Complete Agenda

Cyd-Bwyllgor Corfforedig Gogledd Cymru
North Wales Corporate Joint Committee

Meeting

NORTH WALES CORPORATE JOINT COMMITTEE

Date and Time

1.30 pm, FRIDAY, 18TH JULY, 2025

Location

Cyfarfod Rhithiol / Virtual Meeting

Contact Point

Annes Sion

01286 679490

AnnesSion@gwynedd.llyw.cymru

(DISTRIBUTED 10/07/25)

NORTH WALES CORPORATE JOINT COMMITTEE

Council Members

Cllr. Jason McLellan- Denbighshire County Council
Cllr. Gary Pritchard - Isle of Anglesey County Council
Cllr. Charlie McCoubury - Conwy County Borough Council
Cllr. Mark Pritchard - Wrexham County Borough Council
Cllr. Dave Hughes - Flintshire County Council
Cllr. Nia Jeffeys - Cyngor Gwynedd

Eryri Member

Cllr. Edgar Wyn Owen – Eryri National Park Authority

Constituent Council Chief Executives

Dafydd Gibbard - Cyngor Gwynedd
Dylan Williams - Isle of Anglesey County Council
Rhun ap Gareth - Conwy County Borough Council
Neal Cockerton - Flintshire County Council
Graham Boase - Denbighshire County Council
Alwyn Jones – Interim CEO - Wrexham County Borough Council
Jonathan Cawley – Snowdonia National Park Authority

Statutory Officers

Alwen Williams – Corporate Joint Committee Chief Executive
Dewi Aeron Morgan – Chief Finance Officer
Iwan G Evans – Monitoring Officer

A G E N D A

1. APOLOGIES

To receive any apologies for absence.

2. DECLARATION OF PERSONAL INTEREST

To receive any declaration of Personal Interest.

3. URGENT BUSINESS

To note any items that are a matter of urgency in the view of the Chair for consideration.

4. MINUTES OF THE PREVIOUS MEETING 5 - 12

The Chair shall propose that the minutes of the previous meeting held on 13th of June 2025 be signed as a true record.

5. NORTH WALES ECONOMIC AMBITION BOARD JOINT COMMITTEE - AUDIT PLAN 2025 13 - 29

Audit Wales to present.

6. NORTH WALES ECONOMIC AMBITION BOARD'S STATEMENT OF ACCOUNTS FOR 2024/25 30 - 71

Dewi A. Morgan, Head of Finance (CJC's Statutory Finance Officer) and Sian Pugh, Assistant Head of Finance, to present report.

7. SUB-COMMITTEE MEMBERSHIP UPDATE 72 - 74

Iwan Evans, Monitoring Officer to present report.

8. UPDATE ON THE STRATEGIC DEVELOPMENT PLAN FOR NORTH WALES - DELIVERY AGREEMENT 75 - 183

Alwen Williams, Chief Executive and Andy Roberts, Regional Strategic Development Planning Officer

9. REGIONAL TRANSPORT PLAN FOR NORTH WALES - POST CONSULTATION 184 - 1197

Alwen Williams, Chief Executive to present report.

There is an acknowledged public interest in openness in relation to the use of public resources and related financial issues. It is also acknowledged that there are occasions, in order to protect the financial interests of public authorities that matters related to commercial information need to be discussed without being publicised. This would be contrary to the wider

public interest of securing value for money and the best overall outcome. The elements that have been readctedrepresent a proportionate response To this request while preserving the right of the publication to obtain information about an important regional plan, in accordance with Paragraph 14 od Schedule 12A of the Local Government Act 1972.

10. EXCLUSION OF PRESS AND PUBLIC

The Chairman shall propose that the press and public be excluded from the meeting during the discussion on the following item. The report relates to draft Memorandum of Understanding for the Investment Zone which has been designated as confidential information by a Government Department for the purposes of Section 100A(2) of the Local Government Act 1972. As a consequence it is a requirement that the report is excluded from publication as this would disclose the confidential information.

11. FLINTSHIRE AND WREXHAM INVESTMENT INVESTMENT ZONE UPDATE AND PROPOSED MOU

Alwen Williams, Chief Executive and Iain Taylor, AMION Consulting

NORTH WALES CORPORATE JOINT COMMITTEE
13/06/25

Present: Chair: Councillor Mark Pritchard (Wrexham County Borough Council)

Councillors: Dave Hughes (Flintshire County Council), Nia Jeffreys (Cyngor Gwynedd), Charlie McCoubrey (Conwy County Borough Council), Gary Pritchard (Isle of Anglesey County Council), Jason McLellan (Denbighshire County Council) and Edgar Owen (Chair of the Eryri National Park Authority)

Chief Executives of Constituent Councils: Geraint Owen (Cyngor Gwynedd), Dylan Williams (Isle of Anglesey County Council), Matthew Georgiou (Conwy County Borough Council), Neal Cockerton (Flintshire County Council), Graham Boase (Denbighshire County Council), Alwyn Jones (Wrexham County Borough Council) and Jonathan Cawley (Eryri National Park Authority)

Other officers present: Iwan Evans (Monitoring Officer - Cyngor Gwynedd), Dewi Aeron Morgan (CJC Statutory Finance Officer), Hedd Vaughan-Evans (Head of North Wales Ambition Operations), Claire Incledon (CJC Acting Deputy Monitoring Officer), Iain Taylor (AMION Consulting), David Hole (CJC Action Programme Lead), Sian Pugh (Assistant Head of Finance - Cyngor Gwynedd) and Annes Sion (Democracy Team Leader - Cyngor Gwynedd)

1. ELECTION OF CHAIR

Cllr. Mark Pritchard was elected Chair of the Corporate Joint Committee for 2025/26.

2. ELECTION OF VICE-CHAIR

Cllr. Charlie McCoubrey was elected as Vice-Chair of the Corporate Joint Committee for 2025/26

3. APOLOGIES

Apologies were received from Alwen Williams (CJC Chief Executive), Rhun ap Gareth (Conwy County Council) and Dafydd Gibbard (Cyngor Gwynedd).

4. DECLARATION OF PERSONAL INTEREST

There were no declarations of personal interest.

5. URGENT ITEMS

None to note.

6. MINUTES OF THE PREVIOUS MEETING

The Chair signed the minutes of the previous meeting held on 21 March 2025 as a true record.

7. CALENDAR OF MEETINGS

The report was presented by Iwan Evans, Monitoring Officer.

RESOLVED:

The draft calendar was approved for the period up to June 2026.

DISCUSSION

The report was submitted noting that the Joint Committee was required to receive a calendar to determine the frequency of its meetings for the following council year. It was highlighted that dates were in place for the Joint Committee along with three of the sub-committees – namely the Economic Wellbeing Sub-Committee, the Strategic Transport Sub-Committee and the Strategic Planning Sub-Committee.

It was noted that work was being undertaken for the establishment of the Governance and Audit Sub-Committee and that a programme of work needed to be set. It was explained that it was intended to advertise for members to the Standards Committee after the summer, and regarding the Joint Overview and Scrutiny Committee that five of the authorities had received the report to establish it, but that they were still waiting for one county's decision.

8. CO-OPTION OF MEMBERS TO THE CORPORATE JOINT COMMITTEE

The report was presented by Iwan Evans, Monitoring Officer.

RESOLVED

Resolved:

i. **That the Monitoring Officer reviews the principles of co-option onto the Corporate Joint Committee and its sub committees as set out in the Establishment Regulations (as amended) and the statutory guidance.**

ii. **That the review comprises a consultation with the four Higher and Further Education providers in relation to their membership on the Economic Wellbeing sub-committee to be reported to a future meeting of the Corporate Joint Committee.**

iii. **That in relation to the future governance of the Corporate Joint Committee consideration be given to options around creating advisory membership or stakeholder liaison groups with representatives of the Trade Unions, Third Sector, Housing Associations, private sector and health, the terms of which to provide for the exchange of information and collaboration in supporting the decision making of the Corporate Joint Committee.**

iv. **That the review be conducted in consultation with the Members of the Joint Corporate Committee and the Chief Executives of the Constituent Authorities with a view to submitting a report to the Joint Corporate Committee with a recommendation regarding the model for co-option.**

DISCUSSION

The report was presented noting the need for discussion on the establishment of governance arrangements, and that this report was part of the process to address the requirements in the statutory guidance. It was explained that the guidance identified the need to actively involve others in the work of the Joint Committee across functions. It was

highlighted that there was discussion about a seat and a vote for the Further and Higher Education institutions, but the need to create a process to address this was noted.

It was explained that this report was a first step in the journey in order to have a concrete plan, but it was noted that there was a need to respect democracy but that a practical model was in place to get the job done.

9. BUSINESS ADVISORY BOARD AND NON-EXECUTIVE ADVISORS

The report was presented by Iwan Evans, Monitoring Officer and David Hole, CJC Action Programme Lead.

RESOLVED:

To accept the report which updated Members on post-transfer and development of the project and the ongoing progress of the implementation programme to support the continued establishment of the North Wales Corporate Joint Committee (CJC).

DISCUSSION

The report was presented stating that it provided an update on the work that had been done following the transfer on 1 April 2025. It was highlighted that there was a programme of change and improvement based on priorities and some limiting factors for the year. It was expressed that further work was needed to change what had not yet been developed in subsequent years.

It was noted that there was specific work for projects and to develop the public's understanding of the CJC's work. The officers were thanked for the update and the need to receive an update in September was noted, as work needed to continue over the summer months.

10. FLINTSHIRE AND WREXHAM INVESTMENT ZONE

The report was presented by Hedd Vaughan-Evans, Head of Operations and Iain Taylor, AMION Consulting.

RESOLVED:

It was agreed:

- **Accept the update report**
- **Review the proposed outline arrangements for the Flintshire and Wrexham Investment Zone Advisory Board and advise on the proposal.**
- **Review the proposed Delegation and Decision Framework and advise on the proposal.**
- **Receive a further report with detailed proposals following the Inter-Authority Workshop**
- **Submit a further report if there was a delay in one of the high-level milestones for year 1.**

DISCUSSION

The report was presented stating that it provided an update and highlighted the future framework and timetable. It was highlighted that the plan introduced Zone 4 back in May,

and that they hoped to receive feedback in June, and that any significant changes that will require the interventions to come back to the CJC will be agreed on.

It was explained that the team was preparing Portal 5 to be delivered, with key elements including Investment Zone milestones, Investment Zone Programme and Investment Zone Risk Register. Attention was drawn to the key milestone table highlighting dates up to the end of December.

Moving forward, it was highlighted that the scheme has a budget of £10m and will be working with Cyngor Gwynedd and the Welsh Government to spend this. The need to establish the Advisory Board was noted, as set out in Portal 3. It was noted that an interim Advisory Board was in place for the interim period and the need to create an additional skills sub-board was highlighted, which was in the process of being undertaken.

It was explained following the 2024 Call for Projects, that a wide range of potential investment schemes and significant demand for a support programme have been identified. It was explained that the investment opportunity process had identified the need to invest in essential infrastructure to unlock the largest development sites. It was noted that there will be a need to move quickly. It was explained that a business case has been accepted for Project Prince by Knauf Insulation and an Outline Project Plan has been received by Pochin/Goodman for their land at Airfields, Deeside. It was expressed that Airbus was developing the case for the Advanced Manufacturing Centre next to their Deeside campus.

It was explained that a workshop between the CJC and Flintshire and Wrexham County Councils was planned for the end of June, in order to work through the details of how decisions will be made and how the programme will operate under delegations from the CJC. It was noted that key principles included that the CJC delegates the operation of responsibility of the Accountable Body to the Economic Wellbeing Sub-Committee, and that the sub-committee allocates resources to support, to manage the assurance process for all projects above a £5m grant application. It was expressed that there were implications for administering £160m of the Flexible Grant Funding and allocations for Tax Relief, particularly Business Rates Relief. It was clarified that detailed financial arrangements as set out in the Grant Funding Letter, the Memorandum with the Welsh and UK Government together with the Memorandum of Local Understanding between the CJC and Flintshire and Wrexham County Councils would be considered once they had been prepared.

Members gave thanks for the report and noted their pride in seeing the development of a skills programme. It was asked whether the skills programme element was for the whole of north Wales and not just for Flintshire and Wrexham. It was emphasised that although the investment zone and jobs were linked to Flintshire and Wrexham, the need to identify opportunities and access to training in wider counties was explained so that the whole region could benefit from the scheme.

The need to move at speed was noted and it was asked that if the milestones were not reached that a report should come to the CJC setting out the reasoning for the delay.

11. NWEAB'S REVENUE OUT-TURN AND CAPITAL POSITION FOR 2024/25

The report was presented by Dewi Morgan, Head of Finance (CJC Statutory Officer) and Sian Pugh, Assistant Head of Finance.

RESOLVED

The report providing the final North Wales Economic Ambition Board (BUEGC) out-turn position to the North Wales Joint Incorporated Committee (CJC) for revenue and capital in 2024/25 was accepted.

DISCUSSION

The report was presented explaining that it had already been submitted to the Economic Wellbeing Sub-Committee, but it was now submitted for approval. It was added that they were aiming to submit the report in the form of a statement of draft accounts in July.

It was explained that the final out-turn revenue position for the year was an underspend of almost £386k, and that it was an increase from the underspend forecast in the December review. It was noted that this was mainly due to a decrease in expenditure on several of the budget headings. It was expressed that the final net underspend under the Portfolio Management Office heading was £75,140, due to underspend on employee expenditure. It was explained that this was due to lower inflation than budgeted along with an extension of the Shared Prosperity Fund grant until the end of March 2025.

It was stated that underspending of Supporting Services by the Accountable Body was mainly due to underspending of the Finance Service Support. The final underspending of the Joint Committee was highlighted and the reasons for this on each heading were highlighted. It was noted that there was an unbudgeted expenditure of £2.8m on Transfers to Reserve Funds. It was highlighted that back in February the Board approved the use of the interest received on the Growth Deal Balances from 2024-26 to fund additional roles and additional development costs, and to retain the current resources of the Portfolio Management Office for an additional 2 years beyond March 2026.

In terms of the main income streams, it was highlighted that this included partner contributions, the North Wales Growth Deal grant revenue allocation, the CJC's contribution for staff secondment, the Welsh Government's energy grant, the UK Shared Prosperity Fund and the earmarked reserve fund. It was noted that the final out turn revenue position for the year was an underspend of almost £386k and this was an increase from what was forecast. It was explained that in order to leave a neutral position for the year, it was stated that they would be drawing £714k down from the North Wales Growth Deal Grant rather than the £1.1m indicated.

In highlighting the reserves, it was noted that the total reserve fund as at 31 March 2025 was £211k. The Board, at its February meeting, used £61k from this reserve fund as part of the 2025-26 budget. It was stated that the project fund balance was £29k, and it was explained that the money would be used to fund the costs of a local Energy project. It was highlighted that the interest fund balance was £4.7m and the resource fund was £2.8m.

It was noted that the year-end review of the Capital programme indicated a net reduction of £13.3m, and that this was due to the slippage of four projects along with the removal of another project. It was explained that starting projects during the year brought some of their high-profile spending forward.

It was also explained that a request had been received from the Sub-Committee to analyse the delivery profile of the Growth Plan into the initial profile, and it was explained that the department considered that it would not be a useful comparison as a result of the number of changes to the Growth plan since its inception. It was stated that if the CJC was keen to see an in-depth analysis, it was recommended that it should be done in accordance with the 2025 update to the Portfolio Business Case which would incorporate recent opportunities.

It was asked whether the Wylfa's reserve list had been confirmed. It was noted that no money had been committed, and that a decision would be required once a business case had been confirmed.

12. NORTH WALES CORPORATE JOINT COMMITTEE OUT-TURN REPORT AND ANNUAL RETURN

The report was presented by Dewi Morgan, Head of Finance (CJC Statutory Officer) and Sian Pugh, Assistant Head of Finance.

RESOLVED

The report was accepted which provided the final position for 2024/25 to the Corporate Joint Committee (CJC) and seeking the approval of the official Annual Return for 2024/25 was obtained.

DISCUSSION

The report was presented stating that as the Joint Committee's turnover was less than £2.5m, an annual return rather than a floor statement of accounts would be required to meet the statutory requirement.

It was stated that the final out-turn position for the year was an underspend of almost £402k, and it was explained that this was an increase from what was forecast in the December review. It was noted that this was mainly because the expenditure on external consultants for Strategic Planning will not start until 2025/26.

Members were guided through the budget headings and a final underspend of £333,674 was highlighted on the Employees heading. It was noted that the lay members' allowance budget related to Governance and Audit Committee meetings and these meetings would take place from 2025/26. It was stated that the travel and subsistence budget had not been utilised during the year, and that there was an underspend of £129,140 against the heading for supplies and services. It was explained that Audit Wales' fees were showing negatively, and that this was because the fees calculated in previous years were higher than the actual amounts and had been reversed in 2024/25. In addition, fees were lower because it was an Annual Form rather than a set of accounts that need to be audited. It was highlighted that external consultant expenditure of £222,231, of which £180,517 was funded by the Welsh Government's Transport Grant. It was noted that there was an underspend on the insurance costs, as an interim policy existed with the full policy starting in April 2025.

It was explained that there was a net expenditure, of £195,753. It was noted that expenditure on the legal and democracy costs included the costs of an external law firm as well as a legal and democratic consultant commissioned to provide expert advice and support on the establishment of the CJC.

It was stated that the CJC was successful in its application to the Welsh Government for funding towards the Regional Transport Plan, with £125k awarded in 2023/24 and £100k in 2024/25. The interest received on balances for 2024/25 was £57,723. It was explained that a contribution from the reserve of £83k relating to the costs of the Investment Zone would be repaid once the grant income was approved by the Welsh Government.

The Joint Committee was asked to note and accept the actual expenditure and income for 2024/25, and to approve the underspend of £402k to the earmarked reserve to give a total of £1,113k. It was added that £565k of this has been approved for use as part of the 2025/26 budget.

13. TREASURY MANAGEMENT STRATEGY STATEMENT FOR 2025/26

The report was presented by Dewi Morgan, Head of Finance (CJC Statutory Officer) and Sian Pugh, Assistant Head of Finance.

RESOLVED:

The report which provided the Joint Corporate Committee's Treasury Management Strategy Statement for 2025/26 was accepted.

DISCUSSION

The report was submitted stating that treasury management decisions were made on a daily basis, and the Finance Department at Cyngor Gwynedd was required to act in accordance with the approved Treasury Management Strategy. The transfer of the Ambition Board to the CJC took place on 1 April 2025, and therefore the statement included the balance sheets of the CJC and NWEAB.

It was explained that the statement was based on the CIPFA Code and the Guide on Local Authority Investments by the Welsh Government, and therefore fulfilled the CJC's legal responsibility under the Local Government Act 2003. It was explained that treasury management was about keeping an abundance but not an excess of cash to meet the CJC's spending needs, managing risks associated with striking the right balance between risk and returns. It was expressed that in order to formulate this Strategy, it was explained that the department had received expert advice from treasury management advisors, Arlingclose. It was explained that the investments were consistent with the type of investments that Cyngor Gwynedd makes, and that there were limits to the amount allowed for each institution to spread the risk.

14. 2025/26 PAY POLICY

The report was presented by Geraint Owen, Corporate Director of Cyngor Gwynedd.

RESOLVED:

A Pay Policy Statement for the Joint Committee for 2025/26 was adopted.

DISCUSSION

The report was submitted stating that a Pay Policy Statement needs to be adopted for 2025/26. It was explained that the policy was reviewed annually, and that it was very similar to what was agreed last year. It was highlighted that this year's policy stipulated the Chief Executive's salary.

The meeting commenced at 14:30 and concluded at 15:55.

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(Chair)

Archwilio Cymru
Audit Wales

North Wales Economic Ambition Board Joint Committee – Audit Plan 2025

Audit year: 2024-25

Date issued: July 2025

Document reference: 4982A2025



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We welcome correspondence and telephone calls in Welsh and English. Corresponding in Welsh will not lead to delay. Rydym yn croesawu gohebiaeth a galwadau ffôn yn Gymraeg a Saesneg. Ni fydd gohebu yn Gymraeg yn arwain at oedi.

Mae'r ddogfen hon hefyd ar gael yn Gymraeg. This document is also available in Welsh.

Introduction



Adrian Crompton

Auditor General for Wales

I am pleased to share my 2025 Audit Plan for the North Wales Economic Ambition Board (the Joint Committee), covering the final year of its operations prior to the transfer of its functions to the North Wales Corporate Joint Committee on 1 April 2025. The Plan sets out how I will undertake your audit.

My audit team has developed the Plan following a structured and risk-based planning process, which will remain ongoing throughout the audit. My Code of Audit Practice provides further detail on how my audit and certain other functions are to be carried out by my auditors.

At the core of all our work is our commitment to maintaining the highest standards of professional integrity, objectivity, independence and audit quality. Our three lines of assurance model (page 15) sets out how we will ensure those standards of quality are met. Our latest annual quality report, Audit Quality Report 2024, provides more information about our audit quality arrangements.

My audit team will work constructively with your staff, ensuring the audit process operates as smoothly as possible, and provide valuable insights about any areas for improvement.

Should you have any questions about your audit my audit team will be happy to discuss them with you. They will also keep you regularly updated as work progresses.

Our aims and ambitions

Our purpose

- Assure people that public money is being managed well
- Explain how that money is being spent
- Inspire the public sector to improve

Our vision

- Fully exploiting our unique perspective, expertise and depth of insight
- Strengthening our position as an authoritative, trusted and independent voice
- Increasing our visibility, influence, and relevance
- Being a model organisation for the public sector in Wales and beyond

Our areas of focus

- A strategic, dynamic, and high-quality audit programme
- A targeted and impactful approach to communications and influencing
- A culture and operating model that enables us to thrive

You can find out more about Audit Wales in our Annual Plan 2024-25 and Our Strategy 2022-27.

Financial audit work

Audit of financial statements

I am required to issue a report on your financial statements which includes an opinion on their 'truth and fairness' and their proper preparation in accordance with accounting and legal requirements.

I will also report by exception on a number of matters which are set out in more detail in our Statement of Responsibilities.

There have been no limitations imposed on me in planning the scope of this audit.

Financial statements materiality

I do not seek to obtain absolute assurance on the truth and fairness of the financial statements and related notes but adopt a concept of materiality. My aim is to identify material and correct misstatements, that is, those that might result in a reader of the accounts being misled. Materiality applies not only to financial misstatements, but also to disclosure requirements and adherence to the applicable accounting framework and law.

I set planning and performance materiality to:

- Determine the level of misstatement that could cause the user of the accounts to be misled.
- Assist in the scoping of our audit approach and resultant audit tests.
- Determine sample sizes.
- Assess the effect of known and likely misstatements in the financial statements.
- Report to those charged with governance any unadjusted misstatements above a trivial level, our reporting threshold.

The levels at which I judge such misstatements to be material is set out below.

Planning materiality

represents 2% of gross expenditure based upon 2023-24 audited financial statements

£83,200

Reporting threshold (trivial)

represents 5% of materiality.

£4,000

There are some areas of the accounts that may be of more importance to the user of the accounts, and we have set a lower materiality level for these:

Senior Officer Remuneration	Related party disclosures (individuals)
£1,000	£10,000

My audit team will assess materiality levels throughout the audit.

Significant financial statements risks

Significant risks are identified risks of material misstatement for which the assessment of inherent risk is close to the upper end of the spectrum of inherent risk or those which are to be treated as a significant risk in accordance with the requirements of other International Standard on Auditing (ISAs). The ISAs require us to focus more attention on these significant risks.

Risk of management override

The risk of management override of controls is present in all entities. Due to the unpredictable way in which such override could occur, it is viewed as a significant risk [ISA 240.32-33].

Our planned response

My audit team will:

- test the appropriateness of journal entries and other adjustments made in preparing the financial statements;
- review accounting estimates for bias; and
- evaluate the rationale for any significant transactions outside the normal course of business.

Other areas of focus

I set out below other identified risks of material misstatement which, although not determined to be significant risks as above, I would like to bring to your attention.

Valuation of pension fund net liability/surplus

The Local Government Pension scheme (LGPS) pension fund liability as reflected in the financial statements are material estimates.

The nature of this estimate means that it is subject to a high degree of estimation uncertainty as it is sensitive to small adjustments in the assumptions used in its calculation.

The impact of economic conditions, particularly interest rate levels also has a significant impact on the liability. For example, at 31 March 2024, the liability was in fact a surplus, primarily due to higher interest rates.

There are also several legal cases potentially impacting on the valuation of the net liability.

There is a risk therefore that the liability/surplus is materially misstated.

Our planned response

My audit team will:

- evaluate the instructions issued by management to their management experts (actuary) for this estimate and the scope of the actuary's work;
- assess the competence, capabilities and objectivity of the actuary who carried out the valuations;
- assess the accuracy and completeness of the information provided by the Joint Committee to the actuary to estimate the liability;
- test the accuracy of the pension fund net liability and disclosures in the financial statements with the actuarial report from the actuary;
- assess the reasonableness of the assumptions made by the actuary by reviewing the report of the consulting actuary (auditor's expert) and undertaking any additional procedures required; and
- assess whether any legal cases could have a material impact on the net liability, and if so, confirm that this has been appropriately recognised and disclosed within the financial statements.

Implementation of International Accounting Standard (IFRS) 16 - Leases

Local Government bodies are required to adopt IFRS16 Leases from 1 April 2024.

This significantly changes the accounting treatment and disclosures required for leased assets and means that most leases will result in an asset and liability on balance sheets.

There is a risk that the requirements of the IFRS are not appropriately adopted and as a result the financial statements are materially misstated.

Our planned response

My audit team will:

- review the Joint Committee's working papers to ensure that all leases falling within the scope of the standard have been included in calculations;
- test a sample of asset and liability calculations to ensure that the assumptions are reasonable, and the calculations have been correctly prepared; and
- confirm that asset and liability values have been correctly accounted for and disclosed in the financial statements.

Financial statements audit timetable

Below is a timetable showing the key stages of the audit and our key audit deliverables that we will provide to you.

