydn, diogel, wedi'i gynnal a'i gadw'n dda ac effeithlon sy'n sicrhau twf economaidd cynaliadwy drwy wella hygyrchedd i feysydd cyflogaeth presennol a rhai sydd wedi'u cynllunio. Bydd o leiaf 50% o aelwydydd yng Ngogledd Cymru yn gallu teithio'n bellach o fewn un awr ar drafndiaeth gyhoeddus, gan gefnogi mynediad i safleoedd cyflogaeth allweddol a chanolfannau rhanbarthol.

Yn ogystal ag amcanion y CTRh, ac yn seiliedig ar adborth a thrafodaeth gychwynnol gyda CBC y Gogledd, ac wedi'u llywio gan ymgysylltu â swyddogion Trafnidiaeth Cymru ac Awdurdodau Lleol Gogledd Cymru, ystyrir bod y themâu trawsbynciol a ganlyn yn hanfodol ar gyfer helpu i gyflawni'r weledigaeth a'r amcanion:

- **Gwerth cymdeithasol** – cydnabod bod manteision trafndiaeth yn ymestyn y tu hwnt i ystyriaeth gul o welliannau amser teithio meintiol. Mae cydnabod effeithiau a manteision cymdeithasol a llesiant y mae systemau trafndiaeth yn eu cynnig i gymunedau yn bwysig, yn enwedig i gymunedau gwledig ac ynysig yn gymdeithasol.
- **Tegwch** – mae tegwch neu gydraddoldeb opsiynau trafndiaeth yn golygu sicrhau bod pawb yng Ngogledd Cymru yn cael mynediad teg at opsiynau trafndiaeth. Mae'n cydnabod bod gan wahanol bobl anghenion gwahanol, yn enwedig y rhai sy'n perthyn i grwpiau difreintiedig, neu'r rhai mewn cymunedau gwledig.
- **Arwain gan y gymuned** – grymuso cymunedau lleol a grwpiau eiriolaeth i gymryd rhan a chymryd perchnogaeth o hyrwyddo a datblygu datrysiadau trafndiaeth, yn ogystal â gweithredu gwasanaethau yn y gymuned.
- **Integreiddio** – cydnabod bod newid moddol yn gofyn am ddull cyfannol, integredig o gynllunio teithiau, gan weithio ar draws gwahanol ddulliau a sectorau i'w gwneud yn haws i bobl deithio o ddrws i ddrws gan ddefnyddio dulliau trafndiaeth gynaliadwy.
- **Fforddiadwyedd** – cydnabod heriau cyflawni yn y cyd-destun ariannol a masnachol presennol i'r sector cyhoeddus ac economi'r DU.



2. Canllaw

Yn ogystal â'r Cynllun Ymgysylltu yn cyflawni'r nodau a'r dibenion a amlinellir yn adran 1, mae'r cynllun hefyd wedi'i baratoi yn unol â'r canllawiau canlynol a dogfennau cychwynnol CTRh CBC y Gogledd.

2.1 Canllawiau CTRh

Mae Canllawiau'r CTRh yn nodi, cyn dechrau gweithio ar ddatblygu'r CTRh, y dylai CBC y Gogledd ddatblygu 'Achos dros Newid' ac fel rhan o'r Achos dros Newid hwn, dylai'r CBC ddatblygu Cynllun Ymgysylltu.

Dylai'r Cynllun Ymgysylltu egluro:

- Pwy fydd yn rhan o ddatblygu'r CTRh; a
- Sut y byddant yn cymryd rhan, gan gynnwys manylion y broses ymgynghori ffurfiol a mecanweithiau ymgysylltu a chyfranogi eraill.

Mae'n ofynnol datblygu Cynlluniau Trafnidiaeth Rhanbarthol ar y cyd, gan dynnu ar wybodaeth a phrofiad o gynlluniau trafndiaeth lleol a rhanbarthol blaenorol. Mae gofyn hefyd iddynt gael eu paratoi mewn cydweithrediad â phartneriaid allweddol yn cynnwys yr awdurdodau lleol yn y CBC y Gogledd a phartneriaid eraill gan gynnwys Trafnidiaeth Cymru, Llywodraeth Cymru, a grwpiau a gweithredwyr trafndiaeth yn y sector preifat a'r trydydd sector ar draws gwahanol ddulliau trafndiaeth. Yn ogystal â'r cyhoedd, y dylid ymgysylltu â hwy drwy gyfrwng creadigol ac arloesol sy'n cynnwys ystod amrywiol o bobl.