Exhibit 1: Financial statements audit timetable

Planning **February to April 2025**	Planning meeting High level risk assessment procedures Fraud risk assessment Accounting estimates planning IT environment risk assessment
Interim **May to June 2025**	Information flows Detailed risk assessment procedures IT controls review Develop testing strategy Early sample testing Audit Plan
Fieldwork **July to October 2025**	Update risk assessment Audit of financial statements to include narrative report and annual governance statement Complete audit testing Evaluate audit findings Audit closure meeting
Reporting **October 2025**	Audit of Accounts Report Recommendations for improvement Present findings to those charged with governance Auditor General certification

Other statutory audit functions

In addition to the audit of the accounts, I have statutory responsibilities to receive questions and objections to the accounts from local electors. The Public Audit (Wales) Act 2004 sets out these responsibilities:

- Section 30 Inspection of documents and questions at audit; and
- Section 31 Right to make objections at audit.

As this work is reactive, I have made no allowance in the fee below. If I do receive questions and objections, my auditors will discuss the potential impact on audit fees with the Head of Finance.

Audit fee

In January 2025 we published our 2025-26 Fee Scheme following approval by the Senedd Finance Committee which details the average increase to fee rates of 1.7%.

The actual fee that any individual audited body will pay depends not just on our fee rates but on the quantum of work and the skill mix required.

Your estimated total audit fee 2024-25: £15,279
(2023-24 £15,023)

Planning will be ongoing, and changes to my programme of audit work, and therefore my fee, may be required if any key new risks emerge. I shall make no changes without my auditors first discussing them with the Head of Finance.

I base my audit fee on the following assumptions:

- The agreed audit deliverables set out the expected working paper requirements to support the financial statements and include timescales and responsibilities.
- No matters of significance, other than as summarised in this plan, are identified during the audit.

Audit team

My audit team will continue to work and engage remotely using technology but will explore some onsite working should the opportunity arise some on. The main members of my team, together with their contact details, are summarised in **Exhibit 2**.

Exhibit 2: My local audit team

Engagement Director	Matthew Edwards Matthew.Edwards@audit.wales
Audit Manager	Yvonne Thomas Yvonne.Thomas@audit.wales
Senior Auditor	Siwan Glyn Siwan.Glyn@audit.wales

There is a threat to independence that I need to bring to your attention relating to the Audit Manager who is an acquaintance of a member of the Joint Committee's Executive Group. The work of the Audit Manager does not require any direct contact with the member outside of Joint Committee meetings, and appropriate steps will be implemented to ensure that any potential conflicts are managed. Except for this, I can confirm that all other members of my team are independent of the Joint Committee.

Audit quality

Our commitment to audit quality in Audit Wales is absolute. We believe that audit quality is about getting things right first time.

We use a three lines of assurance model to demonstrate how we achieve this. We have established an Audit Quality Committee to co-ordinate and oversee those arrangements. We subject our work to independent scrutiny by the Institute of Chartered Accountants in England and Wales and our Chair of the Board, acts as a link to our Board on audit quality. For more information see our Audit Quality Report 2024.



Our People

- Selection of right team
- Use of specialists
- Supervisions and review



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Rydym yn croesawu gohebiaeth a galwadau ffôn yn Gymraeg a Saesneg.

Cyd-Bwyllgor Corfforedig Gogledd Cymru
North Wales Corporate Joint Committee

NORTH WALES CORPORATE JOINT COMMITTEE

18 July 2025

TITLE: North Wales Economic Ambition Board's Statement of Accounts for 2024/25

AUTHOR: Dewi A. Morgan, Head of Finance (CJC's Statutory Finance Officer)
Sian Pugh, Assistant Head of Finance

1. PURPOSE OF THE REPORT

1.1. This report introduces the North Wales Economic Ambition Board's (NWEAB) Statement of Accounts for the 2024/25 financial year, which provides details of the Joint Committee's financial activities during the year which ended on 31 March 2025.

1.2. The NWEAB's role and functions were transferred to the CJC on 1st April 2025, which included staff, resources, financial liabilities and assets, including the Growth Deal and funding, and will therefore be included within the CJC's Statement of Accounts from 2025/26.

2. DECISIONS SOUGHT

2.1. To note and accept the NWEAB's draft Statement of Accounts (subject to audit) for 2024/25.

3. REASONS FOR THE DECISION

3.1. There is no statutory requirement for the CJC to approve the draft Statement of Accounts, but we consider that the submission of the draft statement for information is good practice to follow.

3.2. The CJC will need to approve the final version following receipt of the Audit Wales report, and the submission of the draft now is an opportunity for CJC members to consider the content and ask financial officers about the content. This is an opportunity for members to equip themselves with relevant information to consider relevant risks, and other issues that will be subject to audit, in their context.

4. BACKGROUND AND RELEVANT CONSIDERATIONS

4.1. A report on the Revenue and Capital out-turn position for 2024/25 was presented to the CJC on 13 June 2025. The report was more useful for internal / management purposes, while the Statement of Accounts is more suited for external / governance purposes.

4.2. The draft accounts presented here are currently subject to audit by Audit Wales, and a final version following audit will be submitted for approval in a later meeting of the CJC.

Uchelgais Gogledd Cymru
Ambition North Wales

5. LEGAL IMPLICATIONS

5.1. Section 12 of the Public Audit (Wales) Act 2004 states that a joint committee of two or more (local) authorities is a local government body, and Section 13 of the Act requires such bodies to maintain accounts subject to audit by an external auditor approved by the Auditor General for Wales.

5.2. The Accounts and Audit (Wales) Regulations 2014 (as amended) require all joint committees to prepare year-end accounts. Where the annual income or expenditure are over £2.5m, the joint committee is deemed to be a "larger relevant body" and an annual Statement of Accounts in accordance with the Code of Practice on Local Authority Accounting in the United Kingdom must be prepared.

APPENDICES:

Appendix 1 North Wales Economic Ambition Board's Statement of Accounts for 2024/25

STATUTORY OFFICERS RESPONSE:

i. Monitoring Officer:

No observations to add in relation to propriety.

ii. Statutory Finance Officer:

Report author.

Uchelgais Gogledd Cymru
Ambition North Wales

Statement of Accounts 2024/25 – North Wales Economic Ambition Board Joint Committee

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NARRATIVE REPORT

INTRODUCTION

The North Wales Economic Ambition Board's (NWEAB) Joint Committee was established on 1 February 2019 to develop a regional approach to economic growth and to address the challenges and barriers facing the North Wales economy. It covers the six local authority administrative areas of North Wales comprising Gwynedd, Anglesey, Conwy, Denbighshire, Wrexham and Flintshire councils. The Joint Committee also includes the University of Bangor, Wrexham University, Coleg Cambria and Grŵp Llandrillo Menai. In December 2020, the Joint Committee agreed the North Wales Growth Deal with UK Government and Welsh Government securing an investment of £240 million into the North Wales economy as part of the Deal. A Portfolio Management Office has been established to deliver the Growth Deal and the full business case of the first project was approved in December 2021 and is now in its fourth year of delivery.

On 1 April 2025, the Growth Deal, its funding and the Portfolio Management Office transferred to the North Wales Corporate Joint Committee (CJC).

Cyngor Gwynedd was appointed as host authority for the NWEAB and is also providing the support services for the CJC.

The NWEAB's accounts for the year 2024/25 are presented here on pages 7 to 37. The Statements of Accounts are prepared in accordance with CIPFA's *Code of Practice on Local Authority Accounting in the United Kingdom 2024/25.*

The Statement of Accounts consist of:

- **Expenditure and Funding Analysis** - Whilst this is not a statutory statement, it shows how annual expenditure is used and funded in accordance with generally accepted accounting practices.
- **Comprehensive Income and Expenditure Statement** - This statement shows the accounting cost in the year of providing services in accordance with generally accepted accounting practices.
- **Movement in Reserves Statement** - This statement shows the movement in year on the different reserves held by the Joint Committee, analysed into 'usable reserves' and 'unusable reserves'.
- **The Balance Sheet** - Sets out the financial position of the Joint Committee on 31 March 2025.
- **The Cash Flow Statement** - This statement summarises the flow of cash to and from the Joint Committee during 2024/25 for revenue and capital purposes.

These accounts have been prepared on a going concern basis and are supported by this Narrative Report, the Accounting Policies and various notes to the accounts.

NWEAB'S ambition

The NWEAB'S ambition is to build a more vibrant, sustainable and resilient economy for North Wales to:

- Focus on improving the region's economic, social and environmental well-being.
- See the region develop in a sustainable way, with opportunities for people to gain new skills for the future and develop rewarding careers, seeing businesses grow and communities prosper.
- Champion our language, culture and heritage, in line with the well-being goals for Wales.

North Wales Growth Deal

The Growth Deal aims to bring over £1 billion of investment to north Wales in order to generate over 4,000 new jobs and an increase in Gross Value Added (GVA) of £2.4 billion. The UK and Welsh governments have committed to jointly investing £240 million capital over a 15-year period, with the remainder leveraged from private and public sources. The desired outcomes of this investment are to be delivered through the delivery of a portfolio of five separate programmes which:

- Build on our regional strengths in manufacturing and low carbon energy

- Target digital innovation and infrastructure to better connect the region
- Invest in key sites and premises for the developer market
- Enable innovation to boost productivity
- Support our key industries in tourism and agriculture to develop for the future

The five programmes are:-

- Low Carbon Energy
- Agri-food and Tourism
- Innovation in High-Value Manufacturing
- Digital Connectivity
- Land and Property.

2024/25 Budget

The Joint Committee adopted its budget for 2024/25 at its meeting on 15 March 2024 and is available at:
Agenda for North Wales Economic Ambition Board on Friday, 15th March, 2024, 9.30 am

There have been a number of historical factors that have contributed to the overall slippage of the North Wales Growth Deal's capital portfolio since the agreement of the Final Deal in December 2020, including optimism bias in original estimates, the impact of the Covid-19 pandemic and significant cost inflation. The slippage during 2024/25 on the agreed capital profile is down to more project specific matters including planning and consenting delays, and business case development delays. The capital delivery profile is updated annually and agreed with Welsh Government and UK Government.

2024/25 Performance

The NWEAB reports quarterly on the progress against the North Wales Growth Deal, and the Annual Report is available at:
North Wales CJC Economic Well-being Sub-committee

2024/25 Financial Performance

- The Comprehensive Income and Expenditure Statement on page 8 shows that the Joint Committee's gross revenue expenditure on 'cost of services' level was £13,542k during 2024/25, with a net position of £137k.
- The financial out-turn position for 2024/25 was reported to the Economic Well-being Sub-committee on 16 May 2025 and the North Wales Corporate Joint Committee on 13 June 2025 and is available at:
  Agenda for North Wales Corporate Joint on Friday, 13th June, 2025, 2.30 pm
- The Comprehensive Income and Expenditure Statement and the Movement in Reserves Statement on pages 8 and 9 detail the analysis in movements for the year.

TABLE 1 - Budget and Actual Comparison Summary (Net)

Table 1 provides a budgetary performance comparison at a summary level, which is detailed further in Table 2.

	Budget £'000	Actual £'000	Variance £'000
Expenditure on Operations	2,963	5,629	2,666
Financed by-			
Partners' Contributions	(703)	(703)	0
Grants, contributions and other income	(2,193)	(5,245)	(3,052)
Contribution from the General Fund	(67)	(67)	0
Net (Underspend)/Overspend	**0**	**(386)**	**(386)**

TABLE 2 –Transposition movement between 'Budget and Actual Comparison Summary (Net)' (Table 1) to the Income and Expenditure format

	Performance Report (Out-turn)	Transposition Adjustment	Net Position to be funded by / (transferred to) the General Fund	Adjustments between Funding and Accounting Basis	Income & Expenditure Statement
	£'000	£'000	£'000	£'000	£'000
Expenditure	5,629	(2,800)	2,829	10,713	13,542
Income	(6,015)	3,253	(2,762)	(10,643)	(13,405)
Net Cost of Services	**(386)**	**453**	**67**	**70**	**137**

Transposition Adjustment - Adjustments in the transposition column relate to the net contribution to and from reserves, the interest on balances received during the financial year and the reduction to the Growth Deal Grant required in year.

Material Items of Income and Expenditure

Related Items include :-

- £2,800k in interest receivable and similar income (Note 11).
- £13,405k in grants and contributions and equivalent expenditure (Note 20).

Other Issues

- Economic instability and financial risks continue in the UK and globally, especially considering the new tariffs between the USA and the rest of the world. With the Office for Budget Responsibility predicting increases in inflation and energy rates and a decrease in interest rates in their report 'Economic and Fiscal Outlook' dated March 2025, the Joint Commitee has taken these circumstances into account in its financial plans, maintaining a prudent level of reserves.
- Cost inflation is a risk for the North Wales Growth Deal's capital projects and the Joint Committee has allocated additional funding for the most mature projects to reduce this risk.

Capital Expenditure in 2024/25

Capital expenditure for 2024/25 amounted to £10.8m. The following table gives an analysis of this expenditure and the way it was financed.

TABLE 3 - SUMMARY OF CAPITAL EXPENDITURE AND FINANCING

2023/24		2024/25
£'000		£'000
1,547	Projects	10,766
1,547		**10,766**
	FINANCED BY -	
1,547	Grants and Contributions	10,643
0	Reserve	123
1,547		**10,766**

The £10,766k in the above table is Revenue Expenditure Funded from Capital under Statute and has been charged to the Income and Expenditure Statement in the year. The £10,643k financed by the Growth Deal Grant has been spent

on the Enterprise Engineering & Optics Centre project by Wrexham University, Centre of Environmental Biotechnology project by Bangor University and the Tourism Talent Network project by Grŵp Llandrillo Menai. The £123k expenditure relates to the Smart Local Energy project which was financed by the Projects Reserve.

Reserves

The Joint Committee has usable reserve of £7,774k. These are detailed in the Balance Sheet, Movement in Reserves Statement and in Note 10.

Pension Fund

An assessment has been carried out by Gwynedd Pension Fund's Actuary, Hymans Robertson, of the Joint Committee's actuarial position. In order to comply with International Accounting Standard 19, the Joint Committee has shown a nil net liability as at 31 March 2025 on its Balance Sheet. Refer to Note 24 for further information.

The net pension liability is a position at one point in time. Market prices can move substantially up or down in the short-term and it is therefore not possible to quantify the long-term effect such movements in market prices will have on the Pension Fund. The accounts are based on the valuation held on 31 March 2022, the accounts for the financial year 2026/27 onwards will be based on the valuation held on 31 March 2025.

Governance

The NWEAB is responsible for putting in place proper arrangements for the governance of its affairs, facilitating the effective exercise of its functions, which includes arrangements for the management of risk. Further information is included within the Annual Governance Statement.

Accounting Policies

The accounting policies adopted on behalf of the Joint Committee comply with all relevant recommended accounting practices and are fully explained in the Accounting Policies set out in Note 1 of the Accounts commencing on page 12.

Changes in Accounting Policies and to the Accounts

The Joint Committee's existing accounting policies have been amended to reflect only the changes required in accordance with proper accounting practices, following adjustments for the 2024/25 financial year to the Code of Practice on Local Authority Accounting in the United Kingdom.

Further Information

The Statement of Accounts is available on Cyngor Gwynedd's website (www.gwynedd.llyw.cymru) and on the CJC's website (www.ambitionnorth.wales).

Further information relating to the accounts is available from:

Sian Pugh
Assistant Head of Finance -
Sustainability and Developments
01286 679134

Finance Department
Cyngor Gwynedd
Council Offices
Caernarfon
Gwynedd
LL55 1SH

This is part of the Council's policy of providing full information relating to the Council and the Joint Committees' affairs. In addition, interested members of the public have a statutory right to inspect the accounts before the audit is completed. The availability of the accounts for inspection is advertised on the Council's website at the appropriate time.

NORTH WALES ECONOMIC AMBITION BOARD

STATEMENT OF ACCOUNTS

STATEMENT OF RESPONSIBILITIES FOR THE STATEMENT OF ACCOUNTS

THE JOINT COMMITTEE'S RESPONSIBILITIES

The North Wales Corporate Joint Committee is required to make arrangements for the proper administration of its financial affairs and to secure that one of its officers has the responsibility for the administration of those affairs. The Statutory Finance Officer of Cyngor Gwynedd is the responsible financial officer of the Corporate Joint Committee. It is the Joint Committee's responsibility to manage its affairs to secure economic, efficient and effective use of its resources, to safeguard its assets, and to approve the Statement of Accounts.

THE STATUTORY FINANCE OFFICER'S RESPONSIBILITIES

The Joint Committee's Statutory Finance Officer is responsible for the preparation of the North Wales Economic Ambition Board's Joint Committee Statement of Accounts in accordance with proper practices as set out in the CIPFA/LASAAC *Code of Practice on Local Authority Accounting in the United Kingdom* ("the Code").

In preparing the statement of accounts, the Statutory Finance Officer has selected suitable accounting policies and then applied them consistently; has made judgements and estimates that were reasonable and prudent and complied with the Code.

The Statutory Finance Officer has also kept proper accounting records which were up to date, and has taken reasonable steps for the prevention and detection of fraud and other irregularities.

RESPONSIBLE FINANCIAL OFFICER'S CERTIFICATE

I certify that the Statement of Accounts has been prepared in accordance with the arrangements set out above, and presents a true and fair view of the financial position of the North Wales Economic Ambition Board's Joint Committee at 31 March 2025 and the Joint Committee's income and expenditure for the year then ended.



27 June 2025

Dewi Aeron Morgan CPFA
Statutory Finance Officer, North Wales Corporate Joint Committee

EXPENDITURE AND FUNDING ANALYSIS

The Expenditure and Funding Analysis shows how annual expenditure is used and funded from resources in accordance with generally accepted accounting practices. Income and expenditure accounted for under generally accepted accounting practices is presented more fully in the Comprehensive Income and Expenditure Statement.

2023/24				2024/25		
Net Expenditure Chargeable to the General Fund	Adjustments between the Funding and Accounting Basis (Note 8)	Net Expenditure in the Comprehensive Income and Expenditure Statement		Net Expenditure Chargeable to the General Fund	Adjustments between the Funding and Accounting Basis (Note 8)	Net Expenditure in the Comprehensive Income and Expenditure Statement
£'000	£'000	£'000		£'000	£'000	£'000
1,380	(39)	1,341	Programme Management Office	1,458	(53)	1,405
162	0	162	Accountable Body Support Services	171	0	171
45	0	45	Joint Committee	22	0	22
456	1,547	2,003	Projects	310	10,766	11,076
608	0	608	Grant Schemes	868	0	868
(2,617)	(1,547)	(4,164)	Income	(2,762)	(10,643)	(13,405)
34	**(39)**	**(5)**	**Cost of Services**	**67**	**70**	**137**
(2,826)	(1)	(2,827)	Financing and Investment Income and Expenditure	(2,677)	(124)	(2,801)
(2,792)	**(40)**	**(2,832)**	**(Surplus)/ Deficit on Provision of Services**	**(2,610)**	**(54)**	**(2,664)**
(2,372)			Opening Balance	(5,164)		
(2,792)			(Surplus)/ Deficit in Year	(2,610)		
(5,164)			Closing Balance	**(7,774)**		

COMPREHENSIVE INCOME AND EXPENDITURE STATEMENT

This statement shows the accounting cost in the year of providing the Joint Committee service in accordance with generally accepted accounting practices.

2023/24 Gross Expenditure	2023/24 Gross Income	2023/24 Net Expenditure		Note	2024/25 Gross Expenditure	2024/25 Gross Income	2024/25 Net Expenditure
£'000	**£'000**	**£'000**			**£'000**	**£'000**	**£'000**
1,341	0	1,341	Programme Management Office		1,405	0	1,405
162	0	162	Accountable Body Support Services		171	0	171
45	0	45	Joint Committee		22	0	22
2,003	0	2,003	Projects		11,076	0	11,076
608	0	608	Grant Schemes		868	0	868
0	(4,164)	(4,164)	Income		0	(13,405)	(13,405)
4,159	**(4,164)**	**(5)**	**Cost of Services**		**13,542**	**(13,405)**	**137**
0	(2,827)	(2,827)	Financing and Investment Income and Expenditure	*11*	0	(2,801)	(2,801)
4,159	**(6,991)**	**(2,832)**	**(Surplus) / Deficit on Provision of Services**		**13,542**	**(16,206)**	**(2,664)**
		36	Remeasurement of the net pension defined benefit liability/(asset)	*15.2*			66
		36	**Other Comprehensive Income and Expenditure**				**66**
		(2,796)	**Total Comprehensive Income and Expenditure**				**(2,598)**

MOVEMENT IN RESERVES STATEMENT

The Movement in Reserves Statement shows the movement from the start of the year to the end on the different reserves held by the Joint Committee, analysed into 'usable reserves' (i.e. those that can be applied to fund expenditure) and other 'unusable reserves'. The Statement shows how the movements in year of the Joint Committee's reserves are broken down between gains and losses incurred in accordance with generally accepted accounting practices and the statutory adjustments required to return to the amounts chargeable to council tax (via the Councils' contributions). The Net Increase/Decrease line shows the statutory General Fund Balance movements in the year following those adjustments.

		Movement in Reserves Statement		
	Note	**Total Usable Reserves**	**Unusable Reserves**	**Total Joint Committee's Reserves**
		£'000	**£'000**	**£'000**
Balance 31 March 2023 carried forward		**(2,372)**	**34**	**(2,338)**
Movement in reserves during 2023/24				
(Surplus)/Deficit on provision of services		**(2,832)**	**0**	**(2,832)**
Other Comprehensive Income and Expenditure		**0**	**36**	**36**
Total Comprehensive Income and Expenditure		**(2,832)**	**36**	**(2,796)**
Adjustments between accounting basis and funding basis under regulations	*9*	**40**	**(40)**	**0**
Net (Increase)/Decrease before Transfers to Earmarked Reserves		**(2,792)**	**(4)**	**(2,796)**
(Increase)/Decrease in 2023/24		**(2,792)**	**(4)**	**(2,796)**
Balance 31 March 2024 carried forward	*10 & 15*	**(5,164)**	**30**	**(5,134)**
Movement in reserves during 2024/25				
(Surplus)/Deficit on provision of services		**(2,664)**	**0**	**(2,664)**
Other Comprehensive Income and Expenditure		**0**	**66**	**66**
Total Comprehensive Income and Expenditure		**(2,664)**	**66**	**(2,598)**
Adjustments between accounting basis and funding basis under regulations	*9*	**54**	**(54)**	**0**
Net (Increase)/Decrease before Transfers to Earmarked Reserves	*10 & 15*	**(2,610)**	**12**	**(2,598)**
(Increase)/Decrease in 2024/25		**(2,610)**	**12**	**(2,598)**
Balance 31 March 2025 carried forward		**(7,774)**	**42**	**(7,732)**

BALANCE SHEET

The Balance Sheet shows the value as at the Balance Sheet date of the assets and liabilities recognised by the Joint Committee. The net assets of the Joint Committee (assets less liabilities) are matched by the reserves held by the Joint Committee. Reserves are reported in two categories. The first category of reserves is usable reserves, i.e. those reserves that the Joint Committee may use to provide services, subject to the need to maintain a prudent level of reserves and any statutory limitations on their use. The second category of reserves is those that the Joint Committee is not able to use to provide services. This category of reserves includes reserves that hold unrealised gains and losses (for example the Revaluation Reserve), where amounts would only become available to provide services if the assets are sold; and reserves that hold timing differences shown in the Movement in Reserves Statement line 'Adjustments between accounting basis and funding basis under regulations'.

31 March 2024 £'000		***Note***	**31 March 2025 £'000**
0	Long-term Debtors		3
0	**Long-term Assets**		**3**
325	Short-term Debtors	*12*	133
58,916	Cash and Cash Equivalents	*13*	53,949
59,241	**Current Assets**		**54,082**
(1,157)	Short-term Creditors	*14*	(4,773)
(23,949)	Capital and Revenue Grants Receipts in Advance	*20b*	(30,787)
(25,106)	**Current Liabilities**		**(35,560)**
0	Pension Liability	*24*	0
(29,001)	Capital and Revenue Grants Receipts in Advance	*20b*	(10,793)
(29,001)	**Long-term Liabilities**		**(10,793)**
5,134	**Net Assets**		**7,732**
(5,164)	Usable Reserves	*10*	(7,774)
30	Unusable Reserves	*15*	42
(5,134)	**Total Reserves**		**(7,732)**

CASH FLOW STATEMENT

The Cash Flow Statement shows the changes in cash and cash equivalents of the Joint Committee during the reporting period. The statement shows how the Joint Committee generates and uses cash and cash equivalents by classifying cash flows as operating and investing activities. The amount of net cash flows arising from operating activities is a key indicator of the extent to which the operations of the Joint Committee are funded by way of grant income or from the recipients of services provided by the Joint Committee. Investing Activities represent the extent to which cash outflows have been made for resources which are intended to contribute to the Joint Committee's future service delivery.

2023/24		***Note***	**2024/25**
£'000			**£'000**
(2,832)	Net (Surplus) / Deficit on the Provision of Services		(2,664)
896	Adjustments to net surplus or deficit on the provision of services for non-cash movements	*16a*	7,631
(1,936)	Net cash flows from Operating Activities		4,967
0	Investing Activities		0
0	Financing Actitivies		0
(1,936)	Net (Increase)/Decrease in cash and cash equivalents		4,967
(56,980)	Cash and cash equivalents at the beginning of the reporting period	*13*	(58,916)
(58,916)	**Cash and cash equivalents at the end of the reporting period**	*13*	**(53,949)**

NOTES TO THE ACCOUNTS

NOTE 1 – ACCOUNTING POLICIES

1.1 General Principles

The Statement of Accounts summarises the Joint Committee's transactions for the 2024/25 financial year and its position at the year-end of 31 March 2025. The Joint Committee is required to prepare an annual Statement of Accounts by the Accounts and Audit (Wales) Regulations 2014 (as amended), in accordance with proper accounting practices. These practices primarily comprise the *Code of Practice on Local Authority Accounting in the United Kingdom 2024/25,* supported by International Financial Reporting Standards (IFRS).

The accounting convention adopted in the Statement of Accounts is historical cost. The accounts have been prepared on a going concern basis.