2.2 CTRh CBC y Gogledd: Yr Achos dros Newid

Mae CTRh CBC y Gogledd: Yr Achos dros Newid yn amlinellu nodau ac amcanion y CTRh ac yn adnabod y materion, yr heriau a'r cyfleoedd allweddol y dylai'r cynllun eu hystyried er mwyn llywio datblygiad rhwydwaith trafndiaeth integredig ar gyfer Gogledd Cymru.

O fewn y ddogfen Achos dros Newid, mae Tabl 6.1 yn adnabod rhan-ddeiliaid allweddol i fod yn rhan o'r gwaith gan gynnwys:

- CBC y Gogledd;
- Parc Cenedlaethol Eryri fel Aelod o CBC y Gogledd;
- Llywodraeth Cymru;
- Cyrff Statudol;
- Deiliaid swyddi statudol;
- Gweithredwyr Trafnidiaeth;
- Grwpiau Economi a Thwristiaeth;
- Grwpiau Defnyddwyr Trafnidiaeth;
- Grwpiau Cludo Llwythi;
- Gwleidyddion;
- Grwpiau Amgylcheddol; a'r
- Gymuned.

Mae'r Achos dros Newid hefyd yn adnabod pryd a sut y dylid ymgysylltu â sefydliadau unigol ac fe'i defnyddiwyd i ffurfio sail y mapio rhan-ddeiliaid yn adran 3 a'r rhaglen ymgysylltu yn adran 4 y Cynllun hwn.



2.3 CTRh CBC y Gogledd: Cynllun Gweithredu

Mae CTRh CBC y Gogledd: Y Cynllun Gweithredu yn diffinio'r tasgau, yr adnoddau a'r gyllideb sydd eu hangen i ddatblygu a chyflawni'r CTRh ar gyfer Gogledd Cymru.

Mae'r cynllun yn nodi sawl pecyn gwaith sydd eu hangen i ddatblygu'r CTRh, gan gynnwys yr angen i ddatblygu cynllun rheoli rhan-ddeiliaid i gytuno ar y dull o hysbysu'r cyhoedd a rhan-ddeiliaid am y CTRh i sicrhau bod y neges yn cael ei chlywed ymhlith cymaint o drigolion â phosibl, gyda chyllideb gyfyngedig a chan leihau'r effaith amgylcheddol. Mae'r Cynllun Ymgysylltu hwn yn bodloni gofynion y cynllun rheoli rhan-ddeiliaid.

2.4 Canllawiau WelTAG

Yn ogystal â'r Cynllun Ymgysylltu hwn sy'n cael ei baratoi yn unol â Chanllawiau'r CTRh, yr Achos dros Newid a'r Cynllun Gweithredu, mae'n rhaid ymgysylltu i safon sy'n bodloni proses canllawiau arfarnu trafniadaeth Cymru (WelTAG).

Mae WelTAG yn nodi y dylai Cydbwyllgorau Corfforedig ddarparu manylion pwy yr ymgynghorwyd â hwy, crynhoi'r adborth ac egluro sut y mae'r sylwadau wedi derbyn ystyriaeth. Dylai hyn fod yn seiliedig ar Gynllun Ymgysylltu a dylid ei gofnodi mewn Adroddiad Ymgynghori, i'w gynnal a'i fodloni fel rhan o'r broses WelTAG ac Arfarnu Lles Integredig (IWBA).

Mae WelTAG yn amlinellu y dylai Cynlluniau Ymgysylltu gyd-fynd â'r pum ffordd o weithio yn Neddf Llesiant Cenedlaethau'r Dyfodol ac mae'n datgan ymhellach y dylai'r Cynllun Ymgysylltu amlinellu:

- Gyda phwy rydych chi am ymgysylltu;
- Pam rydych chi eisiau ymgysylltu â nhw;
- Sut y byddwch yn ymgysylltu â nhw;
- Pryd y byddwch chi'n ymgysylltu â nhw; a
- Beth fyddwch chi'n ei wneud gyda'r adborth maen nhw'n ei gynnig.

3. Mapio Rhan-ddeiliaid

Er mwyn sicrhau ymgysylltiad ystyrlon ar gyfer y CTRh, mae'r rhan-ddeiliaid a ganlyn wedi'u hadnabod a byddwn yn ymgysylltu â hwy drwy gydol cyfnod paratoi'r CTRh yn unol â'r gweithgareddau ymgysylltu a amlinellir yn adran 4 y Cynllun hwn.

Mae'r tabl isod yn adeiladu ar y rhan-ddeiliaid allweddol a nodwyd yn Achos Dros Newid CTRh CBC y Gogledd.

Grŵp Rhan-ddeiliaid	Rhan-ddeiliaid	Dylanwad	Diddordeb	Cyfiawnhad
Awdurdod cyfrifol	Prif Weithredwr Dros Dro y CBC: Alwen Williams	Uchel	Uchel	Mae'r CBC a'i sefydliadau cyfansoddol yn gyfrifol am ddatblygiad y Cynllun
Aelodau CBC y Gogledd	Cadeirydd: Y Cynghorydd Mark Pritchard Is-gadeirydd: Y Cynghorydd Charlie McCoubrey	Uchel	Uchel	Mae'r CBC a'i sefydliadau cyfansoddol yn gyfrifol am ddatblygiad y Cynllun

Grŵp Rhan-ddeiliaid	Rhan-ddeiliaid	Dylanwad	Diddor eb	Cyfiawnhad
	<p>Cynghorwyr:</p> <p>Nia Wyn Jeffreys</p> <p>Jason McLellan</p> <p>Dave Hughes</p> <p>Gary Pritchard</p> <p>Edgar Wyn Owen</p>			
<p>Is-bwyllgor Trafnidiaeth Strategol CBC y Gogledd</p>	<p>Goronwy Owen Edwards (Cadeirydd ar gyfer 2024/25)</p> <p>Dafydd Rhys Thomas (Is-gadeirydd yr Is-bwyllgor ar gyfer 2024/25)</p> <p>David Bithell</p> <p>Barry Mellor</p> <p>Glynn Banks</p> <p>Craig ab Iago</p> <p>Angela Jones</p> <p>Ben George</p> <p>Huw Percy</p> <p>Geraint Edwards</p> <p>Emlyn Jones</p> <p>Darren Williams</p> <p>Katie Wilby</p> <p>Dafydd Wyn Williams</p> <p>Alwen Williams</p> <p>Iwan Evans</p> <p>Dewi Morgan</p> <p>Sian Pugh</p>	Uchel	Uchel	<p>Gellir gweld manylion yma: https://democracy.gwynedd.llyw.cymru/mgCommitteeDetails.aspx?ID=439</p> <p>Gellir gweld y Cylch Gorchwyl yma: https://democracy.gwynedd.llyw.cymru/documents/s41852/Appendix%201%20-%20Terms%20of%20Reference.pdf</p>
<p>Swyddogion Awdurdod Lleol CBC y Gogledd (gan gynnwys ond heb fod yn gyfyngedig i drafnidiaeth, cynllunio a datblygu economaidd)</p> <p>(Grŵp Cynghorol)</p>	<p>Cyngor Sir Ynys Môn</p> <p>Cyngor Bwrdeistref Sirol Conwy</p> <p>Cyngor Sir Ddinbych</p> <p>Cyngor Sir y Fflint</p> <p>Cyngor Gwynedd</p> <p>Cyngor Bwrdeistref Sirol Wrecsam</p> <p>Awdurdod Parc Cenedlaethol Eryri</p>	Uchel	Uchel	<p>Mae'r CBC a'i sefydliadau cyfansoddol yn gyfrifol am ddatblygiad y Cynllun</p> <p>Mae'n arbennig o bwysig bod yna ymgysylltu effeithiol gyda chydweithwyr cynllunio defnydd tir sy'n datblygu Cynlluniau Datblygu Strategol</p>

Grŵp Rhan-ddeiliaid	Rhan-ddeiliaid	Dylanwad	Diddordeb	Cyfiawnhad
Grŵp rhan-ddeiliaid allweddol	CBC y Gogledd, Llywodraeth Cymru, Trafnidiaeth Cymru	Uchel	Uchel	Mae'r CBC a'i sefydliadau cyfansoddol yn gyfrifol am ddatblygiad y Cynllun. Mae Llywodraeth Cymru yn gyfrifol am adolygu a chymeradwyo'r cynllun. Mae Trafnidiaeth Cymru yn bartner cyflenwi allweddol.
Cyrff Statudol	Cyfoeth Naturiol Cymru Cadw	Canolig	Canolig	Bydd mewnbwn gan gyrrff amgylcheddol a threftadaeth yn cyfyngu ar unrhyw effaith niweidiol
Grwpiau busnes, economi a grwpiau twristiaeth	Rhaglen Ynys Ynni Ynys Môn Porthladd Rhydd Ynys Môn Cwmni Egino CBI Last Energy Llandrillo Menai Bwrdd Uchelgais Economaidd Gogledd Cymru Ardal Twf Cenedlaethol Wrecsam a Glannau Dyfrdwy Partneriaeth Chwaraeon Rhanbarthol Gogledd Cymru Arloesi Bwyd Cymru Partneriaeth Sgiliau Rhanbarthol Gogledd Cymru Prifysgol Bangor Prifysgol Wrecsam Banc Datblygu Cymru Tasglu Gweinidogol Gogledd Cymru Cyngor Busnes Gogledd Cymru Busnes Cymru	Canolig	Canolig	Mae'n bwysig casglu barn y rhai sy'n ymwneud â'r sector datblygu a chludo nwyddau Mewn sefyllfa dda i gynghori ar rôl y CTRh i gefnogi twf economaidd
Y Gymuned, Byrddau Lleol a Gwleidyddion	Cynghorau Dinas a Thref, a Byrddau	Canolig	Canolig	Mae'r grwpiau hyn yn cynrychioli barn eu hetholwyr ac yn darparu gwybodaeth leol.
Iechyd a Lles	GIG Cymru Iechyd Cyhoeddus Cymru Comisiynydd Cenedlaethau'r Dyfodol	Canolig	Canolig	Mae swyddfeydd yn hanfodol i sicrhau bod blaenoriaethau llesiant yn cael eu hystyried