The nature of the Joint Committee's transactions is limited and only the relevant policies can be seen below.

1.2 Accruals of Expenditure and Income

Activity is accounted for in the year that it takes place, not simply when cash payments are made or received.

- Revenue from contracts with service recipients, whether for services or the provision of goods, is recognised when (or as) the goods or services are transferred to the service recipient in accordance with the performance obligations in the contract.
- Supplies are recorded as expenditure when they are consumed – where there is a gap between the date supplies are received and their consumption, they are carried as inventories on the Balance Sheet.
- Expenses in relation to services received (including services provided by employees) are recorded as expenditure when the services are received rather than when payments are made.
- Where revenue and expenditure have been recognised but cash has not been received or paid, a debtor or creditor for the relevant amount is recorded in the Balance Sheet. Where debts may not be settled, the balance of debtors is written down and a charge made to revenue for the income that might not be collected.

1.3 Cash and Cash Equivalents

The Joint Committee does not have its own bank account and cash is administered by Cyngor Gwynedd within its own accounts.

1.4 Employee Benefits

1.4.1 Benefits Payable during Employment

Short-term employee benefits are those due to be settled within 12 months of the year-end. They include such benefits as wages and salaries, paid annual leave and paid sick leave for current employees and are recognised as an expense for services in the year in which the employee renders service to the Joint Committee. An accrual is made for the cost of holiday entitlements (or any form of leave, e.g. time off in lieu) earned by employees but not taken before the year-end that employees can carry forward into the next financial year. The accrual is charged to the Surplus or Deficit on the Provision of Services, but then reversed out through the Movement in Reserves Statement to the accumulated absences account so that holiday benefits are charged to revenue in the financial year in which the holiday absence occurs.

1.4.2 Termination Benefits

Termination benefits are amounts payable as a result of a decision by the Joint Committee to terminate an officer's employment before the normal retirement date or an officer's decision to accept redundancy voluntarily and are charged on an accruals basis to the service in the Comprehensive Income and Expenditure Statement at the earlier of when the Joint Committee can no longer withdraw the offer of those benefits or when the Joint Committee recognises costs for a restructuring.

Where termination benefits involve the enhancement of pensions, statutory provisions require the Joint Committee fund balance to be charged with the amount payable by the Joint Committee to the Pension Fund or pensioner in the year, not the amount calculated according to the relevant accounting standards. In the Movement in Reserves Statement, appropriations are required to and from the Pensions Reserve to remove the notional debits and credits

for pension enhancement termination benefits and replace them with debits for the cash paid to the Pension Fund and pensioners and any such amounts payable but unpaid at the year-end.

1.4.3 Post-employment Benefits

Employees of the Joint Committee are members of one pension scheme:

- The Local Government Pensions Scheme, administered by the Gwynedd Pension Fund at Cyngor Gwynedd.

The scheme provides defined benefits to members (retirement lump sums and pensions), earned as employees when they worked for the Joint Committee and their previous employers.

1.4.4 The Local Government Pension Scheme

All other staff, subject to certain qualifying criteria, are entitled to become members of the Local Government Pension Scheme. The pension costs charged to the Joint Committee's accounts in respect of this group of employees is determined by the fund administrators and represent a fixed proportion of employees' contributions to this funded pension scheme.

The Local Government Scheme is accounted for as a defined benefit scheme.

The liabilities of the Gwynedd Pension Fund attributable to the Joint Committee are included in the Balance Sheet on an actuarial basis using the projected unit method - i.e. an assessment of the future payments that will be made in relation to retirement benefits earned to date by employees, based on assumptions such as mortality rates, employee turnover rates, etc., and projections of earnings for current employees.

Liabilities are discounted to their value at current prices, using a discount rate of 5.85% calculated as a weighted average of 'spot yields' on AA rated corporate bonds.

The assets of the Gwynedd Pension Fund attributable to the Joint Committee are included in the Balance Sheet at their fair value as determined by the Fund's Actuary.

When the calculation results in a net asset for the Joint Committee, the net asset must be recognised at the lower of that net asset and the asset ceiling, which is calculated as the net present value of future service costs less net present value of future contributions over the future working lifetime. Where the asset ceiling is the lower, an adjustment will be required which is included as a remeasurement.

The change in the net pensions liability is analysed into the following components:

Service cost comprising:

- Current service cost – the increase in liabilities as a result of years of service earned this year – allocated in the Comprehensive Income and Expenditure Statement to the service for which the employees worked.
- Past service cost – the increase in liabilities arising from current year decisions whose effect relates to years of service earned in earlier years – debited to the Surplus or Deficit on the Provision of Services in the Comprehensive Income and Expenditure Statement as part of Non-distributed Costs.
- Net interest on the net defined benefit liability/(asset), i.e. the net interest expense for the Joint Committee – the change during the period in the net defined benefit liability/(asset) that arises from the passage of time charged to the Financing and Investment Income and Expenditure line of the Comprehensive Income and Expenditure Statement – this is calculated by applying the discount rate used to measure the defined benefit obligation at the beginning of the period to the net defined benefit liability/(asset) at the beginning of the period – taking into account any changes in the net defined benefit liability/(asset) during the period as a result of contributions and benefit payments.

Remeasurements comprising:

- The return on Plan assets – excluding amounts included in net interest on the net defined benefit liability/(asset) – charged to the Pensions Reserve as Other Comprehensive Income and Expenditure.

- Actuarial gains and losses – changes in the net pensions liability that arise because events have not coincided with assumptions made at the last actuarial valuation or because the actuaries have updated their assumptions – charged to the Pensions Reserve as Other Comprehensive Income and Expenditure.
- Asset ceiling adjustment – reduces to the calculated asset ceiling if this is lower than the asset position.
- Contributions paid to the Gwynedd Pension Fund – cash paid as employer's contributions to the Pension Fund in settlement of liabilities; not accounted for as an expense.

In relation to retirement benefits, statutory provisions require the General Fund balance to be charged with the amount payable by the Joint Committee to the Pension Fund or directly to pensioners in the year, not the amount calculated according to the relevant accounting standards. In the Movement in Reserves Statement, this means that there are appropriations to and from the Pensions Reserve to remove the notional debits and credits for retirement benefits and replace them with debits for the cash paid to the Pension Fund and pensioners and any such amounts payable but unpaid at the year-end. The balance that arises on the Pensions Reserve thereby measures the impact to the Joint Committee of being required to account for retirement benefits on the basis of cash flows rather than as benefits are earned by employees.

International Accounting Standard (IAS) 19 governs how the long-term liabilities which exist in relation to pension costs should be reported. Local Councils (including Joint Committees) in Wales and England are required to produce their financial statements in accordance with IAS 19.

1.4.5 Discretionary Benefits

The Joint Committee also has restricted powers to make discretionary awards of retirement benefits in the event of early retirements. Any liabilities estimated to arise as a result of an award to any member of staff are accrued in the year of the decision to make the award and accounted for using the same policies as are applied to the Local Government Pension Scheme.

1.5 Events after the Reporting Period

Events after the balance sheet date are those events, both favourable and unfavourable, that occur between the end of the reporting period and the date when the Statement of Accounts is authorised for issue. Two types of events can be identified:

- those that provide evidence of conditions that existed at the end of the reporting period – the Statement of Accounts is adjusted to reflect such events; and
- those that are indicative of conditions that arose after the reporting period – the Statement of Accounts is not adjusted to reflect such events, but where a category of events would have a material effect, disclosure is made in the notes of the nature of the events and their estimated financial effect.

Events taking place after the date of authorisation for issue are not reflected in the Statement of Accounts.

1.6 Prior Period Adjustments, Changes in Accounting Policies, Estimates and Errors

Prior period adjustments may arise as a result of a change in accounting policies or to correct a material error. Changes in accounting estimates are accounted for prospectively, i.e. in the current and future years affected by the change and do not give rise to a prior period adjustment.

Changes in accounting policies are only made when required by proper accounting practices or the change provides more reliable or relevant information about the effect of transactions, other events and conditions on the Joint Committee's financial position or financial performance. Where a change is made, it is applied retrospectively (unless not material or stated otherwise) by adjusting opening balances and comparative amounts for the prior period as if the new policy had always been applied.

Material errors discovered in prior period figures are corrected retrospectively by amending opening balances and comparative amounts for the prior period.

NOTE 1 – ACCOUNTING POLICIES (continued)

1.7 Government Grants and Other Contributions

Grants and contributions relating to capital and revenue expenditure are accounted for on an accruals basis, and recognised immediately in the relevant service line in the Comprehensive Income and Expenditure Statement as income, except to the extent that the grant or contribution has a condition that the Joint Committee has not satisfied.

Grants and contributions funding capital expenditure that have been credited to the Comprehensive Income and Expenditure Statement are not proper income charges due to the capital control regime requirements to finance capital expenditure as part of the Capital Financing Requirement. Therefore, the Joint Committee accounts for these amounts as follows:

- Where a capital grant or contribution has been received, and conditions remain outstanding at the Balance Sheet date, the grant is recognised as a Capital Grant Receipt in Advance on the Balance Sheet. Once the condition has been met, the grant or contribution is transferred to the Comprehensive Income and Expenditure Statement.
- Where a capital grant or contribution has been recognised as income in the Comprehensive Income and Expenditure Statement, and the expenditure to be financed from that grant or contribution has been incurred at the Balance Sheet date, the grant or contribution is transferred from the General Fund to the Capital Adjustment Account, reflecting the application of capital resources to finance expenditure. This transfer is reported in the Movement in Reserves Statement.

1.8 Overheads and Support Services

Charges for services provided by the Central Support Departments within Cyngor Gwynedd are derived from a combination of pre-determined fixed charges, actual recorded staff time, transaction logging and pre-determined formulae.

1.9 Reserves

Specific reserves are created to set aside amounts for future spending schemes. This is done through transfers out of the General Fund Balance in the Movement in Reserves Statement.

Certain reserves, namely "unusable reserves", are kept for the technical purpose of managing the accounting processes for non-current assets and employee benefits. These do not represent the usable resources of the Joint Committee.

1.10 Revenue Expenditure Funded from Capital Under Statute

Legislation allows some expenditure to be classified as capital for funding purposes when it does not result in the expenditure being carried on the Balance Sheet as an asset. The purpose of this is to enable it to be funded from capital resources rather than be charged to the General Fund. This type of expenditure is valued at historical cost and written down over a year.

1.11 Value Added Tax

Only in a situation when VAT is irrecoverable will VAT be included or charged as 'irrecoverable VAT'. Since the Joint Committee has not registered for VAT, the VAT is recovered through Cyngor Gwynedd's VAT registration.

1.12 Debtors and Creditors

The Joint Committee's Accounts are maintained on an accruals basis in accordance with the Code of Accounting Practice. The accounts reflect actual expenditure and income relating to the year in question irrespective of whether the payments or receipts have actually been paid or received in the year.

1.13 Long-Term Contracts

Long-term contracts are accounted for on the basis of charging the Surplus or Deficit on the Provision of Services with the consideration allocated to the performance obligations satisfied based on the goods or services transferred to the service recipient during the financial year.

NOTE 1 – ACCOUNTING POLICIES (continued)

1.14 Joint Operations

Joint operations are arrangements where the parties that have joint control of the arrangement have rights to the assets and obligations for the liabilities relating to the arrangements. The activities undertaken by the Joint Committee in conjunction with other joint operators involve the use of the assets and resources of those joint operators. In relation to its interest in a joint operation, the Joint Committee as a joint operator recognises its share of assets, liabilities, revenue and expenses.

The NWEAB Joint Committee has been categorised as a Joint Operation, making use of the assets and resources of the operators rather than the establishment of a separate entity.

NOTE 2 - CHANGE IN ACCOUNTING POLICY

The Joint Committee's existing accounting policies are amended only insofar as to reflect the guidance in the 2024/25 CIPFA Code of Practice on Local Authority Accounting in the United Kingdom.

NOTE 3 - PRIOR PERIOD ADJUSTMENTS

There are no prior period adjustments during 2024/25.

NOTE 4 - ACCOUNTING STANDARDS THAT HAVE BEEN ISSUED BUT HAVE NOT YET BEEN ADOPTED

The CIPFA Code of Practice on Local Authority Accounting in the United Kingdom requires the expected impact of any accounting standards that have been issued but not yet adopted to be disclosed. This applies to the following new or amended standards within the 2025/26 Code:

- IAS 21 The Effects of Changes in Foreign Exchange Rate (Lack of Exchangeability) issued in August 2023. The amendments to IAS 21 clarify how an entity should assess whether a currency is exchangeable and how it should determine a spot exchange rate when exchangeability is lacking, as well as require the disclosure of information that enables users of financial statements to understand the impact of a currency not being exchangeable.
- IFRS 17 Insurance Contracts issued in May 2017. IFRS 17 replaces IFRS 4 and sets out principles for recognition, measurement, presentation and disclosure of insurance contracts.
- The changes to the measurement of non-investment assets within the 2025/26 Code include adaptations and interpretations of IAS 16 Property, Plant and Equipment and IAS 38 Intangible Assets. These include setting out three revaluation processes for operational property, plant and equipment, requiring indexation for tangible non investment assets and a requirement to value intangible assets using the historical cost approach. These have the same effect as requiring a change in accounting policy due to an amendment to standards, which would normally be disclosed under IAS 8. However, the adaptations also include a relief from the requirements of IAS 8 following a change in accounting policy.

The Code requires implementation from 1 April 2025 and therefore there is no impact on the 2024/25 Statement of Accounts. It is not anticipated that the items above will have a significant impact on the information provided in the 2025/26 financial statements.

NOTE 5 – CRITICAL JUDGEMENTS IN APPLYING ACCOUNTING POLICIES

In applying the accounting policies set out in Note 1, the Joint Committee has had to make judgements, estimates and assumptions relating to complex transactions, those involving uncertainty about future events and also the carrying amounts of assets and liabilities that are not readily apparent from other sources.

The judgements, estimates and associated assumptions applied are based on current proper practices, historical experience and other factors that include historical and current assumptions and projections, and actual future projections, professional assessment, current trends, and local factors that are considered to be relevant.

NOTE 5 – CRITICAL JUDGEMENTS IN APPLYING ACCOUNTING POLICIES (continued)

All available and related information is sourced and applied in assessing and determining the position, which is particularly critical when considering such matters as actuarial valuation of pension fund assets and liabilities, earmarked reserves, provisions and contingent liability. However, because these issues cannot be determined with certainty, actual results may subsequently differ from those estimates. The estimates and underlying assumptions are continually reviewed.

NOTE 6 – ASSUMPTIONS MADE ABOUT FUTURE AND OTHER MAJOR SOURCES OF ESTIMATION UNCERTAINTY

The Statement of Accounts contains estimated figures that are based on assumptions made by the Joint Committee about the future or that are otherwise uncertain. Estimates are made taking into account historical experience, current trends and other relevant factors. However, because certain balances cannot be determined with certainty, actual results could be different from the assumptions and estimates.

The following item in the Joint Committee's Balance Sheet at 31 March 2025 may be considered to be a significant risk (in terms of certainty in estimation of value), with the possibility of material adjustment in the forthcoming financial year:

Item	Uncertainties	Effect if actual results differ from assumptions
Pensions liability	Estimation of the net liability to pay pensions depends on a number of complex judgements relating to the discount rate used, the rate at which salaries are projected to increase, changes in retirement ages, mortality rates and expected returns on pension fund assets. A firm of consulting actuaries is engaged to provide the Joint Committee with expert advice about the assumptions to be applied.	The effects on the net pension liability of changes in individual assumptions are set out in Note 24.

NOTE 7 – MATERIAL ITEMS OF INCOME AND EXPENSE

Related items include:-

- £2,800k in interest and similar income (Note 11).
- £13,405k in grants and contributions and equivalent expenditure (Note 20).

NOTE 8 – NOTE TO THE EXPENDITURE AND FUNDING ANALYSIS

2024/25	ADJUSTMENTS BETWEEN FUNDING AND ACCOUNTING BASIS			
Adjustments from General Fund to arrive at the Comprehensive Income and Expenditure Statement amounts	Adjustments for Capital Purposes (i) £'000	Net change for the Pensions Adjustments (ii) £'000	Other Differences (iii) £'000	Total Adjustments £'000
Programme Management Office	0	(65)	12	(53)
Accountable Body Support Services	0	0	0	0
Joint Committee	0	0	0	0
Projects	10,766	0	0	10,766
Grant Schemes	0	0	0	0
Income	(10,643)	0	0	(10,643)
Cost of Services	**123**	**(65)**	**12**	**70**
Financing and Investment Income and Expenditure	(123)	(1)	0	(124)
(Surplus) / Deficit on Provision of Services	**0**	**(66)**	**12**	**(54)**

2023/24	ADJUSTMENTS BETWEEN FUNDING AND ACCOUNTING BASIS			
Adjustments from General Fund to arrive at the Comprehensive Income and Expenditure Statement amounts	Adjustments for Capital Purposes (i) £'000	Net change for the Pensions Adjustments (ii) £'000	Other Differences (iii) £'000	Total Adjustments £'000
Programme Management Office	0	(35)	(4)	(39)
Accountable Body Support Services	0	0	0	0
Joint Committee	0	0	0	0
Projects	1,547	0	0	1,547
Grant Schemes	0	0	0	0
Income	(1,547)	0	0	(1,547)
Cost of Services	**0**	**(35)**	**(4)**	**(39)**
Financing and Investment Income and Expenditure	0	(1)	0	(1)
(Surplus) / Deficit on Provision of Services	**0**	**(36)**	**(4)**	**(40)**

NOTE 8 – NOTE TO THE EXPENDITURE AND FUNDING ANALYSIS (continued)

(i) Adjustments for Capital Purposes

- For **Services,** this column adds in revenue expenditure funded from capital under statute.
- For **Financing and Investment Income and Expenditure**, the statutory charges for capital financing and other revenue contributions are deducted from other income and expenditure as these are not chargeable under generally accepted accounting practices.

(ii) Net Change for the Pensions Adjustments

Net change for the removal of pension contributions and the addition of IAS 19 *Employee Benefits* for pension-related expenditure and income:

- For **Services,** this represents the removal of the employer pension contributions made by the Joint Committee as allowed by statute and the replacement with current service costs and past service costs.
- For **Financing and Investment Income and Expenditure,** the net interest on the defined benefit liability is charged to the Comprehensive Income and Expenditure Statement.

(iii) Other Differences

Other differences between amounts debited/credited to the Comprehensive Income and Expenditure Statement and amounts payable/receivable to be recognised under statute:

- For **Services,** this represents an adjustment for accumulated absences earned but not taken during the year.
- For **Financing and Investment Income and Expenditure,** the other differences column recognises adjustments to the General Fund for the timing differences for premiums and discounts.

NOTE 9 – ADJUSTMENTS BETWEEN ACCOUNTING BASIS AND FUNDING BASIS UNDER REGULATIONS

This note details the adjustments that are made to the total comprehensive income and expenditure recognised by the Joint Committee in the year in accordance with proper accounting practice to the resources that are specified by statutory provisions as being available to the Joint Committee to meet future expenditure.

2024/25 ADJUSTMENTS BETWEEN ACCOUNTING BASIS AND FUNDING BASIS UNDER REGULATIONS	Usable Reserve General Fund Balance	Movement in Unusable Reserves
	£'000	£'000
Adjustments involving the Capital Adjustment Account		
Capital grants and contributions applied	10,643	(10,643)
Revenue expenditure funded from capital under statute	(10,766)	10,766
Capital expenditure financed from revenue balances	123	(123)
Adjustments primarily involving the Pensions Reserve		
Reversal of items relating to retirement benefits debited/credited to the Comprehensive Income and Expenditure Statement (Note 24)	(157)	157
Employer's pensions contributions and direct payments to pensioners payable in the year	223	(223)
Adjustment primarily involving the Accumulated Absences Account		
Amount by which officer remuneration charged to the Comprehensive Income and Expenditure Statement on an accruals basis is different from remuneration chargeable in the year in accordance with statutory requirements	(12)	12
Total Adjustments	**54**	**(54)**

2023/24 ADJUSTMENTS BETWEEN ACCOUNTING BASIS AND FUNDING BASIS UNDER REGULATIONS	Usable Reserve General Fund Balance	Movement in Unusable Reserves
	£'000	£'000
Adjustments involving the Capital Adjustment Account		
Capital grants and contributions applied	1,547	(1,547)
Revenue expenditure funded from capital under statute	(1,547)	1,547
Adjustments primarily involving the Pensions Reserve		
Reversal of items relating to retirement benefits debited/credited to the Comprehensive Income and Expenditure Statement (Note 24)	(142)	142
Employer's pensions contributions and direct payments to pensioners payable in the year	178	(178)
Adjustment primarily involving the Accumulated Absences Account		
Amount by which officer remuneration charged to the Comprehensive Income and Expenditure Statement on an accruals basis is different from remuneration chargeable in the year in accordance with statutory requirements	4	(4)
Total Adjustments	**40**	**(40)**

NOTE 10 – TRANSFERS TO/FROM USABLE RESERVES

The note below sets out the amounts set aside from the General Fund in usable reserves to provide financing for future expenditure plans, with a net increase of £2,610k.

Usable Reserves

	2024/25	Balance 31 March 2024	Transfers in	Transfers out	Balance 31 March 2025
Note		£'000	£'000	£'000	£'000
10.1	Earmarked Reserve	278	0	(67)	211
10.2	Projects Reserve	152	0	(123)	29
10.3	Interest Reserve	4,734	0	0	4,734
10.4	Resources Reserve	0	2,800	0	2,800
	Total	**5,164**	**2,800**	**(190)**	**7,774**

10.1 Earmarked Reserve - to support future years' budgets and staffing structure.
10.2 Projects Reserve - to fund expenditure that supports the delivery of Regional Economic Framework priorities.
10.3 Interest Reserve - to fund the cost of borrowing in future years.
10.4 Resources Reserve - to fund government requirements and project development costs, and to retain the Portfolio Management Office's capacity.

NOTE 11 – FINANCING AND INVESTMENT INCOME AND EXPENDITURE

2023/24		2024/25
£'000		£'000
(1)	Net interest on the net pension defined benefit liability/(asset)	(1)
(2,826)	Interest receivable and similar income	(2,800)
(2,827)	**Total**	**(2,801)**

NOTE 12 – SHORT-TERM DEBTORS

	31 March 2024	31 March 2025
	£'000	£'000
Trade Receivables	75	89
Prepayments	1	7
Other Receivable Amounts	249	37
Total	**325**	**133**

NOTE 13 – CASH AND CASH EQUIVALENTS

The Joint Committee does not have its own bank account and cash is administered by Cyngor Gwynedd within its own accounts. The figure shown in the table each year is the net cash sum held on behalf of the Joint Committee within the Cyngor Gwynedd amounts.

	31 March 2024	31 March 2025
	£'000	£'000
Cash in Bank held by Host Authority	58,916	53,949
Cash and Cash Equivalents	**58,916**	**53,949**

NOTE 14 – SHORT-TERM CREDITORS

	31 March 2024	31 March 2025
	£'000	£'000
Trade Payables	222	297
Other Payables	935	4,476
Total	**1,157**	**4,773**

NOTE 15 – UNUSABLE RESERVES

31 March 2024		31 March 2025
£'000		£'000
0	Capital Adjustment Account	0
0	Pensions Reserve	0
(30)	Accumulated Absences Account	(42)
(30)	**Total Unusable Reserves**	**(42)**

NOTE 15 – UNUSABLE RESERVES (continued)

15.1 Capital Adjustment Account

The Capital Adjustment Account absorbs the timing differences arising from the different arrangements for accounting for the consumption of non-current assets and for financing the acquisition, construction or enhancement of those assets under statutory provisions. The Account is debited with the cost of acquisition, construction or enhancement as depreciation; impairment losses and amortisations are charged to the Comprehensive Income and Expenditure Statement. The Account is credited with the amounts set aside by the Joint Committee as finance for the costs of acquisition, construction and enhancement.

Note 9 provides details of the source of all the transactions posted to the Account.

2023/24		2024/25
£'000		£'000
0	**Balance 1 April**	**0**
	Reversal of items relating to capital expenditure debited or credited to the Comprehensive Income and Expenditure Statement:	
(1,547)	Revenue Expenditure funded from Capital under Statute	(10,766)
	Capital financing applied in the year:	
1,547	Grants and contributions credited to Comprehensive Income and Expenditure Statement that have been applied to capital financing	10,643
0	Revenue provision for the financing of supported capital investment	123
0	**Balance 31 March**	**0**

15.2 Pensions Reserve

The Pensions Reserve absorbs the timing differences arising from the different arrangements for accounting for post-employment benefits and for funding benefits in accordance with statutory provisions. The Joint Committee accounts for post-employment benefits in the Comprehensive Income and Expenditure Statement as the benefits are earned by employees accruing years of service, updating the liabilities recognised to reflect inflation, changing assumptions and investment returns on any resources set aside to meet the costs. However, statutory arrangements require benefits earned to be financed as the Joint Committee makes employer's contributions to pension funds or eventually pays any pensions for which it is directly responsible, with funding requirements set aside by the time the benefits are to be paid.

2023/24		2024/25
£000		£000
0	**Balance 1 April**	**0**
(36)	Re-measurements of the net pension defined benefit (liabilities) / assets	(66)
(142)	Reversal of items relating to retirement benefits debited or credited to the Surplus or Deficit on the Provision of Services in the Comprehensive Income and Expenditure Statement	(157)
178	Employer's pensions contributions and direct payments to pensioners payable in the year	223
0	**Balance 31 March**	**0**

NOTE 15 – UNUSABLE RESERVES (continued)

15.3 Accumulated Absences Account

The Accumulated Absences Account absorbs the differences that would otherwise appear on the General Fund Balance from accruing for compensated absences earned but not taken in the year, e.g. annual leave entitlement carried forward at 31 March. Statutory arrangements require that the impact on the General Fund Balance is neutralised by transfers to or from the Account.