Grŵp Rhan-ddeiliaid	Rhan-ddeiliaid	Dylanwad	Diddordeb	Cyfiawnhad
Cyrff Trafnidiaeth	<p>Awdurdod Cefnffyrdd Gogledd a Chanolbarth Cymru</p> <p>Network Rail</p> <p>Asiantaeth Priffyrdd</p> <p>Bws Cymru</p> <p>Panel Adolygu Ffyrdd</p> <p>Bws Cymru</p> <p>Gwasanaethau Fflecsi</p> <p>Arriva Cymru</p> <p>M & H Coaches</p> <p>Sustrans</p> <p>Freight Transport Association</p> <p>Road Haulage Association</p> <p>Comisiwn Trafnidiaeth Gogledd Cymru</p> <p>Panel Adolygu Ffyrdd</p>	Canolig	Canolig	Mae grwpiau a gweithredwyr trafndiaeth yn hanfodol i gynllunio a chyflawni
Traws ffiniol	<p>Awdurdod Cyfunol Rhanbarth Dinas Lerpwl</p> <p>CBC/CCR De-ddwyrain Cymru</p> <p>CBC De-orllewin Cymru</p> <p>CBC Canolbarth Cymru</p>	Canolig	Canolig	<p>Mae teithio traws-ffiniol rhwng Gogledd-ddwyrain Cymru a Gogledd-orllewin Lloegr yn bwysig</p> <p>Mae gan y Cyd-bwyllgorau Corfforedig eraill yng Nghymru fuddiant mewn deilliannau trafndiaeth drwy Gymru gyfan</p>
Cyhoeddus	Unrhyw unigolyn neu grŵp	Canolig	Isel-canolig	Mae'n hanfodol bod y cyhoedd yn cael cyfle i wneud sylwadau ar y Cynllun.
Partion eraill â diddordeb o bosib	<p>Heneb, Ymddiriedolaeth Archaeoleg Cymru</p> <p>Comisiwn Dylunio Cymru</p> <p>Institute of Civil Engineers</p> <p>RTPI Cymru</p> <p>National Energy System Operator (NESO)</p> <p>Y Comisiwn Isadeiledd Cenedlaethol</p> <p>Diwydiant Sero Net Cymru</p> <p>CLILC</p>	Isel-canolig	Isel-canolig	Mae partion eraill a allai fod â diddordeb yn cynnwys cyrff proffesiynol ac ymgynghorwyr



4. Y Dull Ymgysylltu

Rhaglen Ymgysylltu

Bydd y Cynllun Ymgysylltu ar gyfer y CTRh yn mabwysiadu dull fesul cam wedi'i fframio o amgylch y camau allweddol a ganlyn:

Cam	Cyfnod	Amserlen
Cam 1: Drafft cychwynnol y CTRh, Cynllun Cyflawni Trafnidiaeth Rhanbarthol (CCTRh) a'r Arfarniad Lles Integredig (IWBA)	O'r dechrau hyd at yr Ymgynghoriad Cyhoeddus	Tachwedd 2023 – Ionawr 2025
Cam 2: Sgopio IWBA (Aseidiadau Statudol)	Ymarfer sgopio 5 wythnos IWBA (Aseidiadau Statudol)	Hydref – Tachwedd 2024
Cam 3: Yr Ymgynghoriad Cyhoeddus	Ymgynghoriad Cyhoeddus am o leiaf 12 wythnos	Ionawr – Ebrill 2025
Cam 4: Drafft terfynol y CTRh, CCTRh ac IWBA	Diwedd yr Ymgynghoriad Cyhoeddus a'r diweddariad i ystyried unrhyw sylwadau – cyflwyno drafft terfynol y CTRh, CCTRh ac IWBA i Lywodraeth Cymru	Ebrill – Mai 2025
Cam 5: Cyhoeddi'r CTRh, CCTRh ac IWBA	Cyflwyno'r CTRh, CCTRh ac IWBA terfynol – cymeradwyaeth Llywodraeth Cymru a'r gweinidogion fel sy'n ofynnol	Mehefin 2025

Darperir rhagor o wybodaeth am y gweithgareddau a gynhelir ar bob cam yn yr adrannau a ganlyn, gan gynnwys diben y gweithgaredd, pwy fydd yn cymryd rhan, pa bryd a'r dull i'w ddefnyddio.

Mae'r Cynllun Ymgysylltu hwn yn ddogfen fyw a bydd y gweithgareddau ymgysylltu a gynlluniwyd yn cael eu hadolygu a'u mireinio drwy gydol y rhaglen ymgysylltu yn ôl yr angen.

4.1 Cam 1: Drafft cychwynnol CTRh, CCTRh ac IWBA

Bydd Cam 1 y rhaglen ymgysylltu yn cwmpasu'r cyfnod o'r cychwyn hyd at yr ymarfer ymgynghori cyhoeddus, gan gynnwys paratoi drafft cychwynnol y CTRh, CCTRh ac IWBA.

Mae rhai gweithgareddau yn y cam hwn eisoes wedi digwydd neu maent yn mynd ymlaen fel yr amlinellir isod.

4.1.1 Gweithdai i Ran-ddeiliaid

Cynhaliwyd dau Weithdy Rhan-ddeiliaid ar-lein (Teams). Cyflwynir crynodeb o'r digwyddiadau isod:


Gweithdy Rhan-ddeiliaid 1

Diben: Cyflwyno a phrofi adnabod materion allweddol a meysydd ffocws sy'n gysylltiedig â'r data a'r sylfaen dystiolaeth sydd ar gael.

Yn bresennol: Aelodau a swyddogion CBC y Gogledd, Trafnidiaeth Cymru, Llywodraeth Cymru

Pryd: 25 Ebrill 2024

Dull gweithredu: Cyflwynodd Gweithdy 1 y ffynonellau tystiolaeth allweddol a ddefnyddiwyd i lywio ac adnabod materion a meysydd ffocws ar gyfer y CTRh, gan ystyried methodolegau asesu a blaenoriaethu, a rhestr o bolisiau, prosiectau a chynlluniau yn y gorffennol, y presennol a'r rhai sy'n dod i'r amlwg.



Roedd hyn yn caniatáu i unrhyw fylchau mewn gwybodaeth gael eu hamlygu gan ran-ddeiliaid, yn ogystal ag awgrymiadau.

Gweithdy Rhan-ddeiliaid 2

Diben: Cyflwyno a phrofi opsiynau ar gyfer fframwaith arfarnu, polisïau, rhaglenni a phrosiectau drafft.

Yn bresennol: Aelodau a swyddogion CBC y Gogledd, Trafnidiaeth Cymru, Llywodraeth Cymru

Pryd: 2 Mai 2024

Dull gweithredu: Adroddodd y tîm prosiect yn ôl ar sut y gwnaeth canlyniadau Gweithdy Rhan-ddeiliaid 1 helpu i lunio'r CTRh drafft newydd, gan gynnwys y weledigaeth, amcanion SMART, a rhestr hir o opsiynau ar gyfer polisïau, rhaglenni a phrosiectau drafft ar raddfeydd geo-ofodol gwahanol. Cyflwynodd y tîm prosiect y cyfeiriad polisi newydd a rhestr o raglenni a phrosiectau drafft ar gyfer gwahanol feysydd ffocws, ochr yn ochr ag arfarniad a blaenoriaethu cychwynol. Yna cafodd y grŵp rhan-ddeiliaid y dasg o adnabod heriau, cyfleoedd a syniadau sy'n berthnasol i'r rhestr hir o bolisïau, rhaglenni a phrosiectau a awgrymir. Cyhoeddwyd taenlen o opsiynau ochr yn ochr â sleidiau cyflwyno ar gyfer sylwadau ar ôl y cyfarfod, gyda dyddiad cau o ddydd Iau 23 Mai.

4.1.2 Adborth Parhaus gan Swyddogion ac Aelodau

Diben: Gofyn am sylwadau ar faterion, tystiolaeth a gwybodaeth sy'n dod i'r amlwg, polisïau, rhaglenni a phrosiectau drafft.

Rhan-ddeiliaid: Aelodau a swyddogion Awdurdodau Lleol CBC y Gogledd (Grŵp Cynghorol)

Pryd: Trwy gydol Cam 1

Dull gweithredu: Mae cyfleoedd briffio ac adborth yn parhau ac ar agor drwy gydol cam drafft cychwynol y CTRh, CCTRh ac IWBA. Mae'r tîm prosiect wedi darparu sesiynau briffio ac wedi amlinellu'r dystiolaeth newydd, methodolegau ar gyfer arfarnu ac asesu, a pholisïau, rhaglenni a phrosiectau drafft. Darperir cyfleoedd ar gerrig milltir allweddol i swyddogion ac aelodau ofyn cwestiynau a rhoi adborth, a bydd y tîm prosiect yn ystyried y rhain fel rhan o ddatblygiad drafft cychwynol y CTRh, CCTRh ac IWBA.