2023/24 £000		2024/25 £000
(34)	**Balance 1 April**	**(30)**
4	Amount by which officer remuneration charged to the Comprehensive Income and Expenditure Statement on an accruals basis is different from remuneration chargeable in the year in accordance with statutory requirements	(12)
(30)	**Balance 31 March**	**(42)**

NOTE 16a – CASH FLOW STATEMENT – ADJUSTMENTS TO NET SURPLUS OR DEFICIT ON THE PROVISION OF SERVICES FOR NON-CASH MOVEMENTS

2023/24 £'000		2024/25 £'000
1,012	(Increase)/Decrease in Creditors	7,767
(156)	Increase/(Decrease) in Debtors	(190)
36	Pension Liability	66
4	Other non-cash items charged to net surplus/deficit on the provision of services	(12)
896		**7,631**

NOTE 16b – CASH FLOW STATEMENT – OPERATING ACTIVITIES

2023/24 £'000		2024/25 £'000
(2,826)	Interest received	(2,800)

NOTE 17 – EXPENDITURE AND INCOME ANALYSED BY NATURE

The Joint Committee's expenditure and income is analysed as follows:

2023/24 £'000	Expenditure / Income	2024/25 £'000
	Expenditure	
1,292	Employee benefits expenses	1,566
37	Premises	36
2	Transport	2
1,059	Supplies and Services	955
222	Third Party	217
0	Interest Payments	0
1,547	Revenue Expenditure Funded From Capital Under Statute	10,766
4,159	**Total Expenditure**	**13,542**
	Income	
(934)	Partner Contributions	(704)
(2,827)	Interest and investment income	(2,801)
(3,230)	Grants and other contributions	(12,701)
(6,991)	**Total Income**	**(16,206)**
(2,832)	**(Surplus) / Deficit on the Provision of Services**	**(2,664)**

NOTE 18 – OFFICERS' REMUNERATION

18a. The Accounts and Audit (Wales) Regulations 2014 (as amended) require the Joint Committee to disclose the following information relating to employees appointed as Senior Officers, and whose salary is between £60,000 and £150,000. In compliance with the defined requirements, the pensionable pay, employer's pension contributions and other employer costs are included below (including termination benefits), but the employer's national insurance contributions are excluded. The remuneration paid to the Joint Committee's senior officers is as follows:

2023/24 Salary £	2023/24 Employer's Pension Contribution £	2023/24 Total £	Chief Officers	2024/25 Salary £	2024/25 Employer's Pension Contribution £	2024/25 Total £
118,095	21,764	**139,859**	Portfolio Director*	119,510	20,762	**140,272**
83,076	15,951	**99,027**	Head of Operations**	86,343	16,578	**102,921**

** Since 10 October 2022, the Portfolio Director has been seconded to the CJC for two days a week to fulfil the role of the CJC's Chief Executive and receives an honorarium in relation to this role. The CJC recompenses the NWEAB for all employment and associated costs. The remuneration costs disclosed are gross of the reimbursement.*

*** The Head of Operations undertakes the role of Portfolio Director for two days a week and therefore remuneration received is based on two pay scales.*

NOTE 18 – OFFICERS' REMUNERATION (continued)

18b. Other Joint Committee employees receiving more than £60,000 remuneration for the year (excluding employer's pension and national insurance contributions) were paid the following amounts. Termination benefits are to be included in the figures; however, there were no cases in 2024/25 and 2023/24.

Number of other employees who received more than £60,000 and includes remuneration and termination benefits:

Number in 2023/24 Total		Number in 2024/25 Total
0	£60,000 - £64,999	2

NOTE 19 – EXTERNAL AUDIT COSTS

The Joint Committee has incurred the following costs relating to external audit.

2023/24 £'000		2024/25 £'000
25	Fees payable to the auditor appointed by the Auditor General for Wales with regard to external audit services	13
25	**Net Fees**	**13**

NOTE 20 – GRANT INCOME

20a. The Joint Committee credited the following grants, contributions and donations to the Comprehensive Income and Expenditure Statement:

	2023/24		2024/25	
	£'000	£'000	£'000	£'000
Grants and Contributions Credited to Services				
Welsh Government				
European Social Fund Priority 5	233		0	
North Wales Growth Deal Grant*	1,124		10,643	
Local Energy Grant	600		186	
Local Full Fibre Upgrade Grant	423		0	
Agri-Food Status Research Grant	19		2	
Student Placement Grant	15		9	
		2,414		**10,840**
Other Grants and Contributions				
Partners' Contributions				
Conwy County Borough Council	127		98	
Denbighshire County Council	121		98	
Flintshire County Council	138		98	
Cyngor Gwynedd	129		98	
Isle of Anglesey County Council	114		98	
Wrexham County Borough Council	132		98	
Bangor University	64		29	
Wrexham University	41		29	
Coleg Cambria**	28		29	
Grŵp Llandrillo Menai	40		29	
		934		**704**
Cyngor Gwynedd				
North Wales Growth Deal Grant	561		714	
UK Shared Prosperity Fund	174		885	
		735		**1,599**
Other				
North Wales Corporate Joint Committee	70		84	
Wrexham County Borough Council – UK Shared Prosperity Fund	8		174	
Betsi Cadwaladr University Health Board and Social Care Wales	3		1	
Agri-food Status Research Contributions	0		3	
		81		**262**
Total		**4,164**		**13,405**

** The North Wales Growth Deal Grant is funded 50% by Welsh Government and 50% by UK Government.*

NOTE 20 – GRANT INCOME (continued)

20b. The Joint Committee has received grants, contributions or donations that have yet to be recognised as income as they have conditions attached that could require the monies to be returned to the giver. The balance at the year-end are as follows:

	31 March 2024 £'000	31 March 2025 £'000
Grants and Contributions Received in Advance		
Long Term		
Capital Grants		
North Wales Growth Deal Grant	29,001	10,793
Total Long Term	**29,001**	**10,793**
Short Term		
Capital Grants		
North Wales Growth Deal Grant	23,920	30,770
Revenue Grants and Contributions		
Student Placement Grant	8	0
Agri-Food Status Research Contributions	21	17
	29	**17**
Total Short Term	**23,949**	**30,787**
Total	**52,950**	**41,580**

NOTE 21 – RELATED PARTIES

The Joint Committee is required to disclose material transactions with related parties – bodies or individuals that have the potential to control or influence the Joint Committee or to be controlled or influenced by the Joint Committee. Disclosure of these transactions allows readers to assess the extent to which the Joint Committee might have been constrained in its ability to operate independently or might have secured the ability to limit another party's ability to bargain freely with the Joint Committee. To conform to the requirements, this is done by Members and Senior Officers completing a personal declaration, as defined in the CIPFA Code of Practice.

Function of the Joint Committee

The North Wales Economic Ambition Board's (NWEAB) Joint Committee was established on 1 February 2019 to develop a regional approach to economic growth and to address the challenges and barriers facing the North Wales economy. It covers the six local authority administrative areas of North Wales comprising Gwynedd, Anglesey, Conwy, Denbighshire, Wrexham and Flintshire councils. The Joint Committee also includes the University of Bangor, Wrexham University, Coleg Cambria and Grŵp Llandrillo Menai. In December 2020, the Joint Committee agreed the North Wales Growth Deal with UK Government and Welsh Government securing an investment of £240 million into the North Wales economy as part of the Deal. A Portfolio Management Office has been established to deliver the Growth Deal and the full business case of the first project was approved in December 2021 and is now in its fourth year of delivery.

Summarised below are the payments and income between the Joint Committee, the Local Authorities, Further and Higher Education Establishments and the North Wales Corporate Joint Committee for the 2024/25 financial year. Cyngor Gwynedd has been appointed as host authority for the NWEAB.

	Payments made	Amounts owed by the NWEAB	Income Received	Amounts owed to the NWEAB
	£'000	£'000	£'000	£'000
Conwy County Borough Council	2	0	(98)	0
Denbighshire County Council	13	0	(98)	0
Flintshire County Council	5	0	(98)	0
Cyngor Gwynedd	261	0	(1,697)	0
Isle of Anglesey County Council	2	0	(98)	0
Wrexham County Borough Council	0	0	(272)	0
Bangor University	0	582	(29)	0
Wrexham University	6,210	2,850	(29)	0
Coleg Cambria	4	0	(29)	0
Grŵp Llandrillo Menai	0	1,002	(29)	0
North Wales Corporate Joint Committee	0	4	(1)	(83)

Welsh Government
Welsh Government has effective control over the general operations of the Joint Committee, and is responsible for providing the statutory framework and provides the majority of its funding in the form of grants. Grants received from Welsh Government are set out in the subjective analysis in Note 17 which analyses expenditure and income by nature. The position as at 31 March is detailed in Note 20.

Board Members, Advisers and Officers
Members and advisers of the Joint Committee have influence over the Joint Committee's financial and operating policies.

All Board Members, Advisers and Senior Officers of the Joint Committee have completed declaration forms to declare their interest or relationship in companies, voluntary, charitable or public bodies that have dealings with the Joint Committee.

NOTE 21 – RELATED PARTIES (continued)

A breakdown of the payments made to these bodies under this heading during 2024/25 and balances at 31 March 2025 is as follows:

Payments made	Amounts owed by the NWEAB	Income Received	Amounts owed to the NWEAB
£'000	£'000	£'000	£'000
38	19	0	0

One of the voting members of the NWEAB is also a member of the Gwynedd Pension Fund Pensions Committee. Details of transactions with the Pension Fund are shown in Note 24.

NOTE 22 – CAPITAL EXPENDITURE AND CAPITAL FINANCING

The total amount of capital expenditure incurred in the year is shown in the table below (including the value of assets acquired under finance leases), together with the resources that have been used to finance it. Where capital expenditure is to be financed in future years by charges to revenue as assets are used by the Joint Committee, the expenditure results in an increase in the Capital Financing Requirement (CFR), a measure of the capital expenditure incurred historically by the Joint Committee that has yet to be financed. The CFR is analysed in the second part of this note.

31 March 2024 £'000		31 March 2025 £'000
0	Capital Adjustment Account (Note 15.1)	0
0	**Capital Financing Requirement**	**0**

The movement in the year is explained as follows:

2023/24 £'000		2024/25 £'000
0	**Capital Financing Requirement 1 April**	**0**
1,547	Funded from capital under statute	10,766
(1,547)	Government Grants and other contributions	(10,643)
0	Revenue provision for the financing of supported capital investment	(123)
0	**Capital Financing Requirement 31 March**	**0**

NOTE 23 – EXIT PACKAGES

There were no exit packages during 2024/25 or 2023/24.

NOTE 24 – PENSION COSTS

As part of the terms and conditions of employment of its officers and other employees, the Joint Committee makes contributions towards the cost of post-employment benefits. Although these benefits will not actually be payable until employees retire, the Joint Committee has a commitment to make the payments. These need to be disclosed at the time that employees earn their future entitlement.

The NWEAB participates in two post-employment schemes:

a) **The Local Government Pension Scheme** administered locally by Cyngor Gwynedd. This is a funded defined benefit scheme based on final salary for service up to 31 March 2014 and based on a career average salary from 1 April 2014. The Joint Committee and the employees pay contributions into the fund, calculated at a level intended to balance the pensions liabilities with investment assets.

b) **Arrangements for the award of discretionary post-retirement benefits upon early retirement.** This is an unfunded defined benefit arrangement, under which liabilities are recognised when awards are made. However, there are no investment assets built up to meet these pension liabilities, and cash has to be generated to meet actual pensions payments as they eventually fall due.

The Gwynedd Pension Fund is operated under the regulatory framework for the Local Government Pension Scheme and the governance of the scheme is the responsibility of the Pensions Committee of Cyngor Gwynedd. Policy is determined in accordance with the Local Government Pensions Scheme Regulations.

The principal risks to the Joint Committee from the scheme are the longevity assumptions, statutory changes to the scheme, structural changes to the scheme (such as large-scale withdrawals from the scheme), changes to inflation, bond yields and the performance of equity investments held by the scheme. These are mitigated to a certain extent by the statutory requirements to charge the amounts required by statute as described in the accounting policies note to the General Fund.

Transactions Relating to Post-employment Benefits

The Joint Committee recognises the cost of retirement benefits in the reported cost of services when they are earned by employees, rather than when the benefits are eventually paid as pensions. However, the charge it is required to make is based on the cash payable in the year, so the real cost of post-employment/retirement benefits is reversed out of the General Fund via the Movement in Reserves Statement. The following transactions have been made in the Comprehensive Income and Expenditure Statement and the General Fund Balance via the Movement in Reserves Statement during the year.

NOTE 24 – PENSION COSTS (continued)

Change in the Fair Value of Plan Assets, Defined Benefit Obligation and Net Liability	Period ended 31 March 2025		
	Assets	Liabilities	Net (liability) /asset
	£'000	£'000	£'000
Fair Value of Plan Assets	1,955	0	1,955
Present Value of Funded Liabilities	0	(1,551)	(1,551)
Effect of the asset ceiling	0	0	(404)
Opening Position at 1 April	**1,955**	**(1,551)**	**0**
Service Cost			
Current Service Cost*	0	(158)	(158)
Total Service Cost	**0**	**(158)**	**(158)**
Net interest			
Interest Income on Plan Assets	102	0	102
Interest Cost on Defined Benefit Obligation	0	(81)	(81)
Interest on the effect of the asset ceiling	0	0	(20)
Total Net Interest	**102**	**(81)**	**1**
Total Defined Benefit Cost Recognised in Profit/(Loss)	**102**	**(239)**	**(157)**
Cash flows			
Participants' contributions	84	(84)	0
Employer contributions	225	0	225
Benefits paid	(1)	1	0
Expected Closing Position	**2,365**	**(1,873)**	**68**
Remeasurements			
Change in demographic assumptions	0	3	3
Change in financial assumptions	0	503	503
Other experience**	0	14	14
Return on Assets excluding amounts included in net interest	(11)	0	(11)
Changes in the effect of the asset ceiling	0	0	424
Total remeasurements recognised in Other Comprehensive Income (OCI)	**(11)**	**520**	**933**
Fair Value of Plan Assets	2,354	0	2,354
Present Value of Funded Liabilities	0	(1,353)	(1,353)
Closing Position at 31 March	**2,354**	**(1,353)**	**1,001**

* The current service cost includes an allowance for administration expenses of 0.6% of payroll.
** Within this other experience item, the funded obligations have decreased by £14,000 as a result of the pension increase order being different to the previous assumption.

NOTE 24 – PENSION COSTS (continued)

Change in the Fair Value of Plan Assets, Defined Benefit Obligation and Net Liability	Period ended 31 March 2024			
	Assets	Liabilities	Impact of asset ceiling adjustments	Net (liability) /asset
	£'000	£'000	£'000	£'000
Fair Value of Plan Assets	1,540	0	0	1,540
Present Value of Funded Liabilities	0	(1,397)	0	(1,397)
Effect of the asset ceiling	0	0	(143)	(143)
Opening Position at 1 April	**1,540**	**(1,397)**	**(143)**	**0**
Service Cost				
Current Service Cost*	0	(143)	0	(143)
Total Service Cost	**0**	**(143)**	**0**	**(143)**
Net interest				
Interest Income on Plan Assets	79	0	0	79
Interest Cost on Defined Benefit Obligation	0	(71)	0	(71)
Interest on the effect of the asset ceiling	0	0	(7)	(7)
Total Net Interest	**79**	**(71)**	**(7)**	**1**
Total Defined Benefit Cost Recognised in Profit/(Loss)	**79**	**(214)**	**(7)**	**(142)**
Cash flows				
Participants' contributions	66	(66)	0	0
Employer contributions	171	0	0	171
Benefits paid	(1)	1	0	0
Expected Closing Position	**1,855**	**(1,676)**	**(150)**	**29**
Remeasurements				
Change in demographic assumptions	0	9	0	9
Change in financial assumptions	0	158	0	158
Other experience**	0	(42)	0	(42)
Return on Assets excluding amounts included in net interest	100	0	0	100
Changes in the effect of the asset ceiling	0	0	150	150
Total remeasurements recognised in Other Comprehensive Income (OCI)	**100**	**125**	**150**	**375**
Fair Value of Plan Assets	1,955	0	0	1,955
Present Value of Funded Liabilities	0	(1,551)	0	(1,551)
Closing Position at 31 March	**1,955**	**(1,551)**	**0**	**404**

* The current service cost includes an allowance for administration expenses of 0.6% of payroll.
** The other experience on obligations includes an allowance of £42,000 for the April 2024 pension increase order impact.

NOTE 24 – PENSION COSTS (continued)

Pensions assets and liabilities recognised in the Balance Sheet

The amount included in the Balance Sheet arising from the Joint Committee's obligation in respect of its defined benefit plan is as follows:

	31 March 2024 £'000	31 March 2025 £'000
Fair Value of Plan Assets	1,955	2,354
Present Value of Funded Obligations	(1,551)	(1,353)
Sub-total	**404**	**1,001**
Effect of IAS 19/ IFRIC 14	(404)	(1,001)
Net Asset/ (Liability) Arising From Defined Benefit Obligation	**0**	**0**

The actuarial valuation of the Joint Committee's pension scheme liabilities and pensions reserve shown on the Balance Sheet reports a net asset or liability of zero. The Joint Committee's Actuary, Hymans Robertson LLP, determined that the fair value of the Joint Committee's pension plan assets outweighed the present value of the plan obligations at 31 March 2025 resulting in a pension plan asset. IFRIC 14 and IAS 19 Employee Benefits require that, where a pension plan asset exists, it is measured at the lower of:

- The surplus in the defined benefit plan; and
- The asset ceiling, which is capped at £0

The asset ceiling is the present value of any economic benefits available in the form of refunds from the plan or reductions in future contributions to the plan. The Joint Committee's Actuary calculated the asset ceiling as the net present value of future service costs less net present value of future contributions. The calculated asset ceiling for 2024/25 results in greater future service contributions than future service costs so the economic benefit is limited to zero. The Joint Committee relies and places assurance on the professional judgement of the Actuary and the assumptions used to calculate this actuarial valuation.

The Major Categories of Plan Assets as a Percentage of Total Plan Assets

The Actuary has provided a detailed breakdown of Fund assets in accordance with the requirements of IAS 19. This analysis distinguishes between the nature and risk of those assets, and to further break them down between those with a quoted price in an active market, and those that are not quoted. The asset split for the NWEAB is assumed to be in the same proportion to the Fund's asset allocation as at 31 December 2024. The split is shown in the table below. The actuary estimates the bid value of the Fund's assets as at 31 March 2025 to be £3.18bn based on information provided by the Administering Authority and allowing for index returns where necessary. Only a portion of the Fund is relevant to the NWEAB.

NOTE 24 – PENSION COSTS (continued)

Fair Value of Employer Assets

The asset values below are at bid value as required under IAS 19.

Asset Category	At 31 March 2024				At 31 March 2025			
	Quoted Prices in Active Markets	Prices not quoted in Active Markets	Total		Quoted Prices in Active Markets	Prices not quoted in Active Markets	Total	
	£'000	£'000	£'000	%	£'000	£'000	£'000	%
Private Equity								
All	0	102	102	5	0	127	127	5
Real Estate								
UK Property	0	136	136	7	0	150	150	6
Investment Funds and Unit Trusts								
Equities	0	1,088	1,088	56	0	1,300	1,300	55
Bonds	0	0	0	0	0	692	692	29
Infrastructure	0	0	0	0	0	69	69	3
Other	0	556	556	28	0	0	0	0
Derivatives								
Inflation	0	48	48	3	0	0	0	0
Cash and Cash Equivalents								
All	0	25	25	1	0	16	16	1
Total	**0**	**1,955**	**1,955**	**100**	**0**	**2,354**	**2,354**	**100**

Basis for estimating assets and liabilities

Liabilities have been assessed on an actuarial basis using the projected unit method, an estimate of the pensions that will be payable in future years dependent on assumptions about mortality rates, life expectancy and salary levels. Life expectancy is based on the Fund's VitaCurves with improvements in line with the CMI 2023 model, with a 15% weighting of 2023 (and 2022) data, a 0% weighting of 2021 (and 2020) data, standard smoothing (Sk7), initial adjustment of 0.25% and a long term rate of improvement of 1.5% p.a. for both males and females.

Both the Gwynedd Pension Scheme and Discretionary Benefits liabilities have been estimated by Hymans Robertson, an independent firm of actuaries. Estimates for the Gwynedd Pension Fund were based on the latest full valuation of the scheme as at 31 March 2022. The significant assumptions used by the Actuary in the following table have had a significant impact on the values of the assets and liabilities as follows:

NOTE 24 – PENSION COSTS (continued)

	31 March 2024	31 March 2025
Financial Assumptions	**% p.a.**	**% p.a.**
Pensions Increase Rate	2.75	2.70
Salary Increase Rate	3.25	3.20
Inflation Rate	2.75	2.70
Discount Rate	4.85	5.85
Long-term expected rate of return on all categories of assets	4.85	5.85
Take-up option to convert annual pension into retirement lump sum		
for pre-April 2008 service	65	65
for post-April 2008 service	65	65
Mortality assumptions	**Years**	**Years**
Longevity at 65 for current pensioners		
Men	20.8	20.7
Women	23.7	23.7
Longevity at 65 for future pensioners		
Men	22.5	22.4
Women	25.5	25.4

The estimation of the defined benefit obligations is sensitive to the actuarial assumptions set out in the table above. In order to quantify the impact of a change in the financial assumptions used, the Actuary has calculated and compared the value of the scheme liabilities as at 31 March 2025 on varying bases. The approach taken is consistent with that adopted to derive the IAS 19 figures provided in this note.

To quantify the uncertainty around life expectancy, the Actuary has calculated the difference in cost to the Joint Committee of a one-year increase in life expectancy. For sensitivity purposes this is assumed to be an increase in the cost of benefits of broadly 3-5%. In practice the actual cost of a one-year increase in life expectancy will depend on the structure of the revised assumption (i.e. if improvements to survival rates predominantly apply at younger or older ages).

The figures in the table below have been derived based on the membership profile of the Joint Committee as at 31 March 2022, the date of the most recent actuarial valuation. The approach taken in preparing the sensitivity analysis shown is consistent with that adopted in the previous year.

Impact on the Defined Benefit Obligation in the Scheme		
Change in assumption	**Approximate increase to Defined Benefit Obligation**	**Approximate monetary amount**
	31 March 2025	**31 March 2025**
	%	**£'000**
0.1% decrease in real discount rate	3	42
1 year increase in member life expectancy	4	54
0.1% increase in the salary increase rate	0	2
0.1% increase in the pension increase rate	3	41

NOTE 24 – PENSION COSTS (continued)

Impact on the Joint Committee's Cash Flows

One of the objectives of the scheme is that employer contributions should be kept at as constant a rate as possible. The Joint Committee has agreed a strategy with the fund's Actuary to achieve a funding level of 100% over the next 17 years. Funding levels are monitored on an annual basis.

The contributions paid by the Joint Committee are set by the Fund Actuary at each triennial valuation, or at any other time as instructed to do so by the Administering Authority. The contributions payable over the period to 31 March 2025 are set out in the Rates and Adjustments certificate. For further details on the approach adopted to set contribution rates for the Joint Committee, please refer to the 2022 actuarial report dated 28 March 2023.

Information about the Defined Benefit Obligation

	Liability Split 31 March 2025 £'000	%
Active Members	1,348	99.6
Deferred Members	5	0.4
Pensioner Members	0	0.0
Total	**1,353**	**100.0**

The above figures are for funded obligations only and do not include unfunded pensioner liabilities. The durations are effective at the previous formal valuation as at 31 March 2022. As at the date of the most recent valuation, the duration of the Employer's funded obligations is 31 years.

Impact in Future Years

The total contributions expected to be made to the Local Government Pensions Scheme by the Joint Committee in the year to 31 March 2026 is £225k.

As the Actuary's report is based on estimates and due to timing issues, an adjustment of -£1,518 has been made in 2024/25 (£7,328 in 2023/24), to bring the position in the Scheme based on the Actuarial figures in line with the closing position as at 31 March 2025 (before applying any asset ceiling adjustments). This variance has been treated as Actuarial Gains and Losses on Pension Assets and Liabilities.

NOTE 25 – EVENTS AFTER THE REPORTING PERIOD

The Statement of Accounts was authorised by the responsible financial officer on 27 June 2025. Events taking place after this date are not reflected in the financial statements or related notes. Where events taking place before this date provided information about conditions existing at 31 March 2025, the figures in the financial statements and notes have been adjusted in all material respects to reflect its impact.

Glossary

Actuarial Gains and Losses - For a defined benefit pension scheme, the changes in actuarial surpluses that arise because events have not coincided with the actuarial assumptions made for the last valuation (experience gains and losses) or the actuarial assumptions have changed.

Asset - Items of worth that are measurable in terms of value.

- A current asset will be consumed or will cease to have material value within the next financial year.
- A non-current asset provides benefit to the Joint Committee and to the services it provides for a period of more than one year.

Balances (or Reserves) - These represent accumulated funds available to the Joint Committee. Some balances (reserve) may be earmarked for specific purposes for funding future defined initiatives or meeting identified risks or liabilities.

Capital Adjustment Account - A reserve set aside from revenue resources or capital receipts to fund capital expenditure or the repayment of external loans and certain other capital financing transactions.

Capital Expenditure - Expenditure on the procurement of a non-current asset, which will be used in providing services beyond the current accounting period or expenditure that adds to, and not merely maintains, value of an existing non-current asset.

Capital Financing - Funds obtained to pay for capital expenditure. There are various methods of financing capital expenditure including borrowing, leasing, direct revenue financing, usable capital receipts, capital grants, capital contributions, revenue reserves and earmarked reserves.

CIPFA (Chartered Institute of Public Finance and Accounting) - The professional institute for accountants working in the public sector.

Creditors - Amounts owed by the Joint Committee for work done, goods received or services rendered, for which payments have not been made by the end of that accounting period.

Current Service Cost - The increase in the present value of a defined benefit pension scheme's liabilities expected to arise from employee service in the current period.

Debtors - Amount owed to the Joint Committee for work done, goods received or service rendered within the accounting period, but for which payment has not been received by the end of that accounting period.

Defined Benefit Scheme - A pension or other retirement benefit scheme other than a defined contribution scheme.

Defined Contribution Scheme - A pension or other retirement benefit scheme into which an employee pays regular fixed contributions as an amount or as a percentage of pay, and will have no legal or constructive obligation to pay further contributions if the scheme does not have sufficient assets to pay all employees benefits relating to the employee Service in the current and prior periods.

Depreciation - A measure of the cost of the economic benefits of the tangible fixed assets consumed during the period.

Fair Value - The price that would be received to sell an asset, or paid to transfer a liability in an orderly transaction between market participants at the measurement date.

General Fund - This is the main revenue fund of the Joint Committee and it includes the net cost of all services financed by partners' contributions and Government grants.

International Financial Reporting Standards (IFRS) - A suite of accounting standards used across the world. They must be applied by all reporting entities to all financial statements in order to provide a true and fair view of the entity's financial position, and a standardised method of comparison with financial statements of the other entities.

Liability - Amounts due to individuals or organisations which will have to be paid at some time in the future.

Related Parties - Parties are considered to be related if one party has the ability to control the other party or exercise significant influence over the other party in making financial or operating decisions.

NORTH WALES CORPORATE JOINT COMMITTEE

18 July, 2025

TITLE: Sub-Committee membership update

AUTHOR: Iwan Evans, Monitoring Officer

1. DECISION SOUGHT

1.1. To approve the appointment of the co-opted Members onto the strategic planning and transport sub-committees.

1.2 To note the membership of the Sub-committees as set out in Tables below.

2. REASON FOR THE DECISION

2.1. The Corporate Joint Committee (CJC) has statutory responsibility for strategic planning and transportation policy development on a regional basis in respect of the area of each constituent Council (and for planning, Eryri National Park). The CJC has determined that two sub-committees be established to undertake this function, reporting those matters reserved to the CJC which include the adoption and revision of any plan or policy.

3. BACKGROUND AND RELEVANT CONSIDERATIONS

3.1 In 2022 the CJC approved the establishment of a Strategic Planning Sub-Committee and a Strategic Transport Sub Committee, its membership and voting rights. The CJC further approved the Terms of Reference and Standing Orders of the Sub-Committees together with details of the formalities for co-option.

3.2 The CJC has determined that composition and membership of its sub-committees is through co-option of those members holding the lead portfolio for transportation (6 voting members) and planning (7 voting members including the National Park representative). This report identifies those members to be co-opted onto both the sub-committees following changes to portfolio holders post the annual general meetings of those Authorities that compose the membership of the CJC.

3.3 Those lead Members (and National Park nominated member) identified for co-option are required to sign a Co-option Agreement that sets out the terms and functions in relation to each sub-committee. The current process of co-option means that there is no scope for deputies attending in absence of the co-opted member (unless a member is party to a job-sharing arrangement).

3.4 The recommendation is to appoint the following members:

- Cllr Gary Pritchard replaces Cllr Dayfydd Rhys Thomas (Anglesey) on the strategic transport sub-committee

- Cllr Richard Jones replaces Cllr Christopher Bithell (Flintshire) on the strategic planning sub-committee

Strategic Transport Sub-Committee	
Name	**County**
Cllr. Craig ab Iago	Cyngor Gwynedd
CHAIR Cllr. Goronwy Edwards	Conwy Council
VICE CHAIR Cllr. David A Bithell	Wrexham Council
~~**VICE CHAIR**~~ ~~Cllr Dayfydd R Thomas~~ Cllr Gary Pritchard	Anglesey Council
Cllr. Barry Mellor	Denbighshire County Council
Cllr. Glyn Banks	Flintshire Council

Strategic Planning Sub-Committee	
Name	**County**
Cllr. Craig ab Iago	Cyngor Gwynedd
Cllr. Chris Cater	Conwy Council
VICE CHAIR Cllr. Hugh Jones	Wrexham Council
CHAIR Cllr. Nicola Roberts	Anglesey Council
Cllr. Alan James	Denbighshire County Council
~~Cllr. Christopher Bithell~~ Cllr Richard Jones	Flintshire Council
Cllr. Edgar Owen	Eryri National Park Authority

APPENDICES:

STATUTORY OFFICERS RESPONSE:

i. Monitoring Officer:

Author of the report.

ii. Statutory Finance Officer:

No comments from the perspective of financial propriety.

Cyd-Bwyllgor Corfforedig
Gogledd Cymru
North Wales
Corporate Joint Committee

REPORT TO THE CORPORATE JOINT COMMITTEE

18th July, 2025

TITLE: Update on the Strategic Development Plan (SDP) for North Wales – Delivery Agreement

AUTHOR: Alwen Williams, CJC Chief Executive
Andy Roberts, Regional Strategic Development Planning Officer

1. PURPOSE OF THE REPORT

1.1. This report provides an update for the Corporate Joint Committee on progress with preparing a Delivery Agreement (DA) for the Strategic Development Plan (SDP) for North Wales, as well as highlighting some of the key issues that will need to be addressed to secure Welsh Government approval to commence the plan.

2. DECISION SOUGHT

2.1. To note the position with the SDP and the matters highlighted for future resolution.

3. REASON FOR THE DECISION

3.1. To ensure that the Corporate Joint Committee is made fully aware of the stage reached with the SDP, and the key matters that need to be resolved to commence the plan.

4. BACKGROUND AND RELEVANT CONSIDERATIONS

4.1. The Town and Country Planning (Strategic Development Plan)(Wales)Regulations 2021 (SDP Regulations) sub divide the process of producing an SDP into six key stages. These stages and the detailed requirements for each stage have been set out in a draft SDP manual that Welsh Government have yet to formally publish or consult on, but where officers in CJCs have had a chance to review the draft manual and its requirements.

Uchelgais Gogledd Cymru
Ambition North Wales



The SDP Process (from the draft SDP Manual)

4.2. The first stage in the process is the development of a Delivery Agreement. This is essentially a plan of how the plan will be produced, who will be involved, how, and when, and how long the plan will take to produce. It comprises two main parts: a Statement of Community Involvement that sets out who or which groups, bodies, or organisations the CJC will aim to engage in the process, the methods that will be used to consult, and the opportunities and ways in which interested parties can comment. The second part comprises a detailed timetable that breaks each key stage down into more detailed tasks, and sets out a timeframe for how long each task, stage, and the overall process will take to complete.

4.3. Once a Delivery Agreement has been drafted the CJC should aim to informally consult on its content, notwithstanding the fact that it is a procedural document, and does not contain any vision, objectives or policy direction at this stage. There is no statutory requirement therefore to consult on the Delivery Agreement, but it is considered good practice to make the draft Delivery Agreement available for interested parties to review and comment on.

4.4. Following consultation, and the consideration of any relevant comments, the CJC must adopt the Delivery Agreement by a formal resolution, prior to then submitting it to Welsh Government for consideration and agreement by Welsh Ministers. Until the Welsh Ministers sign off the Delivery Agreement, the CJC cannot commence the development of the SDP itself, although some work on the collation of background evidence can take place.

4.5. In addition to demonstrating to the Welsh Ministers that the Delivery Agreement is reasonable in terms of who it will consult, how and when, and the time it will take to produce the plan, as part of the Delivery Agreement the CJC must also assess and explain the resources it will need to undertake the SDP and the overall cost of doing so. Further to this, it must clearly set out how it will provide the necessary funding to meet those costs over the lifetime of the SDP production process. Until the full funding is identified, the CJC cannot formally submit the Delivery Agreement to Welsh Ministers for sign off and cannot therefore commence the SDP.

5. SDP PROGRESS

5.1. A draft Delivery Agreement has been produced for the North Wales SDP. This has been sent to officers at Welsh Government's Development Plan Team and in each of the respective Local Planning Authorities in North Wales for their comment and feedback. The draft Delivery Agreement is attached to this report as appendix 1.

5.2. The Delivery Agreement has also been informally reviewed and discussed by the Strategic Planning Sub-Committee of the CJC to ensure their full awareness and involvement in the process, and to gain feedback prior to beginning informal consultation. At the time of writing this report, the intention is to consult on the Delivery Agreement during July and August, and then report any feedback received to the CJC at its meeting on 19th September 2025.

6. DELIVERY AGREEMENT MAIN HEADLINES

6.1. There are several key matters to highlight for the CJC from the draft Delivery Agreement:

- The draft programme envisages a start date for plan making in the first quarter of 2026, with a subsequent adoption date in the first quarter of 2031, so a five-year plan production timeframe overall;
- A 25-year plan period from 2026 – 2051;
- The SDP evidence base will draw substantially on a review of the evidence being produced to support existing Local Development Plan (LDP) Reviews;
- The focus for formal engagement and consultation will be to rely on virtual methods given the geographical scale of the Region and the strategic scope of the SDP which will not necessarily identify local planning matters that are best dealt with by LDPs or LDP lites. This does not mean that for example local drop-in sessions cannot be coordinated, but this will rely on a collaborative approach with each LPA;
- The overall cost of producing the SDP has been assessed at £3.276m and the forthcoming CJC budget setting process will need to identify how these costs can be budgeted for over the five-year lifetime of the plan making process;
- Informal stakeholder consultation on the Delivery Agreement will take place during July and August and any comments made will be fed back to the Strategic Planning Sub-Committee and the CJC in September;
- Formal submission of the delivery agreement to the Welsh Ministers is dependent on being able to demonstrate an adequate budget to meet the full costs of the SDP.

7. MAIN ISSUES/RISKS ARISING WITH SDP COMMENCEMENT

7.1. Looking ahead to beyond the sign-off of the Delivery Agreement by the Welsh Ministers, there are some key challenges to be addressed to set the correct context for commencement of work on the SDP itself. These include:

- Resources – consideration of the approach to building an internal Planning Team within the CJC and the basis for doing so e.g. permanent recruitment or collaboration/secondment;
- Consultants – it will be necessary to engage specialist consultants to provide support for key parts of the SDP process, initially by assisting the CJC to review and collate the evidence base that each of the partner Local Planning Authorities and National Park Authority have developed to support LDP work;
- Vision – A key task is to develop an appropriate and integrated long-term vision for the SDP, that aligns with the overall purpose of the CJC, and the other policy areas within its

remit. Early work is being done to arrange a series of visioning workshops in the autumn with Members and planning, transport and economic development officers and key stakeholders. Further information will be provided on this;

- Scale of growth – It will be important to ensure that the SDP is genuinely a strategic plan that does not try to deal with matters that are more appropriately dealt with at the local level via individual LDPs. An important role for the SDP will be to set regional growth levels (employment, housing) and to distribute these down to the individual local authority level. It will also need to define what is meant by 'strategic' in terms of development site size e.g. a minimum employment site size or minimum 500 homes
- Spatial Strategy – The SDP will need to identify a high-level spatial strategy that highlights the key settlements and locations that are likely to be the focus for regional growth over the lifetime of the plan. This does not mean other settlements aren't important, just that they will be more important at the local, LDP level;
- Funding – The CJC's statutory duty to produce an SDP extends to meeting the full costs of doing so. The draft Delivery Agreement contains an assessment of these costs and section 8 of this report below, assesses the ability of the current SDP budget for 2025-26 to meet these costs, if projected forward unchanged;
- Policy Integration – A core principle behind the way the CJC works is to ensure that there is a high degree of policy integration and the SDP provides an opportunity to link to the work already done to create a Regional Transport Plan (RTP) to recognise the land use implications of the transport infrastructure programme, as well as informing the future direction of that. Economic Well Being will also be at the core of the SDP strategy, enabling regional economic growth, jobs and investment to continue.

7. FINANCIAL IMPLICATIONS

7.1. Costs will be drawn from existing North Wales CJC budgets with the necessary support from the CJC's Legal and Finance teams. The CJC will also seek to secure further funding support from the Welsh Government. In terms of the present CJC budget for 2025-26 relating to the SDP, this budget would need to be increased by 50% of the current level annually, over the 2026-2031 plan production period, to meet the full costs of the SDP. A more detailed assessment will be presented to the CJC in September as part of a further report on the SDP.

8. LEGAL IMPLICATIONS

8.1. The Corporate Joint Committee has a statutory duty to prepare a Strategic Development Plan further to the Planning and Compulsory Purchase Act 2004 (as amended). The specific requirements and steps to produce a Strategic Development Plan are set out in The Town and Country Planning (Strategic Development Plan) (Wales) Regulations 2021.

APPENDICES:

Draft Delivery Agreement

STATUTORY OFFICERS RESPONSE:

i. Monitoring Officer:

No observations to add in relation to propriety

ii. Statutory Finance Officer:

As noted in the report, there is a budget in place for the development of the SDP. As noted, the decision sought is one of several steps in a long process and finance officers will continue to support officers and members as required.

Uchelgais Gogledd Cymru
Ambition North Wales

Strategic Development Plan 2026-2051

Draft Delivery Agreement

May 2025

Uchelgais Gogledd Cymru
Ambition North Wales

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1. Executive Summary

1.1 The North Wales Region represents one of the most sought-after locations for growth and investment, from regional, national, and international markets. It also has the added benefits of being one of the most attractive locations to live and do business, with a rich and diverse natural environment, dynamic coastline, combined with a strong built and cultural heritage. With well-being at its core, Ambition North Wales is working to see the region develop in a progressive but sustainable way, with opportunities for people to gain new skills, develop rewarding careers, for businesses to thrive, and for communities to prosper.

1.2 Ambition North Wales already works effectively in a collaborative sense in delivering the Growth Deal but by utilising the benefits of the new statutory powers of the Corporate Joint Committee (CJC), it aims to develop strategic policies and projects that integrate economic wellbeing with spatial planning and the development of sustainable transport infrastructure. This will be achieved by the development of the following key plans and strategies:

- Regional Economic Investment Framework
- Regional Transport Plan (RTP)
- Strategic Development Plan (SDP)

1.3 In terms of spatial planning, the SDP will have an instrumental role in shaping and guiding the future growth of the region, by identifying strategic proposals and land-use policies over the period 2030-2050.

1.4 By covering a wider geographical area, the SDP will ensure alignment and cooperation across the local government administrative boundaries in the NWR, reflecting the ways in which people live, how markets operate, and how the transport system and the region's businesses all interact and function. This represents a more joined-up approach than has previously been employed; aligned tightly to economic development ambitions and our vision for a more strategic approach to both land-use and transport planning.

1.5 Whilst the SDP is a statutory requirement, it will be tailored to address the key issues and drivers for the region. These include the core aims behind the Growth Deal which are to build a vibrant, sustainable, and resilient economy; build on strengths to deliver inclusive growth; and promote sustainable and inclusive growth in line with the Well Being of Future Generations (Wales) Act 2015.

1.6 This document marks the first step in the development of the SDP and sets out how and when stakeholders and the community can become involved in the plan-making process. It also includes a comprehensive timetable for its preparation setting out clear timelines and

milestones for key stages of the process. This approach is designed to foster engagement and ensure that all voices are heard.

2 Policy Context

The CJC's ambition – to develop a connected, resilient, smart, sustainable region

2.1 Ambition North Wales has been working successfully as a partnership of the seven local authorities in North Wales through the Growth Deal – a £1bn programme focussed on making North Wales connected, resilient, smart, and sustainable.

2.2 On 1 April 2025, Ambition North Wales Growth Deal will became part of the North Wales Corporate Joint Committee (NWCJC), a new type of statutory regional public body in Wales. We are still known as Ambition North Wales, ensuring we build on the collaborative work and reputation already in place, but NWCJC is our legal name.

2.3 Ambition North Wales represents the joint commitment made up of the seven local authorities of North Wales, the UK Government and Welsh Government, to build on the region's sectoral strengths, its contribution to the national economy, education and skills base, and the high quality of its environment.

2.4 The growth vision for North Wales is for North Wales to become "a confident, cohesive region, with sustainable economic growth, capitalising on the success of high value economic sectors and our connection to the economies of the Northern Powerhouse and Ireland".

2.5 Ambition North Wales takes a comprehensive approach to achieving the strategic goals of being a more Resilient, Smart, and Connected region – this will involve improving digital connectivity, creating job opportunities, retaining young people, and innovating and developing high value products whilst strengthening supply chains. The aim is for these projects to produce little or no carbon emissions and secure a long terms future for successive generations. At the centre of this ambition is the CJC whose core aim is to promote regional collaboration and provide regional leadership.

2.6 The SDP will have a direct role to play in facilitating the delivery of the five programmes within the growth deal – Agri Food and Tourism, High Value Manufacturing, Low Carbon Energy, Digital Connectivity, and Land and Property. It can also look beyond the timeframe for the growth Deal and consider North Wales' longer term economic, social and environmental future.

2.7 The SDP will play a crucial role in aligning regional strategies across the Ambition North Wales region and is essential for promoting sustainable and resilient growth. By providing a cohesive framework, the SDP ensures that key sectors—such as land use, transport, housing, and economic development—are addressed in an integrated manner rather than in isolation.

2.8 This alignment of policies supports long-term planning that balances economic growth with environmental sustainability and social equity. Through a shared vision, the SDP will enable the region to make strategic decisions that not only meet current needs but also anticipate future challenges, including climate change, infrastructure improvements, and increasing housing demand.

2.9 Of equal importance, the SDP will drive collaboration between different areas of the region, shifting the focus from a zero-sum approach—where one area's gain is seen as another's loss—to a perspective of mutual benefit. By transparently identifying and balancing strategic trade-offs, the SDP will ensure that regional growth is coordinated and sustainable, optimising the use of shared resources and seizing opportunities for the collective benefit of the entire region. In conclusion, the SDP is vital for aligning the region's strategies and ensuring that Ambition North Wales's growth is not only cohesive and coordinated but also geared towards creating a resilient, equitable, prosperous, and sustainable future for all.

The Opportunity offered by the CJC Policy Context

2.10 In June 2022, the requirement for local authorities to produce a Strategic development Plan (SDP) was transferred to the four regional CJCs by the Local Government and Elections (Wales) Act 2021. The Act established four CJCs in Wales: North, Mid, South West and South East Wales.

2.11 The Act responded to the need for a strategic approach to both land-use and transport planning, working in a more joined-up regional way than has previously been achieved, and aligned tightly to ambitions around economic development.

2.12 To that end, CJCs are required via statutory instrument to promote economic wellbeing, spatial planning and regional transport planning. The Act states that the CJCs will support the integration of transport and land use planning through their three broad functions, which are to prepare:

- Regional Economic Framework;
- Strategic Development Plan (SDP); and
- Regional Transport Plan (RTP).

2.13 Through the planned transition to this new form of regional public body, we will have a unique opportunity to develop transformational regional policy and projects. This will be achieved through achieving connectivity across economic well-being, spatial planning and transport, to ensure we harness their full potential.

2.14 Our focus on placemaking and driving inclusive growth in the region depends on being able to create cohesion between the new statutory powers and Ambition North Wales is developing its portfolio of strategies and plans to achieve this.

2.15 The statutory guidance for CJCs (published on 25 January 2022), recognises the concurrence of economic wellbeing duties, where constituent councils and CJCs have broadly the same powers. In this case, the CJC, "would seek to agree a process with its constituent councils that sets out how the exercise of concurrent functions will be managed."

2.16 However, for the non-concurrent powers of strategic spatial planning and regional transport planning, the "delivery of functions at the local level will be dependent on the decisions made regionally by CJCs; that is in terms of the nature of the decision and the timing of when decisions are made".

2.17 The guidance focused on the statutory and constitutional arrangements for CJCs, as opposed to specific detail on the functions to be exercised. To that end, Ambition North Wales is required to develop both an SDP and RTP following the publication of separate guidance specifically for these non-concurrent duties.

2.18 As strategic planning and transport are key elements in placemaking, it is also important that the RTP and SDP are closely aligned. However, the first iteration of the SDP is not due to be developed within the timescale of the first RTP. It is likely that the first iteration of RTP will not be able to fully consider strategic development planning but should establish mechanisms by which this can be achieved moving forward, complementing overall aims for economic wellbeing.

3 Role of the Delivery Agreement (DA) and Community Involvement Scheme (CIS)

3.1 The Delivery Agreement (DA) and Community Involvement Scheme (CIS) marks the formal start of the SDP preparation process. A core aim of the development plan system in Wales is early, effective, and meaningful community involvement, which is intended to build a broad consensus on the spatial strategy, strategic policies, and proposals in the SDP. This participatory approach ensures inclusivity and reflection of the community's needs and aspirations.

Components of the Delivery Agreement (DA)

3.2 The DA is a public statement that contains the Community Involvement Scheme (CIS), setting out how and when stakeholders and the community can become involved in the plan-making process. This ensures transparency and inclusivity from the outset. It also includes a comprehensive timetable for preparing the Strategic Development Plan (SDP) setting out clear timelines and milestones for various stages of the process.

Functions of the DA:

- **Reinforces the SDP's Role:** Highlights the SDP as a critical regional tool within the Corporate Joint Committee (CJC) area.
- **Engages Community and Stakeholders:** Notifies when and how they can be involved in the SDP process.
- **Sets Realistic Expectations:** Clarifies the CJC's capabilities in terms of time, resources, and expectations.
- **Secures Resources:** Ensures budget and staff resources are allocated for the SDP preparation.
- **Clarifies Scope and Influence:** Defines the plan's scope and its potential impact.
- **Facilitates Coordination:** Ensures alignment with other regional strategies and documents such as Regional Transport Plans and Growth/City Deals.

3.3 The Delivery Agreement (DA), including the Community Involvement Scheme (CIS) and timetable, must be approved by resolution of the CJC in accordance with SDP Regulation 11(2) before being submitted to the Welsh Government for agreement. Approval of the DA marks the formal start of the plan preparation process. The CJC is committed to adhering to the stated timescales and consultation processes. The DA must be publicized, with copies made available for inspection at the Principal Office(s) of the CJC and on its website, in accordance with SDP Regulation 12. By adhering to the DA, the preparation of the SDP is

ensured to be a structured, inclusive, and effective process. Table 1 provides a broad summary of the stages involved in producing and agreeing a Delivery Agreement.

Table 1 Stages involved in producing a Delivery Agreement

Stage	Description	Timing
Stage 1: Preparation	Prepare draft DA & informally involve specific consultation bodies on the scope and content. Revise draft DA where appropriate.	March 2025
Stage 2: Consultation	Consultation on draft DA (6 weeks).	April-May 2025
Stage 3: Approval	DA adopted by resolution of the CJC.	July 2025
Stage 4: Agreement	Submission of final DA to Welsh Government for agreement.	August 2025
Stage 5: Publicity	Publish the approved DA with copies made available for inspection at the Main office(s) of the CJC and on its website.	As soon as practicable after WAG have agreed the DA.

4 Preparation of the Strategic Development Plan (SDP)

4.1 There are a number of key stages involved in the SDP process and each of these provides opportunities for dialogue to take place as follows:

Key Stage		Opportunities for involvement
Stage 1	Delivery Agreement Preparation and submission	Stakeholder and informal public consultation
Stage 2	Pre-deposit preparation and recruitment	Updates provided on Ambition North Wales website
Stage 3	Preferred strategy preparation & public consultation	6-week formal public consultation
Stage 4	Deposit Plan preparation & public consultation	6-week formal public consultation
Stage 5	Submission to PEDW & Welsh Government for EIP	Updates provided on Ambition North Wales website
Stage 6	Examination	Opportunity to attend and participate in the examination hearing sessions
Stage 7	Inspector's Report	Updates provided on Ambition North Wales website
Stage 8	Adoption	Updates provided on Ambition North Wales website

Governance

4.2 Statutory guidance requires the establishment of a Strategic Planning Sub-Committee (SPSC), with responsibility for preparing the SDP for approval by the CJC. The SPSC will ensure political representation and input into the preparation and implementation of the SDP. The SPSC will provide a platform for involving others and ensuring appropriate expert and sector specific advice is available to support the CJC's decisions.

4.3 The SPSC Sub-Committee is comprised of seven Members, including the Portfolio Holder with responsibility for Planning from each of the 6 Constituent councils, and a Member appointed by the Snowdonia National Park Authority. The Sub-Committee makes recommendations on key aspects of the DA for approval and also considers the requirement for resourcing the plan process overall.

Key Outcomes

4.4 In accordance with the SDP 'Manual', the plan will aim to achieve the following key outcomes:

- Support sustainable development and quality places based around the National Sustainable Placemaking Outcomes, aligned with Future Wales, national policy (set out in PPW)

integrated with an SA/SEA/HRA, including Welsh language and the requirements of the WBFGA 2015.

- Be based on and underpinned by early, effective and meaningful community involvement to understand and consider a wide range of views, with the aim of building a broad consensus on the spatial strategy, policies and proposals.
- Be based on a robust understanding of the role and function of the region, as well as connections beyond.
- Consider how cities, towns and settlements function individually and collectively both regionally and as sub-regions (where appropriate) thereby shaping the spatial strategy. This should be underpinned by clear evidence to deliver on the key issues identified in the region.
- Be distinctive by setting out clearly how the North Wales Region will develop and change, giving certainty for communities, developers and business and provide the framework for LDP 'Lites' (LDPL).
- Be resilient to climate change and support the transition to a low carbon society in line with the latest carbon reduction targets and budgets as set out in the Environment (Wales) Act (Part 2).
- Incorporate the principles of Placemaking, the Sustainable Transport Hierarchy and the Energy Hierarchy as set out in PPW.
- Ensure the sustainable management of natural resources in accordance with the Environment (Wales) Act 2016 and other relevant legislation.
- Deliver what is intended through viable plans, considering necessary infrastructure requirements, financial viability and other market factors.
- Be proactive and responsive with plans kept up-to-date and flexible to accommodate change.

Legislation, Policy, and Guidance relevant to SDP preparation

4.5 The Town and Country Planning (Strategic Development Plan) (Wales) Regulations 2021 establish the procedures for the preparation of a Strategic Development Plan (SDP) in Wales. The main purpose of these regulations is to ensure that SDPs are prepared in a consistent and effective manner across the country.

4.6 The Welsh Government has prepared the Strategic Development Plan Manual (SDP Manual) as a comprehensive guide for the preparation of SDPs. It offers practical advice to ensure that these plans are effective, deliverable, and align with the overarching policies and objectives of the National Development Framework (NDF), "Future Wales: The National Plan

2040," as well as the principles of placemaking outlined in the national planning policy, Planning Policy Wales (PPW).