4.1.3 Sesiynau CTRh

Diben: Trafod pynciau penodol sy'n berthnasol i ddatblygiad y CTRh, CCTRh ac IWBA a sicrhau cysondeb ac effeithlonrwydd rhwng y Cydbwyllgorau Corfforedig wrth baratoi eu cynlluniau rhanbarthol.

Yn bresennol: Llywodraeth Cymru, Trafnidiaeth Cymru, a Chydbwyllgorau Corfforedig

Pryd: Ar bob cam

Dull gweithredu: Mae cyfarfodydd rheolaidd wedi'u cynnal mewn fforwm bwrdd crwn ar-lein (Teams). Mae tîm prosiect CBC y Gogledd wedi darparu diweddariadau ar statws CTRh drafft Gogledd Cymru ac wedi amlinellu ei ddull arfaethedig o ddatblygu'r dogfennau a'r asesiadau perthnasol. Mae'r cyfarfodydd yn cynnig cyfleoedd i'r Cydbwyllgorau Corfforedig drafod cysondebau ac effeithlonrwydd posib wrth baratoi eu cynlluniau rhanbarthol.



4.1.4 Cyfarfodydd yr Is-bwyllgor Trafnidiaeth a CBC y Gogledd

Diben: Ers 28 Ionawr, 2022 mae aelodau CBC y Gogledd wedi cyfarfod i drafod materion allweddol a gwneud penderfyniadau sy'n berthnasol i lywodraethu, dyletswyddau a gofynion. Mae hyn wedi cynnwys sefydlu is-bwyllgor trafndiaeth i helpu i oruchwyllo datblygiad y CTRh.

Yn bresennol: Aelodau CBC y Gogledd

Pryd: Ar bob cam

Dull gweithredu: Bydd aelodau CBC y Gogledd a'r is-bwyllgor yn parhau i gyfarfod yn rheolaidd i drafod a chytuno ar fusnes y CBC, a hwyluso gwneud penderfyniadau allweddol gan gynnwys ar y CTRh wrth gyrraedd ei gerrig milltir allweddol.

4.2 Cam 2: Sgopio IWBA (Asesiadau Statudol)

Diben: Mae'r canllaw WelTAG yn gofyn am IWBA ac mae'r Canllawiau CTRh yn egluro sut mae'n rhaid i'r CTRh gael ei gefnogi gan IWBA. Mae'n rhaid i'r IWBA ddangos sut mae llesiant wedi cael ei ystyried yn y CTRh gan gynnwys lles cymdeithasol, amgylcheddol, economaidd a diwylliannol, a chymryd i ystyriaeth y pum ffordd o weithio a hyrwyddir yn Neddf Llesiant Cenedlaethau'r Dyfodol. Dylai hefyd ddangos sut y bydd y CTRh yn cyfrannu at ganlyniadau eraill fel Sero Net a chydardoldeb. Fel cynllun, mae angen Asesiad Amgylcheddol Strategol (SEA), a bydd angen asesiadau statudol eraill fel yr amlinellir yng Nghanllawiau'r CTRh, gan gynnwys ond yn gyfyngedig i Asesiad Rheoliadau Cynefinoedd (HRA). Mae gan yr SEA a'r HRA eu deddfwriaeth a'u rheoliadau eu hunain i'w bodloni. Fel rhan o'r gwaith o baratoi'r IWBA, mae'n rhaid cynnal ymarfer sgopio yn unol â'r rheoliadau perthnasol, a bydd adborth o'r ymarfer sgopio yn llywio'r IWBA llawn a'r asesiadau statudol.

Cyfranogwyr: Cyfoeth Naturiol Cymru a Cadw (yr ymgynghoreion statudol) ac Awdurdodau Lleol CBC y Gogledd

Pryd: Hydref - Tachwedd 2024 (cyfnod sgopio o 5 wythnos)

Dull Gweithredu: Bydd Adroddiad Sgopio IWBA (Asesiadau Statudol) yn cael ei anfon at yr awdurdodau cymwys CNC a Cadw fel ymgynghoreion statudol, a'i rannu gydag Awdurdodau Lleol CBC y Gogledd i gael sylwadau dros gyfnod ymgynghori sgopio o 5 wythnos. Cynhelir yr ymarfer sgopio yn unol â'r Rheoliadau SEA a bydd Adroddiad Cyn Sgrinio Asesiad Rheoliadau Cynefinoedd (HRA) yn cael ei atodi i Adroddiad Sgopio IWBA (Asesiadau Statudol). Bydd y sylwadau'n cyfrannu at y CTRh ochr yn ochr â'r IWBA llawn, gan gynnwys asesiadau statudol yn ôl yr angen.