4.7 The draft version of the SDP Manual was distributed to all Local Planning Authorities (LPAs) in the autumn of 2022. The final version is scheduled for publication in the autumn of 2025. This timeline allows for adequate feedback and refinement, ensuring that the final document is robust and useful for all CJCs, and LPAs involved in the planning process. The following documents are also relevant to the preparation of SDPs and should be considered alongside the SDP Manual:

- Future Wales: National Development Framework (NDF)
- Planning and Compulsory Purchase Act 2004 (PCPA 2004) Part 6
- Local Government Elections (Wales) Act 2021 (LGEW Act)
- Town and Country Planning (Strategic Development Plan) (Wales) Regulations 2021
- Well-being of Future Generations (Wales) Act 2015 (WBFGA 2015)
- Planning Policy Wales (PPW): Latest edition by the Welsh Government
- Development Plans Community Guide (Edition 2) (2022): Produced by the Welsh Government and Planning Aid Wales
- Local Development Plan Examinations: Procedure Guidance (2015): To be updated by Planning and Environment Decisions Wales (PEDW)
- LDPs: Preparing for Submission – Guidance for Local Planning Authorities (2015): Also to be updated by PEDW
- Strategic Environmental Assessment (SEA), Sustainability Appraisal (SA), and Habitats Regulations Assessment (HRA)
- Environment (Wales) Act 2016: Includes Section 6 and Area Statements

Integrated Assessment Approach: Integrated Sustainability Appraisal (ISA) incorporating Strategic Environmental Assessment (SA/SEA) and other related assessments.

4.8 The SDP must be subject to Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA) as required European Union Directive 2001/42/EC & Environmental Assessment of Plans and Programmes (Wales) Regulations 2004 and the Planning and Compulsory Purchase Act 2004 (as amended by the by 2015 Act). The CJC recognise the value and opportunities for an integrated impact assessment approach in preparing the SDP. As such, the SA/SEA will be an Integrated Sustainability Appraisal (ISA) integrating statutory requirements and key elements from the Well-being of Future Generations (Wales) Act (WBFGA) 2015, the Equalities Act, Welsh language standards,

Health Impact Assessment (HIA) and the Environment Act (section 6) (where relevant) into a single Integrated Sustainability Appraisal (ISA) will enable a more transparent, holistic and rounded assessment of the sustainability implications of growth options, objectives, policies and proposals in which economic and social issues are considered alongside environmental elements.

4.9 The process of SA/SEA is an iterative one that will be carried out throughout plan preparation and consists of six essential stages:

- Establish policy context, identify and document evidence base, identify sustainability issues and develop ISA/SEA objectives and indicators
- Consult Specific consultees on ISA Scoping Report
- Publish ISA Report of Strategic options and Preferred Strategy
- Publish Deposit ISA Report including Environmental Report (with SDP)
- Publish the final ISA report following the Inspectors Report and adoption
- Monitoring and implementation of the ISA

4.10 At the outset of the ISA/SEA process, there will be an opportunity for stakeholders to comment on the ISA Scoping Report that sets out how the ISA/SEA process will be undertaken. The findings of the ISA/SEA work will be evidenced at key stages in the SDP preparation process. Reports will be prepared, and subject to consultation with stakeholders, in parallel with the Preferred Strategy consultation and Deposit SDP consultation. A Final ISA Report will be submitted along with all other SDP documentation when submitted to PEDW and Welsh Government for examination. The statutory Environment Bodies will be consulted at all the stages referred to above and there will be wider on-going dialogue with these bodies as the process proceeds.

4.11 A Habitats Regulations Assessment (HRA) will not be integrated with the ISA as it uses a different precautionary testing mechanism. The ISA will summarise the HRA findings as part of its assessment of effects on biodiversity.

Habitats Regulations Assessment (HRA)

4.12 The Habitats Regulations Assessment (HRA) is a process mandated by the Habitats Directive, (Article 6(3)) to assess whether any land use plan or project is likely to significantly affect a European site, either individually or cumulatively with other projects. By following the HRA key stages, the SDP can be developed in accordance with legal requirements while safeguarding the integrity of European sites and their associated habitats and species.

The Well-being of Future Generations (Wales) Act 2015

4.13 The Planning and Compulsory Purchase Act 2004 (PCPA) sets out the definition of sustainable development for the planning system in Wales, mirroring the definition in the WBFGA 2015. “Sustainable development” means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals. The WBFGA 2015 sets seven well-being goals which all public bodies are required to achieve:

- A prosperous Wales
- A resilient Wales
- A healthier Wales
- A more equal Wales
- A Wales of cohesive communities
- A Wales of vibrant culture and thriving Welsh language
- A globally responsible Wales.

4.14 The SDP will show how it contributes to achieving the well-being goals. The approach taken to appraise the plan through the ISA will enable the CJC to understand where the plan can maximise its contribution. The well-being goals should be integral to the preparation of the ISA Scoping Report and used to inform the review of evidence, identify issues and structure the ISA framework which will assess the plan’s growth options, objectives, policies and proposals.

4.15 The WBFGA 2015 also identifies five ways of working which public bodies need to demonstrate they have carried out when undertaking their duty to achieve sustainable development. These are:

- Looking to the long term so that we do not compromise the ability of future generations to meet their own needs.
- Understanding the root causes of issues to prevent them from occurring or getting worse.
- Taking an integrated approach so that public bodies look at all the well-being. Goals in deciding on their well-being objectives.
- Involving a diversity of the population in the decisions that affect them; and
- Working with others in a collaborative way to find shared sustainable solutions.

4.16 The well-being goals, objectives and the five ways of working will inform the development of the ISA framework. This framework will form the basis to assess the likely significant effects of the SDP. This iterative process will test the strengths, weaknesses and likely environmental effects of proposed components to develop and refine the SDP as it progresses.

Evidence Base

4.17 The Strategic Development Plan (SDP) will be underpinned by a robust and proportionate evidence base tailored to the specific challenges it addresses. The Corporate Joint Committee (CJC) is tasked with continuously reviewing development-related matters within its area as per section 61 of the Planning and Compulsory Purchase Act 2004 (PCPA 2004). This review process is ongoing, both before and after the adoption of the SDP.

4.18 In preparing an SDP, the CJC will conduct a comprehensive audit of the evidence used for Local Development Plan (LDP) preparation within the region. This audit involves critically analysing and rationalising standard methodologies used for formulating and collating evidence, ensuring a sound foundation for further development of the evidence base. Additionally, Annual Monitoring Reports (AMRs) will play a crucial role in informing the SDP by identifying where and why existing LDP policies have been successful or are not being implemented as intended.

4.19 **Consideration of Base Date Relevance:** The relevance of the base date of existing evidence in relation to current national planning policy must be carefully evaluated. National policies evolve over time, with new policies being introduced and others being rescinded, impacting the evidence base that supports plans. It is essential to assess whether the existing evidence remains 'fit for purpose' or needs updating to align with these policy changes.

4.20 **Integration of Local Development Plans (LDPs):** While the SDP will consider existing LDPs across the region, it will not merely amalgamate their policies, proposals, and allocations without considering a longer-term strategy for the region. The commitments and allocations from current adopted LDPs will contribute to the short to medium-term components of the first-generation SDP.

4.21 A clear vision for the region, addressing the drivers of change and responding to opportunities, will be important for the long-term direction. The vision will have to make choices on expressing a sustainable spatial strategy, the role of places and locations for strategic land-use activities, as well as strategies for each LPA within the SDP area. Whilst LDPs can provide the building blocks for the short to medium term period of an SDP, the long-term vision should be considered afresh.

4.22 **Anticipated Evidence Base Assessments:** The specific evidence base assessments required for the SDP preparation are detailed in Appendix 1.

Independent Examination & Soundness

4.23 The CJC must not submit an SDP unless it considers the plan is ready for examination Section 64(2) of the 2004 act. The SDP will also be considered against the tests of soundness set out in the SDP Manual. The three tests are:

- Test 1: Does the plan fit? (Is it clear that the SDP is consistent with other plans?)
- Test 2: Is the plan appropriate? (Is the plan appropriate for the region in the light of the evidence?)
- Test 3: Will the plan deliver? (Is it likely to be effective?)

Legal and Regulatory Compliance in Plan Preparation

4.24 The plan preparation process must comply with all legal and regulatory procedural requirements including:

- The ISA (Integrated Sustainability Appraisal)
- The SEA (Strategic Environmental Assessment) Regulations
- The HRA (Habitat Regulations Assessment) Regulations, and
- The CIS (Community Involvement Scheme).

4.25 Furthermore, the SDP will also need to be in general conformity with Future Wales: The National Plan 2040. The CJC will also take into account the Planning Environment Decisions Wales (PEDW) examination guidance, which outlines the process and key considerations for submission and examination.

Supplementary Planning Guidance (SPG)

4.26 The Corporate Joint Committee (CJC) will identify key Supplementary Planning Guidance (SPG) crucial for the implementation of strategic sites and proposals within the Strategic Development Plan (SDP). Additionally, the CJC will address broader matters on a more generic or regional basis. The preparation of regional SPG documents will offer an efficient, coherent, and consistent framework for detailed, topic-based planning guidance across North Wales. This approach aims to reduce the need of creating similar SPG documents multiple times across the region, thereby promoting regional consistency and achieving financial efficiencies.

Monitoring, Review and Revision

4.27 Monitoring is a continuous process and does not end once a plan is adopted. It represents an essential feedback loop within the cyclical process of achieving sustainable development. Monitoring and review should be an ongoing function of the plan led system and is a vital aspect of evidence-based policy making. The key legislative requirements in respect of monitoring and review are as follows:

- PCPA 2004 (Section 61) states that a CJC must keep under review the matters which may be expected to affect the development of their area or the planning of its development.
- PCPA 2004 (Section 76) and SDP Regulation 40 states that a CJC must publish and submit to Welsh Government an AMR setting out how the objectives of the plan are being achieved, or not (by 31 October each year).
- PCPA 2004 (Section 69(1)) and SDP Regulation 39(1) collectively state that a CJC must review its SDP no longer than 6 years from the date of adoption.
- SDP Regulation 39(2) states the CJC must approve by resolution a report of a review prepared in accordance with Section 69(1) and before it is submitted to the Welsh Ministers in accordance with Section 69(2). The 'Review Report' (RR) should be submitted to Welsh Government, within six months of triggering the review process.
- Regulation 17 of the SEA Regulations require monitoring of certain plans to identify unforeseen adverse effects and enable appropriate remedial action to be taken.

Collaborative Working

4.28 Collaborative regional working will enhance the quality and efficiency of the SDP by integrating diverse perspectives, expertise, resources, and stakeholders. This collaborative approach will allow the CJC to:

- **Identify Common Goals**: Establish shared objectives that align with regional development priorities.
- **Share Information**: Promote transparency and informed decision-making through the exchange of data and insights.
- **Coordinate Actions**: Synchronise initiatives and activities to avoid duplication and optimise resource use.
- **Leverage Synergies**: Maximise the impact of combined efforts, creating more effective and efficient outcomes.

4.29 Moreover, collaborative working will foster:

- **Innovation:** Encouraging creative solutions to complex land-use challenges.
- **Learning and Adaptation:** Facilitating continuous improvement through shared experiences and best practices.
- **Public Trust and Participation:** Building confidence and engagement among community members through inclusive and transparent processes.

4.30 The CJC will extend its focus beyond North Wales. This includes engaging in collaborative efforts with other CJCs in Wales and relevant spatial planning bodies and local authorities in England to address cross-regional issues. Such broad cooperation ensures comprehensive

and coherent planning that transcends regional boundaries, addressing wider geographical challenges and opportunities.

5 Community Involvement Scheme (CIS)

5.1 The CIS establishes a comprehensive framework detailing how the CJC will engage with the community and other stakeholders throughout the SDP process.

5.2 The CIS addresses those matters listed in SDP Regulation 8 and outlines the principles and mechanisms the CJC will use to encourage participation. This includes:

- Those general and specific consultation bodies to be involved in the process
- The timing and methods by which community involvement will be sought and when.
- Explain how responses and representations received are considered when developing the content of the SDP.

Key principles for involvement

5.3 The following consultation principles will guide the CJCs approach to involving the local community and other stakeholders in the preparation of the SDP:

- **Commitment:** The CJC will seek to provide opportunities for the whole community (different age groups, local community groups, hard to reach groups and protected characteristic groups) including businesses, to engage at appropriate stages in the process including 'non-technical format' material as part of the process to encourage wider engagement.
- **Inclusiveness:** The CJC will encourage the active participation of everyone who has an interest in, or who may be affected by, the SDP including producing user-friendly documents and using user friendly consultation techniques to encourage wider engagement with the community, including with children and young people.
- **Appropriateness:** The CJC will seek to engage the community through the most appropriate methods as determined through consultation on this document.
- **Transparency and accessibility:** The CJC will make all relevant information available on-line and undertake engagement in a transparent and open way and seek to maximise the use of new technology such as virtual consultation and social media.
- **Accountability:** The CJC will publish on-line the results of community engagement and seek to ensure that all stakeholders are informed of the outcome of their involvement.
- **Productivity:** The CJC will seek to use virtual consultation and community engagement to secure as much consensus as possible on the content of the SDP.
- **Realism:** The CJC will seek to ensure that all parties involved in the process understand and remain realistic about what can be achieved within the context of relevant legislation, Welsh Government guidance, and resources available.

5.4 The following consultation principles will guide the CJC's approach to involving the local community and other stakeholders in the preparation of the SDP:

- **Commitment**: The CJC will provide opportunities for the entire community, including different age groups, local community groups, hard-to-reach groups, and protected characteristic groups, as well as businesses. Engagement opportunities will be offered at appropriate stages in the process. Non-technical format material will be included to encourage broader participation.
- **Inclusiveness**: The CJC will foster active participation from everyone interested in or affected by the SDP. This includes producing user-friendly documents and employing user-friendly consultation techniques to facilitate wider engagement, particularly with children and young people.
- **Appropriateness**: The CJC will engage the community through the most suitable methods as determined through consultation on this document.
- **Transparency and Accessibility**: The CJC will ensure all relevant information is available online and will conduct engagement in a transparent and open manner. It will also aim to maximize the use of new technology, such as virtual consultations and social media.
- **Accountability**: The CJC will publish the results of community engagement online and ensure that all stakeholders are informed about the outcomes of their involvement.
- **Productivity**: The CJC will utilize virtual consultation and community engagement to secure as much consensus as possible on the content of the SDP.
- **Realism**: The CJC will ensure that all parties involved in the process understand and remain realistic about what can be achieved within the context of relevant legislation, Welsh Government guidance, and available resources.

5.5 The CJC places a strong emphasis on building consensus throughout the SDP preparation process. The CJC aims to ensure that all stakeholders actively engage from the very beginning. Appendix 4 summarises the CJC's intended approach for community engagement and consultation at each key stage of the plan preparation. This approach is intended to ensure transparency, inclusiveness, and responsiveness throughout the entire SDP process, encouraging active and continuous participation from all relevant parties.

Welsh Language and Bilingual engagement

5.6 The CJC is committed to promoting and supporting the Welsh language, ensuring its vitality and growth across Wales. In compliance with legislative requirements, the SDP process must

integrate considerations for the Welsh language from the outset. Specifically, under section 62(6A) of the Planning and Compulsory Purchase Act 2004 (PCPA 2004), the Integrated Sustainability Appraisal (ISA) must include an assessment of the plan's potential effects on the use of the Welsh language.

5.7 Planning Policy Wales (PPW) outlines policy requirements for the Welsh language, while Technical Advice Note 20 (TAN20): 'Planning and the Welsh Language' offers guidance on its consideration within development plans and the ISA process. The CJC will evaluate the potential impacts of the SDP on the Welsh language during the ISA process. This evaluation will be documented in the deposit plan, detailing how the Welsh language considerations have been addressed. The ISA process will assess the impact of growth scale and location, vision, objectives, policies, and proposals on the Welsh language. If evidence suggests a detrimental impact, the CJC will consider amending the strategy or identifying mitigation measures.

5.8 At every stage of the SDP, Welsh Language Standards will be upheld, with bilingual engagement facilitated through various measures:

- Correspondence will be accepted in both Welsh and English and replies to Welsh correspondence will be in Welsh.
- All consultation materials, including letters, comment forms, public notices, and newsletters, will be bilingual.
- The SDP website will have bilingual content.
- Public meetings will be conducted bilingually if requested in advance, with prior notification required for translation services.
- Draft SDP documents will be available in Welsh upon request, and the final adopted SDP will be available in both Welsh and English formats.

Who will the CJC consult?

5.9 The SDP Regulations outline the formal requirements for engaging stakeholders in the formulation of the DA (SDP Regulations 7 and 9) including both specific and general consultation bodies and the public. This aligns with the Well-Being of Future Generations Act, which emphasises effective involvement and collaboration as two of its five ways of working. Accordingly, the CJC will actively seek to involve the following groups in the SDP preparation process. By engaging with these diverse groups, the CJC aims to ensure a comprehensive and inclusive approach to the SDP preparation process, reflecting the needs and aspirations of all stakeholders involved:

Members of the Public

5.10 Residents will be engaged through public consultations to ensure their views can be considered when shaping the development plan. The CJC will develop and maintain a consultation database that holds contact information and consultation details of those individuals, agencies, organisations and community groups that want to participate in the SDP process. The database will assist the CJC in the management of the SDP process and enable interested parties to be kept updated and informed of progress.

5.11 The EU General Data Protection Regulation (GDPR) came into force in May 2018. This placed new restrictions on how organisations can hold and use personal data and defining rights about that data. As a result of the GDPR, any interested parties must give their consent, in writing, if they wish to be added to the new stakeholder database. Anyone who makes representations at any of the stages of SDP process will be deemed to have given their consent and will be added to the stakeholder database. This will enable the CJC to administer their comments and keep them informed. Representors will also be given the opportunity to receive correspondence in Welsh or English.

5.12 If any person, group, organisation or company wishes to be involved in the preparation of the SDP, they can request to be added to the stakeholder database by logging their contact details on the CJC website.

Local Authorities and Elected Members

5.13 Collaboration with neighbouring councils and elected representatives will ensure regional alignment and integration of strategies. Local Authorities will be formally consulted at every key stage of the SDP process through their respective Chief Executives and Leaders. Communication will be conducted via email. The CJC will also relay information and seek input from:

- North Wales Planning Officers Group (NWPOG
- North Wales Policy Managers Group (NWPMG) networks
- Relevant officers in other specialisms such as regional transport and economic development.
- The region's Chief Executives and directors will be engaged via respective fora.

5.14 To ensure that Local Authority Councillors are properly engaged in the SDP process, they can request to be added to the SDP database. This will allow them to be consulted and kept informed at every key stage of the SDP process. All communication with Councillors will be conducted via email, ensuring timely and direct updates. In addition, Local Authorities will help disseminate this information to their Councillors through established internal networks,

helping to maintain clear lines of communication and ensuring that Councillors remain informed throughout the process.

Town and Community Councils

5.15 The role of Town and Community Councils in disseminating information to residents on matters of local importance is crucial. They serve as a vital link to communities across North Wales, ensuring that residents are informed and engaged in local issues. Town and Community Councils will be formally consulted at every key stage of the SDP process, ensuring that their input and feedback are considered. These councils will be added to the SDP database, and all correspondence will be conducted via email, facilitating efficient and timely communication.

Welsh Government

5.16 Ambition North Wales will work closely with the Welsh Government to align with national policies, frameworks, and sustainable development goals.

Adjoining Corporate Joint Committees

5.17 Ambition North Wales will engage and consult with other CJCs in Wales to:

- **Foster a Shared Purpose:** The pandemic has united public sector organisations like never before. Going forward, it will be vital to sustain this alignment around a common purpose to enhance collaboration and cohesion.
- **Promote Transparency and Openness:** Encouraging open communication, sharing information, and maintaining transparency will build trust and improve decision-making processes.
- **Leverage Expertise:** Drawing on the specialised knowledge from different business functions will be crucial to informing decisions and refining practices, particularly in areas such as strategic planning and transportation.
- **Encourage Cross-Boundary Collaboration:** Embracing collaboration across teams and organisations will help drive innovation and ensure that decisions remain people focused, keeping communities at the heart of regional planning efforts.

Public Service Boards

5.18 Public Services Boards (PSBs) were established in 2015 to bring together local public service leaders to assess and address the well-being needs of their areas, as part of the Well-being of Future Generations (Wales) Act 2015. Board members typically include leaders from the local authority, health board, fire and rescue authority, Natural Resources Wales, as well as representatives from the voluntary sector, Welsh Government, the police forces, the police and crime commissioner and probation services. During key stages of preparing the SDP, the CJC will consult all Public Services Boards (PSBs) in Wales via email:

- Anglesey & Gwynedd Public Services Board
- Cardiff Public Services Board
- Carmarthenshire Public Services Board
- Ceredigion Public Services Board
- Conwy & Denbighshire Public Services Board
- Cwm Taf Morgannwg Public Services Board
- Flintshire & Wrexham Public Services Board
- Gwent Public Services Board
- Neath Port Talbot Public Services Board
- Pembrokeshire Public Services Board
- Powys Public Services Board
- Swansea Public Services Board
- Vale of Glamorgan Public Services Board

Businesses

5.19 The local business community, including industry leaders and Chambers of Commerce, will be involved to consider the impact on economic development and infrastructure.

Environmental Organisations

5.20 Engaging with NRW and environmental groups will ensure the SDP aligns with goals around sustainability, biodiversity, and climate action. Transport and Infrastructure Partners Collaboration with Transport for Wales and infrastructure providers to integrate land-use and sustainable transport planning. Health and Education Sectors Collaboration with health boards, schools, and higher education institutions will ensure services are planned in line with future growth and community needs. Young People and Future Generations Youth organisations, schools, and other platforms will ensure the voices of young people are included, focusing on the long-term impact of the plan.

5.21 Meeting the aims and objectives of the Strategic Development Plan (SDP) will require both land and investment. Landowners, agents, and developers interested in participating in this process can request to be added to the SDP consultation database.

Transport and Infrastructure Partners

5.22 Collaboration with Transport for Wales and infrastructure providers to integrate land-use and sustainable transport planning.

Health and Education Sectors

5.23 Collaboration with health boards, schools, and higher education institutions will ensure services are planned in line with future growth and community needs.

Young People and Future Generations

5.24 Youth organisations, schools, and other platforms will ensure the voices of young people are included, focusing on the long-term impact of the plan.

Housing and Development Sector

5.25 Engagement with housing associations, developers, and landowners will be critical to discussing future housing needs and land allocation. Meeting the aims and objectives of the SDP will require both land and investment. Landowners, agents, and developers interested in participating in this process can request to be added to the SDP consultation database.

5.26 The Strategic Candidate Sites and Locations process will provide the opportunity for those who have an interest in land to submit sites and locations to be considered for development. A Call for Strategic Candidate Sites and Locations will be undertaken, and all proposals will need to be submitted via a standardised form. The form will contain the criteria required to assist in the assessment of the suitability of sites and locations for inclusion as potential allocations in the SDP.

5.27 A threshold for accepting Strategic Candidate Sites and Locations will be set to ensure the plan remains strategically focused. This threshold will be specified up front to provide clarity of the process and avoid unnecessary work being undertaken for sites that will be immediately rejected. Defining appropriate thresholds, setting broad locational/constraints parameters in addition to making sure there is a wide range of information published to inform this process will give an important steer to site promoters on the size, quantum and type of site that will be allocated/proposed or safeguarded in the SDP. All stakeholders are strongly encouraged to familiarise themselves with the SDP Manual to fully understand their roles and responsibilities in the process. This will ensure effective participation and adherence to the established guidelines.

Specific Consultation Bodies

5.28 Specific Consultation Bodies, as defined by SDP Regulation 6, encompass statutory entities such as:

- Welsh Government
- Natural Resources Wales (NRW)
- Welsh Water
- Utility companies (Wales & England)
- Network Rail and Transport for Wales
- Adjoining Corporate Joint Committees (CJCs)
- Local Health Boards within or adjoining the CJC area
- All Town and Community Councils within or adjoining the CJC area

- Local Planning Authorities (LPAs) within and adjacent to the SDP area (The Local Planning Authorities (LPAs) will utilise their existing communication networks to ensure each councillor is properly notified).
- UK Government Departments if the SDP is likely to impact their interests. These bodies will be formally involved during the process.

General Consultation Bodies as defined by SDP Regulation 5

5.29 These groups include:

- voluntary bodies, some or all of whose activities benefit any part of the CJC's area,
- bodies which represent the interests of different racial, ethnic or national groups in any part of the CJC's area,
- bodies which represent the interests of different religious groups in any part of the CJC's area,
- bodies which represent the interests of disabled persons, within the meaning of section 6 of the Equality Act 2010(1), in any part of the CJC's area,
- bodies which represent the interests of persons carrying on business in any part of the CJC's area, and
- bodies which represent the interests of Welsh culture in any part of the CJC's area.

5.30 The use of umbrella groups as outlined above is critical to reaching as wide a cross-section of the community as possible. Greater use of networks could help reach harder-to-reach groups, including those of different racial or ethnic origin.

5.31 Appendix 2 contains a proposed list of general consultation bodies.

Engaging Hard-to-Reach Groups in the SDP Process

5.32 Hard-to-reach groups are segments of society that have historically been under-represented in the plan preparation process. Engaging these groups requires additional effort to ensure their involvement in the SDP process. A flexible approach to engagement is necessary, but this must occur within the specified participation and consultation periods.

5.33 To effectively engage hard-to-reach groups in the SDP process, the CJC will leverage existing agencies and groups, such as the PSBs, whenever possible. Additionally, trusted intermediaries may be employed to gather the views of those who lack the confidence to engage directly in the SDP process. The following groups have been identified as not having been sufficiently engaged in previous plan preparations and will be actively encouraged to participate:

- Young people and children
- People with disabilities

- Older people
- People with learning difficulties
- Homeless people
- Ethnic minorities
- Gypsies and Travellers

How will the CJC involve you

5.34 Information on the SDP (Strategic Development Plan) process will be regularly updated on the CJC's (Corporate Joint Committee) website. Copies of the relevant documents associated with the SDP process will also be made available at the CJC's Principal Office and at each Local Government Principal Office in North Wales as listed in Appendix 3.

Digital Technology for Engagement and Information Dissemination

5.35 The Covid-19 pandemic has emphasised the critical role of digital technology in maintaining effective communication and engagement with partners. During this period, organisations have increasingly relied on innovative digital solutions. Consequently, the default approach of the CJC throughout the SDP process will be to prioritise electronic communication and virtual engagement.

Addressing Digital Exclusion

5.36 Recognising that not everyone has access to the internet, the CJC is committed to ensuring inclusivity in its engagement process. For individuals without internet access:

- Hard copies of documents will be made available at specified locations.
- Paper comment forms will be provided upon request.

Ensuring Clear and Accessible Consultation

5.37 The CJC is dedicated to making every stage of the consultation process as clear and accessible as possible. To facilitate this:

- Officers will be available (via pre-arranged appointments) to handle SDP-related queries on weekdays during regular office hours.
- Queries can be directed to the CJC via their web address or to the CJC Principal Office.

5.38 By leveraging digital technologies and providing alternative access methods, the CJC aims to foster comprehensive and inclusive engagement throughout the SDP process.

Publicising the SDP Process

5.39 The CJC is committed to ensuring widespread awareness and active engagement throughout the SDP process. The steps to achieve this are:

- **Direct Contact**: The CJC will communicate directly with interested parties, primarily through email or letters, in either Welsh or English as required.
- **Social Media**: Utilisation of CJC social media platforms, when appropriate, to share updates and information.
- **Engagement with Elected Members**: Conducting focused workshops, briefings, and drop-in sessions and reporting to relevant CJC meetings.
- **Press Releases**: Issuing press releases to local media as appropriate to reach a broader audience.
- **Informative Documents**: Creating easy-read versions or summary documents to facilitate understanding of key stages.
- **Public Information Exhibitions**: Organising public exhibitions, drop-in sessions, or virtual exhibitions.
- **Virtual Engagement and Consultation**: Using web-based technology such as webinars to engage and consult with stakeholders.

Providing Opportunities for Involvement

5.40 The CJC aims to offer numerous opportunities for stakeholders and interested parties to access information and participate in the SDP process. However, due to resource limitations, the extent of engagement must be balanced. Key considerations include:

- **Fair and Equal Treatment**: Ensuring that all consultees are treated fairly and equally.
- **Resource Constraints**: Recognizing the limits of available resources for engagement activities.
- **Officer Availability**: Officers will not attend meetings organized by individual groups but will be available during normal office hours throughout the SDP process to provide information or assistance as needed

SDP Consultee Database

5.41 An 'SDP Consultee Database' will be created to include members of the public, interested individuals, and any organizations who have requested to stay informed during each stage of the SDP (Strategic Development Plan) process. The main goal of this database is to ensure those not on the Welsh Government's official list of consultees for SDP Plans are still involved and updated throughout the process. As of 25th May 2018, the General Data Protection Regulation (GDPR) mandates new restrictions on how organizations can store and use personal data, also defining individuals' rights regarding their data. The GDPR will

apply to the 'SDP Consultee Database', and therefore, members of the public must provide written consent to be added to the SDP database.

Adding Details to the SDP Database

5.42 Anyone wishing to be added to the SDP database can do so by contacting the SDP Team either by email or in writing.

Assigning Representor Numbers

5.43 Each person (representor) added to the database will be assigned a unique representor number, which will remain the same throughout all stages of SDP preparation for consistency. This number will be used to reference any representations made during consultation stages.

Updating Contact Details

5.44 It is the responsibility of each representor to inform CJC if their contact details change during the SDP process. This is essential to keep all representors fully informed about the progress. Similarly, for Strategic Candidate Sites and Locations, any changes in land ownership must be communicated to the CJC to prevent any delays in the process.

Building Consensus

5.45 The CJC is committed to building consensus through various engagement and consultation methods as outlined in the CIS. Achieving consensus requires keeping the community and other interested parties fully informed and effectively engaged, particularly during the early stages of the SDP preparation. The CJC acknowledges that there will be times when consensus cannot be reached, leading to differences of opinion.

5.46 To ensure transparency in the decision-making process, the CJC will maintain a clear audit trail of all decisions. This will provide assurances to those who disagree, demonstrating that decisions are based on robust evidence. Furthermore, the CJC will carefully consider all supporting evidence provided by representors and stakeholders, alongside the SDP's evidence base, to support various viewpoints.

5.47 In summary, the CJC's approach to consensus building involves:

- Keeping all stakeholders fully informed and engaged from the outset.
- Using a variety of engagement and consultation methods as per the CIS.
- Maintaining transparency through a clear audit trail of decisions.
- Considering all evidence and viewpoints thoroughly.

5.48 This approach ensures that even in the absence of unanimous agreement, the process remains fair, transparent, and evidence based.

Managing Representations

5.49 Representations received within the specified timescales will be handled as follows:

- Acknowledgement by e-mail (or letter where required) providing contact details and detailing how the CJC will deal with the representation
- Details of the next steps in the SDP preparation process
- The CJC's responses to representations recorded and published in accordance with the SDP Regulations.

5.50 The CJC's website will be used to provide up-to-date information and news on the progress of the SDP. At all key stages, consultation responses will be reported to the CJC.

5.51 Petitions received during consultation periods on the SDP will be acknowledged and registered as a valid representation. Every petition must nominate a single presenter. An acknowledgment by email or letter will be sent to the presenter of the petition who will be the point of contact and will have a right to be heard at any future Examination, subject to agreement by the Inspector (PEDW). This does not limit the right of individuals signing the petition to submit separate formal representations on the SDP.

Late Representations

5.52 The SDP preparation process is subject to statutory and non-statutory consultation periods which have defined periods in which representations should be made. To ensure fairness and equality for all, any comments/representations received after the close of the prescribed consultation period will be deemed 'not duly made' and will not be considered further. The timescale to produce the SDP has been agreed by the Welsh Government and the acceptance of late representations could result in delays which would not be acceptable.

5.53 Only where the CJC is satisfied that a genuine attempt to submit a representation within the given timescales has been made, will a late representation be registered as duly made. Evidence of delivery, posting etc. will be required to support such claims. Such circumstances are expected to be exceptional, and all representors are advised to submit comments (representations) within the advertised consultation periods.

Availability of Documents

5.54 The SDP documents and representation forms will be made available electronically at the relevant stages of the preparation process on the CJC website at: XXXXXXX
Reference copies will also be available at the following locations:

- CJC Principal Office: Sarn Mynach
- Local Government Principal Offices (Appendix 3)

5.55 Where required, hard copies of documents will be sent to Specific Consultation bodies. However, paper copies of documents will not generally be sent out during the SDP process

as they will be made publicly available in the locations listed above, as well as being made available electronically on the CJCs website. In exceptional circumstances paper copies may be offered. However, this will be assessed on a case-by-case basis depending on the specific needs of the relevant individual or stakeholder.

5.56 A summary of stakeholder involvement in the SDP key stages is attached as Appendix 4.

6 The Timetable

6.1 The timetable sets out a comprehensive schedule for the preparation of the SDP, providing clear timelines and milestones for key stages of the process. The timetable is structured into two main parts:

Definitive Stages:

- Covers all stages up to and including the statutory Deposit stage.
- The progress of the Strategic Development Plan (SDP) during these stages is under the direct control of the Corporate Joint Committee (CJC).
- The target dates for these stages are considered realistic and every effort will be made to adhere to them.

Indicative Stages:

- Covers the stages of plan preparation beyond the statutory Deposit stage.
- Progress in these stages depends on various external factors (e.g., number of representations received, number of examination hearing sessions, time taken to receive the Inspector's Report) over which the CJC has limited control.
- The dates for these stages are subject to reconsideration after reaching the Deposit stage. At that point, definitive timings for the remaining stages will be prepared and submitted to the Welsh Government for agreement and publication.

6.2 Table 1: Summary of the SDP Timetable: The following table provides a summary of the key stages and milestones from the detailed timetable outlined in Appendix 5 (based on recruitment starting in April 2025)

Key Stage			Timescales
Definitive			
Stage 1	Delivery Agreement Preparation and submission	SDP Regulations 7 to 12	Delivery Agreement to be submitted to Welsh Government for approval by August 2025.
Stage 2	Pre-Deposit Preparation and involvement	SDP Regulation 16 (1) – (a-d)	August 2026 – July 2027
Stage 3	Preferred Strategy public consultation (6 weeks)	SDP Regulation 17 - 19	October – November 2027

Stage 4	Deposit Plan preparation & public consultation	SDP Regulations 20 - 22	December 2027 – February 2029 (Public Consultation: March 2029 – April 2029)
Stage 5	Submission to PEDW & Welsh Government for E.I.P	SDP Regulation 23	January 2030
Indicative			
Stage 6	Examination	SDP Regulation 24	April 2030 – May 2030
Stage 7	Inspector's Report	SDP Regulation 25	January 2031
Stage 8	Adoption	SDP Regulation 35	March 2031

6.3 Appendix 4 contains a detailed programme timetable that outlines the specific timeframe for each stage of plan preparation. It provides a breakdown of the tasks to be completed, from initial data collection to the final adoption of the Strategic Development Plan (SDP). Each milestone in the timetable is accompanied by clear deadlines and an estimated duration, ensuring transparency and accountability in the process. The appendix serves as a reference for stakeholders to track progress and align their involvement at key points

Risk Assessment

6.4 In line with the requirements of the SDP Manual, SDPs are to be completed within five years from the formal agreement of the DA. There is a provision for a single additional slippage period of three months, providing limited flexibility if necessary. Any deviation beyond this timeframe necessitates a formal revision to the DA, which should be considered only under exceptional circumstances. The CJC has identified specific risk areas that could lead to deviations from the timetable. These risks, along with proposed responses for managing them, are detailed in Appendix 6.

7 Programme Budget and Resourcing Strategy

7.1 To ensure the effective implementation of the SDP timetable, there will need to be an appropriate level of budget and staff resources. This allocation will be reflected by incorporating the requirement to prepare an SDP into the revised Corporate Plan and the Medium-Term Financial Plan.

SDP Programme Budget

7.2 The table below outlines the anticipated costs associated with preparing the SDP, based on an assessment carried out by North Wales Planning Officers Group (NWPOG).

Primary Costs	Estimated Cost
Evidence base preparation	circa £834,750
Examination in public	circa £262,500
Consultation database	£31,500
Backoffice equipment and website	£66,150
Translating and printing	£110,250
Staff resources	£1,971,334
Total anticipated cost of preparing the SDP over a 5-year period.	**£3,276,484**

Resourcing Strategy

7.3 The Corporate Joint Committee (CJC) will aim to recruit the right people with the right skills into the right roles at the right time. The CJC believes that establishing an independent regional team is essential to ensure sufficient staff resources are available for the preparation and delivery of the Strategic Development Plan (SDP). That said there is also a limited pool of experienced planning professionals and the CJC particularly wants to avoid recruiting staff from Local Planning Authorities within the region that may then leave respective Local Plan teams struggling for resources themselves.

7.4 The proposed roles for the regional planning team are set out below:

- Head of SDP Team
- Senior Regional Planner x4
- Technical Support Officer x1

7.5 The ability to put in place the above team, or similar resources, within the CJC is dependent on having the financial resources to recruit such a team. Notwithstanding this structure, which was developed as part of the initial assessment of resource needs carried out by the NWPOG, and mirrors those emerging in other CJCs, the budget that has been set for the SDP by the CJC is insufficient to be able to create such a Team, and certainly not all at the

same time. This does not mean that funding has not been allocated, but there is a clear funding gap which appears a common issue for the four CJCs in Wales.

7.6 Funding for the development of the SDP will form part of the Ambition North Wales Medium Term Financial Planning. It is important to note that, at this stage, that Ambition North Wales will endeavour to ensure a firm resource base is in place but funding of this is not yet identified or agreed.

7.7 Until a full funding solution can be identified, Ambition North Wales has been able to secure the support of a senior strategic planning manager from one of the North Wales LPAs, on a two-year secondment. This will allow initial work to progress on an SDP with the support of suitable consultants. This work will include:

- Reviewing the content and evidence bases of existing Local Development Plans (LDPs) and emerging LDPs in the region.
- Establishing baselines.
- Setting the Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) framework.
- Conducting targeted consultations on the draft SA Scoping Report.
- Initiating the recruitment process for the SDP team

Secondments

7.8 Throughout the SDP process, secondments may be utilised as a cost-effective means of acquiring specialised knowledge and skills while adding resilience to the core team. However, it is important to note that local authorities in North Wales may find it challenging to proceed with their own Local Development Plans (LDPs) if secondees are recruited from within their existing teams. To mitigate this potential issue, all secondments will be carefully planned to ensure minimal disruption to the ongoing LDP processes.

North Wales SDP – Evidence Base Assessment

Document	Purpose	Who/how delivered
KEY DOCUMENTS		
SDP Delivery Agreement (DA) incorporating the Statement of Community Involvement (SCI)	The DA sets out how and when stakeholders and the community can become involved in the plan making process. It also includes a comprehensive timetable for its preparation setting out clear timelines and milestones for key stages of the process.	Prepared by CJC officers.
Integrated Sustainability Appraisal (ISA) incorporating Strategic Environmental Assessment (SA/SEA) Scoping Report To outline the proposed approach to the ISA, incorporating the SEA.	This report is the first stage of a SA process to identify, assess and address any likely significant effects on the environment from the emerging SDP.	External consultants
ISA/SA/SEA Scoping Report	Initial Report To identify, from an assessment of reasonable alternatives, whether the SDP will have any significant impacts on the environment and determine whether the Plan will deliver sustainable development. The Initial Report includes a proportionate assessment of candidate sites. The ISA and Habitats Regulations Assessment Reports will be consulted on in tandem with the SDP.	External consultants
Identification & assessment of vision, issues and objectives. Growth and Strategy Options.	This work will provide early consideration of the growth and spatial strategy potential strategy that the region wants to deliver, i.e. where/what is the most sustainable spatial strategy for the region and how does this sit with an overall vision.	Prepared by CJC officers.

SDP Preferred Strategy	To identify the type and scale of spatial change required to achieve the proposed SDP Vision and Objectives.	Prepared by CJC officers.
The Full ISA of the Preferred Strategy	To identify any likely significant economic, environmental and social effects of the SDP, and to suggest relevant mitigation measures.	External consultants
Preferred Strategy Initial Consultation Report	To outline how the Corporate Joint Committee (CJC) has undertaken public participation and consultation on the Preferred Strategy in accordance with SDP Regulation 16a. The Report will identify the steps taken to publicise plan preparation, in accordance with the CIS, before outlining the specific bodies engaged, summarising the main issues raised and identifying how the responses have been or will be addressed. The Report provides significant detail on how this key period of consultation influenced development of the Deposit SDP.	Prepared by CJC officers.
Deposit Plan	The Deposit Plan is the plan that the CJC considers 'sound' and intends to submit for examination following consultation and can be adopted. The Deposit Plan must be consulted on for a minimum of 6 weeks.	Prepared by CJC officers.
The Full ISA of the Deposit Plan and Non-technical Summary	To identify any likely significant economic, environmental and social effects of the SDP, and to suggest relevant mitigation measures. This process integrates sustainability considerations into all stages of SDP preparation and promotes sustainable development.	External consultants
Deposit Consultation Report	To comprehensively document how the CJC has considered all representations made on the Deposit Plan. It will summarise the key issues raised throughout the process, including the representations made and recommendations as to how the CJC considers each representation should	Prepared by CJC officers.

	be addressed. It represents a key prerequisite to submission of the SDP in accordance with the DA.	
Tests of Soundness (2022)	To assess how and why the CJC considers the Plan to have satisfied the Tests of Soundness, specified by Welsh Government.	Prepared by CJC in house.
Habitat Regulations Assessment	Regulation 63 of the Conservation of Habitats and Species Regulations 2017 requires that a HRA must be undertaken to demonstrate compliance with statutory duties set out in the Habitats Directive and the Habitats Regulations where a plan or project is considered likely to have significant effects on European Sites and is not directly connected with or necessary for the management of the site. The purpose of this report is to document the first formal stage of this HRA process, namely, to ascertain whether there would be any LSE on relevant European Sites from the SDP.	External consultants
EVIDENCE BASE ASSESSMENTS		
Strategic Search Area & Candidate Site Register	A record of sites submitted by landowners, developers and the public, which will be used as a reference point to assess each site against the Prepared by CJC officers. Preferred Strategy for possible inclusion within the SDP.	[The CJC will identify a size / capacity threshold / criterion for specific identification in the SDP].
Strategic Search Area & Candidate Sites Assessment Report (SSCSA)	The SDP will be supported by a Strategic Search Area & Candidate Site Assessment, which identifies the potential sites that are suitable for allocation within the SDP.	Prepared by CJC officers.
Economic Evidence Base Assessment (EEBA)	To provide evidence-based recommendations on the scale and distribution of employment need and the land best suited to meet that need, whilst also making policy / land allocation recommendations to inform emerging policies and site allocations.	External consultants

Retail Needs Assessment (RRA)	To set out evidence-based recommendations on retail need, the distribution of need and the to inform emerging policies and strategic site allocations (at a regional scale).	External consultants
Sustainable Settlement Assessment (RSA)	To establish a sustainable settlement hierarchy that can inform the SDP. This will identify the most appropriate locations to accommodate future development to achieve a sustainable pattern of growth, minimise unsustainable patterns of movement, promote transit orientated development and support local services and facilities.	Prepared by CJC officers.
Demographic Analysis and Forecasts Assessment (DAFA)	To provide a summary of demographic evidence, including a suite of population, housing and economic growth outcomes to inform the Strategic Growth Options paper for consideration in the preparation of the SDP.	External consultants
Green Infrastructure Assessment (GIA)	To provide a holistic spatial analysis of green infrastructure across the region.	Prepared by CJC officers.
Build Rate Analysis	To provide an analysis of build rates across the region to help inform growth options i.e., what can be realistically achieved in total and in different parts of the region. This work will link to the SHMA and LHMAs and inform the indicative housing trajectory.	Prepared by CJC officers.
Housing Market Assessment (HMA)	To provide detailed insights into the mechanics of the residential property markets across the region. The Assessment will include a quantitative assessment of housing need that will be used to inform the housing policies of the SDP in terms of affordable housing provision, tenures and types of accommodation required across the region.	Prepared by CJC officers.
Special Landscape Designations Assessment (SLDA)	To carry out a review of the Special Landscape Areas designation within the region to identify areas considered worthy of being retained as a Special Landscape Area designation in the SDP.	External consultants

Landscape Character Assessment (LCH)	This document will provide a sound evidence base to consider the character and sensitivity of the different landscapes of the region when considering new developments. It will also promote an understanding of how the landscapes of the region are changing (because of a combination of natural, economic and human factors), and how they can be strengthened in response.	External consultants
Gypsy and Traveller Accommodation Assessment (GTAA)	To assess the future accommodation needs of the Gypsy Traveller and Travelling Show People Communities and determine whether there is a requirement for additional site provision within the region. This will inform any related site allocations and criteria-based policies in the SDP.	External consultants
Gypsy and Traveller Accommodation Transit Site Assessment	To assess the future transit site needs of the Gypsy Traveller and Travelling Show People.	External consultant
Strategic Flood Consequences Assessment (SFCA).	The updated SFCA will create a strategic framework for the consideration of flood risk when making planning decisions. It has been developed in accordance with Technical Advice Note 15 – Development & Flood Risk (TAN15), as well as additional guidance provided by Natural Resources Wales (NRW). The Study has been updated in light of the new draft TAN 15 and new Flood Map for Planning	External consultants
Plan-Wide Viability Assessment (PWVA)	To understand how different market areas can affect the viability of delivering private and affordable housing as well as associated infrastructure to inform policy formulation, spatial expression and application.	External consultants
General Environment Constraints and Opportunities Assessment.	To map and identify general environment constraints/opportunities and how this may influence locations for growth at a strategic scale.	External consultants

Green Wedge & Strategic Green Gaps Assessment (GWSGG)	To review the existing green wedge designations and Strategic Green Gaps in the region critical to the delivery of the spatial strategy.	External consultants
SDP Infrastructure Delivery Plan (IDP)	To identify the SDP infrastructure requirements over the plan period.	Prepared by CJC officers.
Best and Most Versatile Agricultural Land Assessment	This work will review and utilise the assessments prepared by the regions LPAs in preparing their respective Replacement Local Development Plans.	Prepared by CJC officers.
Strategic Sites Urban Capacity Study	To provide analysis of the potential urban capacity of the regions settlements to accommodate strategic housing growth.	Prepared by CJC officers.
Renewable Energy Assessment	To understand the regional scope and spatial options for the location of renewable energy development	External consultants
Welsh Language Impact Assessment	To ensure that the SDP strategy does not have an adverse impact on the Welsh Language or culture.	External consultants
Minerals Capacity Assessment	To understand the strategic need for minerals over the SDP plan period and the level of supply currently available.	Prepared collaboratively by CJC and hared service officers
Waste Capacity Assessment	To understand the strategic network of waste management facilities and the performance of the region in meeting the requirements of the national waste strategy and the processing of waste sustainably.	Prepared collaboratively by CJC and hared service officers
Placemaking Framework	To create a placemaking framework that sets key principles for policy development in the SDP.	Prepared collaboratively by CJC and DCW officers
Rural Development Strategy Scoping Assessment	To ensure that there is a specific focus on the rural areas in the regional to allow sensitive development and growth that is in line with the rural nature of the area, maintains core activities such as agriculture, allows for sustainable sector growth e.g. tourism, and secures local populations and vibrant communities.	Prepared collaboratively by CJC and LPA officers

Phosphates Impact assessment	To assess the likely impacts of the phosphates issue on the spatial strategy of the SDP and decisions on locations for growth.	External consultants

Uchelgais Gogledd Cymru
Ambition North Wales

Appendix 2

List of General Consultation Bodies

Each Local Planning Authority (LPA) has provided its own list of General Consultation Bodies. This approach has several key benefits:

- **Tailored Consultations:** By having each LPA supply its own list, consultations can be better aligned with the specific priorities and needs of the locality. This ensures that stake holders with direct relevance to the area are involved, making their contributions more targeted and meaningful.
- **Localised Feedback in a Regional Context:** This approach captures the unique perspectives of communities, businesses, and organisations within each LPA, ensuring consultations reflect the local context. It is particularly valuable when addressing specific regional challenges or opportunities.
- **Enhanced Stakeholder Engagement:** Focusing on stakeholders most relevant to a particular area increases the likelihood of meaningful participation. By engaging those directly impacted by planning decisions, this approach improves the quality of feedback and ensures that their voices are heard.
- **Improved Decision-Making:** With more relevant, localised feedback, the Corporate Joint Committee (CJC) can make better-informed decisions that consider the specific circumstances of each area within the regional framework, leading to more effective planning outcomes.

This targeted approach aligns well with modern principles of placemaking and community-led planning, where local context and stakeholder engagement are crucial for sustainable development.

Disclaimer: Some organisations may be referenced multiple times. The final consultation database will be consolidated, with duplicates removed and rationalised for clarity.