4.3 Cam 3: Yr Ymgynghoriad Cyhoeddus

Diben: Gan ystyried sylwadau ac adborth yn ystod Camau 1 a 2, caiff fersiynau drafft o'r CTRh, CCTRh a'r IWBA eu cyhoeddi ar gyfer cyfnod ymgynghoriad cyhoeddus o 12 wythnos o leiaf, a gynhelir yn unol â'r rheoliadau asesu statudol perthnasol gan gynnwys SEA. Bydd yr ymgynghoriad yn ceisio adborth gan unrhyw unigolyn neu sefydliad sydd â diddordeb mewn trafndiaeth yng Ngogledd Cymru. Bydd yr ymgynghoriad hefyd yn bodloni gofynion y Rheoliadau SEA ac ati gan geisio sylwadau gan ymgynghoreion statudol yn ôl y gofyn.

Yn bresennol: Pob grŵp (agored i'r cyhoedd)

Pryd: Ionawr – Ebrill 2025 (cyfnod o 12 wythnos o leiaf)

Dull gweithredu: Bydd cyfnod ymgynghori o 12 wythnos fan leiaf yn rhedeg yng ngeaef 2024-25 yn gofyn am farn ar y dogfennau CTRh, CCTRh ac IWBA drafft.



Er mwyn ei gwneud mor rhwydd â phosibl i bobl gymryd rhan, gan ystyried yr ardal ddaearyddol fawr, bydd ystafell arddangos ymgynghoriad cyhoeddus rhithwir yn cael ei chreu gan ddefnyddio platfform Ymgysylltu Rhithwir Arup³. Bydd 'mynychwyr' yn gallu cael mynediad i'r ystafell ymgynghori rithwir ar unrhyw adeg o'r dydd yn ystod y cyfnod ymgynghori i weld gwybodaeth a rhoi eu hadborth. Bydd porth ar-lein sy'n seiliedig ar borwr gwe (Virtual Engage) yn caniatáu i'r cyhoedd bori byrddau arddangos gwybodaeth, y cynlluniau drafft a'r deunyddiau ymgynghori, yn ogystal â chyflwyno eu sylwadau gan ddefnyddio ffurflen ar-lein.

Bydd y cyhoedd yn gallu dweud eu dweud drwy ymateb i holiadur ar-lein (gyda chwestiynau i'w trafod a'u cytuno gyda'r CBC cyn ei lansio). Bydd y dull hwn yn caniatáu demograffig ehangach nag sydd fel arfer yn cymryd rhan mewn digwyddiadau ymgynghori gan gynnwys grwpiau anodd eu cyrraedd.

Bydd yr ymgynghoriad cyhoeddus a'r ystafell ymgynghori cyhoeddus rhithwir yn cael eu hysbysebu drwy'r cyfryngau cymdeithasol dan arweiniad CBC y Gogledd a'i bartneriaid, a sianeli newyddion ar-lein a gwefan CBC y Gogledd yn amodol ar gytundeb.

Yn ogystal, caiff gwahoddiadau e-bost eu hanfon at ran-ddeiliaid wrth lansio'r ymgynghoriad cyhoeddus i wahodd pobl i gymryd rhan a rhannu'r cyfle gyda'u cydweithwyr ac unigolion a sefydliadau eraill sydd â diddordeb.

Bydd copïau caled o ddeunyddiau a holiaduron ar gael i unigolion nad ydynt yn gallu cael mynediad at ddeunydd ar-lein, ar gais. Bydd cyfeiriad e-bost a rhif ffôn yn cael eu creu ar gyfer y prosiect i drin â cheisiadau, a fydd yn cael eu rhannu gydag arweinwyr prosiect y CBC i'w gweithredu. Bydd hyn hefyd yn hwyluso trafodaeth dros y ffôn i bobl y mae'n well ganddynt ddulliau ymgysylltu mwy traddodiadol.

Yn ogystal â'r gweithgareddau a amlinellir uchod ar gyfer aelodau'r cyhoedd, trefnir sesiynau briffio swyddogion ac aelodau i roi gwybod ymlaen llaw i ran-ddeiliaid allweddol am lansio'r ymgynghoriad cyhoeddus.

Bydd angen ystyried y Gofynion y Gymraeg perthnasol hefyd. Dylid sicrhau bod deunyddiau ymgynghori a holiaduron ar gael yn y Gymraeg a'r Saesneg. Ar ben hynny, caiff unrhyw geisiadau am ddeunyddiau Cymraeg eu bodloni, a bydd y deunydd ar gael pan fo hynny'n briodol. Bydd y deunyddiau ymgynghori cyhoeddus yn ddwyieithog, ac fe ddarperir gwasanaethau cyfieithu ar gais.

Byddai unrhyw ymatebion a gesglir gan aelodau'r cyhoedd yn cael eu storio yn unol â pholisïau diogelu data perthnasol, a bydd CBC y Gogledd yn darparu datganiad diogelu data ar yr holiadur ac ati.

Ar ôl i'r ymgynghoriad cyhoeddus ddod i ben, bydd adborth yn cael ei ddadansoddi a'i grynhoi, gyda themâu a sylwadau allweddol yn llywio dogfennau ac asesiadau diwygiedig y cynllun fel bo'n briodol.

4.4 Cam 4: Drafft terfynol CTRh, CCTRh ac IWBA

Diben: Bydd gweithgareddau'n cael eu cynnal i gwblhau'r CTRh, CCTRh ac IWBA drafft yn eu ffurf derfynol cyn eu cyflwyno i Lywodraeth Cymru. Disgrifir y rhain isod.

Pryd: Ebrill i Mai 2025

Dull Gweithredu: Gweler isod.

4.4.1 Adroddiad Ymgynghori

Bydd Adroddiad Ymgynghori yn cael ei baratoi i ddarparu crynodeb o'r gweithgareddau ymgysylltu ac ymgynghori a gynhaliwyd a'r adborth a gafwyd yn ystod yr ymgynghoriad cyhoeddus a'r rhaglen ymgysylltu ehangach. Bydd yn egluro sut mae sylwadau wedi siapiro'r dogfennau a'r asesiadau terfynol.

³ <https://www.arup.com/services/digital-solutions-and-tools/virtual-engage/>



4.4.2 Sesiynau Briffio Swyddogion ac Aelodau

Cyn cyflwyno'r CTRh, CCTRh ac IWBA drafft i Lywodraeth Cymru, bydd sesiynau briffio aelodau a swyddogion CBC y Gogledd yn cael eu trefnu i gyflwyno'r dogfennau CTRh, CCTRh ac IWBA drafft terfynol, a darparu crynodeb o'r adborth a gafwyd yn dilyn yr ymgynghoriad cyhoeddus a sut y rhoddwyd sylw i hyn.

4.4.3 Cymeradwyaeth yr is-bwyllgor (cymeradwyaeth CBC y Gogledd)

Cyn cyflwyno'r CTRhT, RTDP ac IWBA drafft i Lywodraeth Cymru, bydd angen cymeradwyaeth yr is-bwyllgor Trafnidiaeth a CBC y Gogledd.

4.4.4 Cyflwyno i Lywodraeth Cymru

Bydd CBC y Gogledd yn cynnig rhoi cyflwyniad i Lywodraeth Cymru ar ddrafft terfynol y CTRh, CCTRh a'r IWBA ochr yn ochr â chyflwyno'r dogfennau eu hunain, i gynorthwyo Llywodraeth Cymru i adolygu a gwneud penderfyniadau.

4.5 Cam 5: Cyhoeddi'r CTRh, CCTRh ac IWBA

Diben: Cyflwyno drafft terfynol y CTRh, CCTRh ac IWBA i'w cymeradwyo gan Lywodraeth Cymru a'r gweinidogion.

Pryd: Mehefin / Haf 2025

Dull gweithredu: Unwaith y mae Llywodraeth Cymru a'r gweinidogion wedi eu cymeradwyo, bydd y dogfennau terfynol yn cael eu cyhoeddi ar wefan CBC y Gogledd, ac anfonir e-bost at yr holl gyfranogwyr a fu'n rhan o'r gweithgareddau ymgysylltu a'r ymgynghoriad cyhoeddus i'w hysbysu bod y dogfennau wedi cael eu mabwysiadu a'u cyhoeddi. Efallai y bydd CBC y Gogledd yn ystyried digwyddiadau lansio ochr yn ochr â'r cyhoeddiad i annog ymwybyddiaeth a chyfranogiad, gan geisio cefnogi'r broses o weithredu'r CTRh a'i CCTRh. Bydd adroddiad Monitro a Gwerthuso hefyd yn hybu ymgysylltu parhaus drwy gydol cyfnod y cynllun.

5. Camau Nesaf

Yn amodol ar gymeradwyaeth CBC y Gogledd a dyrannu cyllideb ar gyfer y Cynllun Ymgysylltu hwn, caiff y manylion eu datblygu ymhellach a rhoddir diweddariadau rheolaidd yn ôl yr angen.