Contents

Local Authority	Page
Anglesey County Council	
Conwy County Council	
Denbighshire County Council	
Flintshire County Council	
Cyngor Gwynedd	
Eryri National Park Authority	
Wrexham County Borough Council	

Anglesey County Council

GENERAL CONSULTATION BODIES

a) Voluntary bodies and others

Adra
Age Concern (Cymru)
Amlwch Leisure Centre
Amlwch Library
Barnardo's
British Association for Shooting & Conservation
Butterfly Conservation Wales
Beaumaris Library
Benllech Library
BTCV
CAB Gwynedd a De Môn
Campaign for Dark Skies
Communities First
Communities First - Amlwch
Communities First - Llangefni
Communities First - Maes Hyfryd
Communities First - Morlo
Communities First - Porth y Felin
Council for the Protection of Rural Wales
CTC Gwynedd & Mon
Cyfeillion y Ddaear (Mon & Gwynedd)
Cymdeithas Cynghorau Bro a Thref
Cymdeithas Cynghorau Bro a Thref Cymru
Cymdeithas Pysgota Cefni
David Hughes Leisure Centre
Envirowatch UK
Extinction Rebellion

Friends of the Earth (Mon & Gwynedd)
Gofalwn Cymru
Greenpeace
Grwp Cynefin
Gwasanaeth Ieuenctid CSYM
H.A.R.T (Residents Association)
Home Builders Federation Ltd
Holyhead Leisure Centre
Keep Wales Tidy
Llangefni Library
Menai Bridge Heritage Trust
Menai Bridge Library
Menai Bridge & District Civic Society
Mudiad Ffermwyr Ifanc
Mudiad Ysgolion Meithrin
Môn360
National Trust
National Women's Alliance Wales
North Wales Energy Efficiency Advice Centre
North Wales Housing Association
North Wales Probation Service
North Wales Wildlife Trust
Papur Menai
PAWB (People Against Wylfa B)
Penhesgyn Action Group
Plas Arthur Leisure Centre
Rail and bus user group
Ramblers Association
Red Wharf Bay Association
Rhosneigr Library
RSPB
Sports Council for Wales
Sustrans
Tanc Meddwl Cymuned Môn
Tourism Partnership North Wales
Town and Community Councils Liaison Forum
Trearddur Residents Association
Un Llais Cymru
Wales Council for Voluntary Action
Wales Pre School Play Groups Assoc
Wales Tourist Board
Wales Pre School Play Groups Assoc

Wildscape
Y Glorian
Y Rhwyd
Ynys Mon Older People's Council
Yr Arwydd
Ymgyrch Diogelu Cymru Wledig

b) Bodies representing interests of various racial, ethnic or national groups
BEN (Black Environment Network)
Chinese Woman Society Wai Kwun
Digartref Ynys Môn
Equality and Human Rights Commission
Gypsy Council
Intercultural Skills Link
North Wales Chinese Society
North Wales Race Equality Network
Traveller Law Reform Coalition

c) Bodies representing various religious groups
Clebran
CYTUN
Inter-Cultural Skills Network
Wales Orthodox Mission

d) Bodies representing the interest of disabled individuals
Abbey Road Resource Centre
Agoriad Cyf.
Alzheimer's Society
Anheddau Cyf.
ARC Cymru
British Heart Foundation
CAIS – Asiantaeth Cyffuriau ac Alcohol
Core Disability Group
Crossroads Caring for Carers
Disablement Welfare Rights
Disability Wales
Disability Rights Commission
Disabled Persons Transport Advisory Committee
Fforwm Anableddau Taran Cyf
Jas Chanay Disablement Welfare Rights
Macular Degeneration Group
North Wales Deaf Association

North Wales Society for the Blind
RNIB Cymru
RNIB (Royal Nat. Inst. Blind)
TARAN Disability Forum Ltd
Y Gamfa (CCET)

e) Bodies representing the interests of those that run a business
Chamber of Trade
Chamber of Commerce
Chartered Institute of Building – North Wales Centre
Farmers Union of Wales
Federation of Small Business
HBF – Home Builders Federation
Menter Môn
National Farmers Union
National Farmers Union - Ynys Môn

f) Bodies representing the interests of Welsh culture
Bwrdd yr Iaith Gymraeg
Comisiynydd y Gymraeg
Cymdeithas yr Iaith
Cyngor Cefn Gwlad
Ffederasiwn Ffermwyr Ifanc
Fforwm Iaith Ynys Môn
Hunaiaith
Llaingoch Heritage Committee
Menter Môn
Merched y Wawr
Papurau Bro
Urdd Gobaith Cymru

g) Groups that represent gay, lesbians and bisexuals
Stonewall

SPECIFIC CONSULTATION BODIES
Government Bodies
Cadw
Home Office
Ministry of Defence
Natural Resources Wales
Network Rail
Secretary of State for Transport

Secretary of State for Wales
The Coal Authority
Trade and Industry Department of the UK Government
Transport Department of the UK Government
Welsh Government
Adjoining Local Authorities
Gwynedd Council

City/ Community/ Town Councils within Anglesey
Aberffraw Community Council
Amlwch Town Council
Beaumaris Town Council
Bodedern Community Council
Bodffordd Community Council
Bodorgan Community Council
Bryngwran Community Council
Cwm Cadnant Community Council
Cylch-y-Garn Community Council
Holyhead Town Council
Llanbadrig Community Council
Llanddaniel Fab Community Council
Llanddona Community Council
Llanddyfnan Community Council
Llaneilian Community Council
Llanerchymedd Community Council
Llaneugrad Community Council
Llanfachraeth Community Council
Llanfaelog Community Council
Llanfaethlu Community Council
Llanfair Mathafarn Eithaf Community Council
Llanfair yn Neubwll Community Council
Llanfairpwll Community Council
Llanfihangelesceifiog Community Council
Llangefni Town Council
Llangoed and Penmon Community Council
Llangristiolus Community Council
Llanidan Community Council
Mechell Community Council
Menai Bridge Town Council
Moelfre Community Council
Penmynydd and Star Community Council
Pentraeth Community Council

Rhoscolyn Community Council
Rhosybol Community Council
Rhosyr Community Council
Trearddur Community Council
Tref Alaw Community Council
Trewalchmai Community Council
Valley Community Council

Infrastructure Providers and Electronic Communications
Betsi Cadwaladr University Local Health Board
British Telecommunications plc
Dŵr Cymru / Welsh Water
Mobile Operators Association
National Gas Transmission
National Grid
Scottish Power
SP Energy Networks & Wales and West Utilities

Membership of Key Stakeholders Group
Anglesey AONB Joint Consultative Committee
Area Regeneration Officers Anglesey
Betsi Cadwaladr University Health Board
Children and Young People's Partnerships Gwynedd & Anglesey
Coleg Menai
Community First Gwynedd & Anglesey
Community Safety Partnerships Gwynedd & Anglesey
Natural Resources Wales
Economic Regeneration Partnership Anglesey
Environmental Forum Gwynedd & Anglesey
Health, Care and Wellbeing Partnerships Gwynedd & Anglesey
Housing Partnerships Anglesey and Gwynedd
Job Centre Plus
Local Access Forum
Medrwn Môn
North Wales Fire and Rescue Service
North Wales Police
One Voice Wales

Conwy County Council

Not yet received

Denbighshire County Council

Specific Consultation Bodies and UK Government Departments

Energy infrastructure providers

CADW

Flintshire County Council

Wrexham County Borough Council

Powys County Council

Conwy County Borough Council

Cyngor Gwynedd

Eryri National Park Authority

Department for Business, Energy and Industrial Strategy

Department of Transport

Dŵr Cymru

Home Office

Ministry of Defence

Natural Resources Wales

Network Rail

Conwy and Denbighshire Joint Public Service Board

Betsi Cadwalader University Health Board

Persons owning or controlling electronic apparatus

Secretary of State for functions previously exercised by the Strategic Rail Authority)

City, Town and Community Councils (and neighbouring town and community councils)

see separate list below

Welsh Government all policy areas

City, Town and Community Councils – Denbighshire

Aberwheeler	Dyserth	Llangollen
Betws Gwerfil Goch	Efenechtyd	Llangynhafal
Bodelwyddan	Gwyddelwern	Llanrhaeadr yng Nghinmeirch
Bodfari	Henllan	Llantysilio
Bryneglwys	Llanarmon yn Iâl	Llanynys
Cefn Meiriadog	Llanbedr Dyffryn Clwyd	Nantglyn

Clocaenog	Llandegla	Prestatyn
Corwen	Llandrillo	Rhuddlan
Cyffylliog	Llandyrnog	Rhyl
Cynwyd	Llanelidan	Ruthin
Denbigh	Llanfair Dyffryn Clwyd	St Asaph
Derwen	Llanferres	Trefnant
Tremeirchion	Cwm & Waen	

Neighbouring Town and Community Councils

Abergele	Llanefydd	Llansantffraid Glyn Ceriog
Cefn	Llanfair TH	Minera
Ceiriog Uchaf	Llanfihangel GM	Nannerch
Cerrigydrudion	Llanfynydd	Nercwys
Cilcain	Llangernyw	Pen y Cae
Glyn Traian	Llangwm	Pentrefoelas
Gwernaffield	Llangynog	Ruabon
Gwernymyndd	Llangywer	Towyn & Kinmel Bay
Llanasa	Llanrhaeadr Ym Mochnant	Treuddyn
Llanderfel	Llansannan	Whitford
		Ysceifiog

General Consultation Bodies - NB this list is not exhaustive

Voluntary bodies benefiting the area:

Denbighshire Voluntary Services Council and the following groups:
Arts Groups
Carers Charities
Childrens Groups
Community Groups
Disability Groups
Education and Training Groups

Environmental Groups
Faith Groups
Health Groups
Heritage and Culture Groups
Homeless
Horticultural Groups
Housing Groups
Religious Groups
Residents and Tenant Associations
Scouts
Senior Citizens
Sports and Recreational Clubs
Village Hall Committees

Bodies representing the interests of different racial, ethnic or national groups in the area:

Citizen's Advice Bureau
Equality and Human Rights Commission
Travelling Ahead
The Ethnic Minority Foundation
National Old Age Pensioners Association Wales

Bodies which represent the interests of different religious groups in the area:

Orthodox Christian Church in Wales
Representative Body of the Church of Wales
The Catholic Church in England and Wales
The Methodist Church in Wales
The Presbyterian Church in Wales
Hindu Council UK
Muslim Council of Britain
Jewish Leadership Council

Bodies which represent the interests of disabled persons in the area:

Disability Wales

Disabled Persons Transport Advisory Committee
Mind Cymru
Wales Council for the Blind
Wales Council for the Deaf
Wales Council for Voluntary Action

Bodies which represent the interests of persons carrying on business in area.

British Holiday and Home Parks Association
Environmental Services Association
Confederation of British Industry (Wales)
Home Builders Federation
Local and Regional Tourism Associations
Campaign for Real Ale
Country Land & Business Association
Farmers Union Wales
Federation of Small Businesses
Federation of Master Builders
Denbigh and Flint Agricultural Society
National Farmers Union of Wales
Rail Freight Group
Registered Social Landlords
RenewableUK
Wales Rural Forum

Bodies which represent the interests of Welsh culture in the Denbighshire area.

Cymuned Cadw
Clwyd/Powys Archaeological Trust
Clwydian Range and Dee Valley AONB Joint Committee and Partnership
Menter Iaith Sir Dinbych
Wales Rural Forum

Other Consultees - NB this list is not exhaustive

Airport Operators
British Aggregates Association

British Geological Survey

Canal and River Trust, canal owners and navigation authorities

Centre for Ecology and Hydrology

Chambers of Commerce, local CBI, local Business Associations and local branches of Institute of Directors

Civil Aviation Authority

Coal Authority

Community Housing Cymru

Country Land and Business Association

Crown Estate Office

Design Commission for Wales

Disability Wales

Disability Rights Commission

Disabled Persons Transport Advisory Committee

Electricity, Gas and Telecommunications Companies and the National Grid Company

Environmental groups at national and regional level

Environmental Services Agency (Waste)

Equality and Human Rights Commission

Farmers Union Wales

Federation of Small Businesses

Fields in Trust

Fire and Rescue Services

Forestry Commission Wales

Freight Transport Association

Gypsy Council

Health and Safety Executive (HSE)

Home Builders Federation

Local community, conservation and amenity groups, including Wildlife Trusts Groups/Civic Societies

Local transport operators

National Farmers Union of Wales

One Voice Wales

Planning Aid Wales
Police Architectural Liaison Officers
Port Operators

Post Office Property Holdings
Professional Bodies not specifically listed (e.g. Royal Institution of Chartered Surveyors Wales, Royal Town Planning Institute in Wales, Chartered Institute of Housing Cymru, Institution of Civil Engineers, Chartered Institution of Waste Management)
Public Health Wales
Minerals Products Association
Rail Freight Group
Ramblers Association
Residents Associations
Sports Wales
Train Operating Companies
Wales Council for Voluntary Action
Water Companies

Welsh Environmental Services Association (representing waste industry)

Welsh Language Commissioner

Flintshire County Council

B2 Specific Consultation Bodies
Welsh Government
Natural Resources Wales
Secretary of State for Wales
Planning Inspectorate
Adjoining Local Authorities
Denbighshire County Council
Wrexham County Borough Council
Cheshire West and Chester
Wirral MBC
Flintshire Town & Community Councils
Argoed Community Council
Bagillt Community Council
Broughton & Bretton Community Council
Brynford Community Council
Buckley Town Council
Caerwys Town Council
Cilcain Community Council
Connah's Quay Town Council
Flint Town Council
Gwernaffield Community Council
Gwernymynydd Community Council
Halkyn Community Council
Hawarden Community Council
Higher Kinnerton Community Council
Holywell Town Council
Hope Community Council
Leeswood Community Council
Llanasa Community Council

Llanfynydd Community Council
Mold Town Council
Mostyn Community Council
Nannerch Community Council
Nercwys Community Council
Northop Community Council
Northop Hall Community Council
Penyffordd Community Council
Queensferry Community Council
Saltney Town Council
Sealand Community Council
Shotton Town Council
Trelawnyd & Gwaenysgor Community Council
Treuddyn Community Council
Whitford Community Council
Ysceifiog Community Council

Adjoining Town and Community Councils – Denbighshire

Prestatyn Town Council
Dyserth Community Council
Tremeirchion, Cwm & Waen Community Council
Bodfari Community Council
Aberwheeler Community Council
Llandyrnog
Llangnhafal Community Council
Llanbedr DC Community Council
Llanferres Community Council
Llanarmon yn Iâl Community Council
Llandegla Community Council

Adjoining Town and Community Councils – Wrexham

Rossett Community Council
Llay Community Council
Gwersyllt Community Council
Brymbo Community Council
Minera Community Council

Adjoining Parish Councils – Cheshire West and Chester City

Dodleston & District Parish Council
Saughall & Shotwick Park Parish Council
Puddington & District Parish Council
Neston Town Council

Telecommunications (electronic communications code – direction under a106(3) Communications Act 2003)

Mobile UK
British Telecom
UK Broadband
Orange LImited
O2 plc
Vodafone Limited
T Mobile Ltd

Hutchinson 3G UK Ltd
Airwave Solutions
EE
Any person who owns or controls electronic apparatus situated in any part of the authority's area
North Wales Police
Welsh Ambulance Service, NHS Trust

Local Health Board
Betsi Cadwaladr University Health Board
A person to whom a license has been granted under section 6(1)(b) or (c) of the electricity act 1989
National Grid
Scottish Power
Powersystems UK Ltd
Deeside Power Development Company
A person to whom a license has been granted under section 7(2) of the gas act 1986
British Gas
National Grid
United Utilities
Sewerage / water undertaker
Welsh Water
Dee Valley Water plc
United Utilities
B3 UK GOVERNMENT DEPARTMENTS
Department for Transport
Department for Business, Enterprise & Regulatory Reform
Department of Energy & Climate Change
Home Office
Ministry of Defence
B4 General Consultation Bodies Voluntary bodies, some or all of whose activities benefit any part of the authority's area
Flintshire Access Groups
Age Concern Cymru
Barnardo's Cymru
Bryn Gwalia Communities First
Campaign for Real Ale
CAIS Wrexham & Flintshire
Children in Wales
The Community Development Foundation Wales
Community Transport Association
Council for Wales Voluntary Youth Services
Flintshire Local Voluntary Council
Flint Castle Communities First
Higher Shotton Estate Communities First Holywell
Neighbourhoods Communities First
Rural Flintshire Communities First
Estuary Voluntary Car Scheme

Flintshire Federation of Tenants and residents Associations
Save The Family
Together Creating Communities
Unllais North East
Youth Cymru
Keep Wales Tidy

Bodies representing different racial, ethnic or national groups
Equalities & Human Rights Commission
Ethnic Minorities Foundation
Friends, Families & Travellers
North Wales Race Equality Network
National Federation of Gypsy Liaison Groups
Race Council Cymru
Traveller Law Reform Project
Irish Travellers Movement in Britain
Gypsy Association (Council)
Welsh Refugee Council
Womens Institute Wales Office

Bodies representing different religious groups
Anglican Church in Wales
The Catholic Church in England and Wales
Diocese of Wrexham
Methodist Church in Wales
Presbyterian Church of Wales
Quakers
The Salvation Army
Churches Together on Deeside

Bodies representing disabled persons
Agoriad Cyf
Alzheimer's Society
Arthritis Care Wales
Asthma UK Cymru
Shine Charity Cymru
British Heart Foundation
Clwyd ME Support Group
Cystic Fibrosis Trust
Deaf Association Wales
Deaf Access Cymru
Disabled Motoring
Disabled Persons Transport Advisory Committee
Disability Wales
Epilepsy Wales
Equality and Human Rights Commission
Mencap Cymru
Flintshire Mind
Motor Neurone Disease Association
Multiple Sclerosis Support Centre

Muscular Dystrophy Campaign
National Autistic Society
Royal National Institute for the Blind Cymru
Royal National Institute for the Deaf
Sense Cymru
Wales Council for the Blind
Wales Council for the Deaf
Bodies representing persons carrying on business in the area
British Holiday & Home Park Association
Renewable UK Cymru
Business and Professional Women UK Ltd
Business in the Community
Cadwyn Clwyd
Camping and Caravanning Club
The Caravan Club
Clwydian Range Tourism Group
Deeside Industrial Park Business Forum Deeside
Enterprise Zone
Destination Flintshire Partnership
National Caravan Council Ltd
Country Land and Business Association Wales
Deeside College The National Federation of Self Employed and Small Businesses Ltd
Farmers Union of Wales
NFU Cymru
Finance Wales
Flintshire Rural partnership
Flintshire Tourism Association
Holywell Town Partnership
Mold Town Partnership
Queensferry Residents and Business Association
Road Haulage Association Ltd
Wales Co-operative Centre
Young Enterprise
Young Farmers Wales
Bodies Representing Welsh Culture
Arts Council for Wales
Cadw
Welsh Government
Cymuned
Menter Iaith Sir y Fflint
The National Trust for Wales
The Theatres Trust
Urdd Gobaith Cymru
Welsh Historic Gardens Trust
Welsh Language Commissioner
Airport Operators
Airbus UK Ltd
Hawarden Air Services
General Aviation Awareness Council

Civil Aviation Authority
The British Aggregates Association
British Astronomical Association
British Geological Survey
The British Horse Society
British Red Cross
British Trust for Ornithology
British Waterways, Canal Owners and Navigation Authorities
Dee Conservancy
Strategic Marine Services Ltd
The Port of Mostyn
Centre for Ecology & Hydrology
Chambers of Commerce, local CBI and local branches of Institute of Directors
West Cheshire & N Wales Chamber of Commerce
Confederation of British Industry Wales
Institute of Directors
The Coal Authority
Confederation of UK Coal Producers (CoalPro)
Grosvenor Estate
Coed Cymru
Confederation of Passenger Transport Countryside
Alliance
The Crown Estate
Cyclists Touring Club National Office
Design Commission for Wales
Electricity, Gas and Telecommunications companies and National Grid Company
See B2 above
Environmental Groups at National and Local level
The Byways & Bridleways Trust
British Trust for Conservation Volunteers
Clwyd Badger Group
Clwyd Bat Group
Clwyd Ornithological Society
Clwyd Powys Archaeological Trust
Clwydian Range and Dee Valley AONB Joint
Advisory Committee
Campaign for the Protection of Rural Wales
Cheshire Campaign for the Protection of Rural
England
Dee Estuary Conservation Group
Deeside Naturalists Society
Groundwork North Wales - Wrexham
North East Wales Wildlife
North Wales Wildlife Trust
Welsh Beekeepers' Association
Butterfly Conservation Wales
RSPB Cymru
UK Rainwater Harvesting Association Woodland
Trust Wales (Coed Cadw)

B2 Emergency Services
North Wales Police
Welsh Ambulance Service
Fire and Rescue Services
Maritime and Coastguard Agency
RNLI
North East Wales Search and Rescue
North Wales Fire and Rescue Service / Authority
Wales Air Ambulance
Flintshire Local Access Forum
Fields in Trust Cymru
Freight Transport Association
Girlguiding Cymru (Girlguiding Wales)
Scouts Wales
Health and Safety Executive Wales
Home Builders Federation
Housing Associations
Wales & West Housing Association
Clwyd Alyn Housing Association
Pennaf
Grŵp Cynefin
Local community, conservation and amenity groups, including agenda 21 groups and civic societies
British Horse Society
Buckley Society
Caergwrle Heritage Conservation Society
Clwyd Powys Archaeological Trust
Envirowatch
Flintshire Historical Society
Flintshire Federation of Tenants & Residents Associations
Greenfield Valley Trust
Groundwork North Wales
Gwaenysgor Conservation Society
Hope & Caergwrle Heritage and Conservation Society
Llanasa Conservation Society
Mold Civic Society
Mostyn History Preservation Society
Offas Dyke Association
Pantasaph Conservation Group
Pennant Group
The Royal Commission on the Ancient and Historical Monuments of Wales
Fields In Trust Cymru (npfa)
Nacro (Crime Reduction Charity)
National Society of Allotment and Leisure Gardeners
The National Trust

Saltney History Society
Together Creating Communities
Wrexham Birkenhead Rail Users Association
Local Transport Operators
Arriva plc
Deeside Shuttle
Arriva Trains Wales
Virgin Trains
First
Hutchinson Coaches
National Express
Oares Coaches
P&O Lloyd
Phillips Coaches
Taith
Townlynx
Welsh Community Transport

Members of Parliament /Assembly Members / MEP's
MarkTami MP
David Hanson MP
Mandy Jones AM
Jack Sargeant AM
Llyr Huws Gruffydd AM
Mark Isherwood AM
Hannah Caroline Blythyn AM
Michelle Margaret Brown AM
Flintshire Councillors
Cllr Mike Allport
Cllr Bernie Attridge
Cllr Janet Axworthy
Cllr Glyn Banks
Cllr Haydn Bateman
Cllr Marion Bateman
Cllr Sean Bibby
Cllr Chris Bithell
Cllr Sian Braun
Cllr Helen Brown
Cllr Derek Butler
Cllr Clive Carver
Cllr Geoff Collett
Cllr Bob Connah
Cllr David Cox
Cllr Paul Cunningham
Cllr Jean S Davies
Cllr Rob Davies
Cllr Ron Davies
Cllr Adele Davies-Cooke
Cllr Chris Dolphin

Cllr Rosetta Dolphin
Cllr Ian Dunbar
Cllr Andy Dunbobbin
Cllr Mared Eastwood
Cllr Carol Ellis
Cllr David Evans
Cllr Veronica Gay
Cllr George Hardcastle
Cllr David Healey
Cllr Gladys Healey
Cllr Patrick Heesom
Cllr Cindy Hinds
Cllr Dave Hughes
Cllr Kevin Hughes
Cllr Ray Hughes
Cllr Dennis Hutchinson
Cllr Joe Johnson
Cllr Paul Johnson
Cllr Rita Johnson
Cllr Christine Jones
Cllr Richard Jones
Cllr Tudor Jones
Cllr Colin Legg
Cllr Brian Lloyd
Cllr Richard Lloyd
Cllr Mike Lowe
Cllr Dave Mackie
Cllr Hilary McGuill
Cllr Billy Mullin
Cllr Ted Palmer
Cllr Mike Peers
Cllr Michelle Perfect
Cllr Vicky Perfect
Cllr Neville Phillips
Cllr Mike Reece
Cllr Ian Roberts
Cllr Tony Sharps
Cllr Aaron Shotton
Cllr Paul Shotton
Cllr Ralph Small
Cllr Ian Smith
Cllr Carolyn Thomas
Cllr Owen Thomas
Cllr Martin White
Cllr David Williams
Cllr David Wisinger
Cllr Arnold Woolley
Cllr Andy Williams

Network Rail and Train Operating Companies

Network Rail
Arriva Trains Wales
Wrexham to Birkenhead Rail Users Association
Virgin Trains

B5 Other Consultees

All Flintshire Credit Union Ltd
Land Access & Recreation Association
Glyndwr University (NEWI)
North Wales Energy Efficiency Advice Centre
CPDA - Eastern Divisional
One Voice Wales
Open Spaces Society
Play Wales
Post Office Property Holdings
Professional Bodies / Associations
Royal Institute Chartered Surveyors
RTPI Cymru
Planning Aid Wales
Chartered Institute of Housing Cymru
Institution of Civil Engineers Cymru
Chartered Institute of Waste Management Cymru,
Royal Society of Architects in Wales
The Royal Commission on the Ancient and
Historical Monuments of Wales
Minerals Products Association
Rail Freight Group
Ramblers 'Association Wales
Royal Mail Properties
Shelter Cymru
Soil Association
Sports Wales
Sustrans Cymru
Wales Council for Voluntary Action
Visit Wales
Wales Tourism Alliance
Environmental Services Association NHS
Wales Shared Services Partnership
Specialist Estates
Wales Local Government Association
WRVS
Wales Council for Voluntary Action
Women's Institute NFWI Wales Office
House builders
Agents

Cyngor Gwynedd

Specific Consultation Bodies (Reg 2 LDP)

Government Bodies

- National Resources Wales
- Welsh Government
- Cadw
- Secretary of State for Wales (UK)
- Secretary of State for Transport (UK)
- Secretary of State Business, Energy and Industrial Strategy (UK)
- The Home Office
- Ministry of Defence

Adjoining Local Authorities

- The Isle of Anglesey County Council
- Eryri National Park Authority
- Denbighshire County Council
- Ceredigion County Council
- Conwy County Borough Council
- Powys County Council

City/ Community/ Town Councils Gwynedd (excluding Eryri National Park)

Arfon

Bangor City Council
Betws Garmon Community Council
Bethesda Community Council
Bontnewydd Community Council
Caernarfon Town Council
Llanberis Community Council
Llandwrog Community Council
Llanddeiniolen Community Council
Llanllechid Community Council
Llanllyfni Community Council
Llanrug Community Council
Llanwnda Community Council
Pentir Community Council
Waunfawr Community Council
Y Felinheli Community Council

Dwyfor

Aberdaron Community Council
Botwnnog Community Council
Buan Community Council
Clynnog Community Council

Criccieth Town Council
Dolbenmaen Community Council
Llanaelhaearn Community Council
Llanbedrog Community Council
Llanengan Community Council
Llannor Community Council
Llanystumdwy Community Council
Nefyn Town Council
Pistyll Community Council
Porthmadog Town Council
Pwllheli Town Council

Meirionnydd

Abermaw Town Council
Arthog Community Council
Corris Community Council
Ffestiniog Town Council
Llandderfel Community Council
Llanfrothen Community Council
Llangywer Community Council
Mawddwy Community Council
Penrhyndeudraeth Town Council
Tudweiliog Community Council
Tywyn Town Council

City/ Community/ Town Councils that adjoin the Gwynedd Local Planning Authority Area

Eryri National Park Authority

Abergwyngregyn Community Council
Aberdyfi Community Council
Bala Town Council
Beddgelert Community Council
Brithdir,Llanfachreth, a Rhydymain Community Council
Bro Machno Community Council
Bryncrug Community Council
Cerrigydrudion Community Council
Dolgellau Town Council
Dolwyddelan Community Council
Dyffryn Ardudwy a Thalybont Corris Community Council
Ganllwyd Community Council
Harlech Town Council
Llanbedr Community Council
Llanegryn Community Council
Llanelltyd Community Council
Llanfair Community Council
Llanfihangel-y-Pennant Community Council

Llangelynnin Community Council
Llanuwchllyn Community Council
Llanycil Community Council
Maentwrog Community Council
Pennal Community Council
Talsarnau Community Council
Trawsfynydd Community Council

The Isle of Anglesey County Council

Beaumaris Town Council
Cwm Cadnant Community Council
Llanddaniel Community Council
Llanfairpwll Community Council
Llangoed Community Council
Llanidan Community Council
Menai Bridge Town Council
Rhosyr Community Council

Conwy County Council

Llangwm Community Council
Llanfairfechan Community Council

Denbighshire County Council

Llandrillo Community Council
Cynwyd Community Council
Corwen Community Council

Powys County Council

Glantwymyn Community Council

Health, Infrastructure and Electronic Communications Providers

Betsi Cadwaladr University Health Board
Welsh Water
National Grid
Scottish Power
SP Energy Networks
Wales and West Utilities
British Telecommunications plc
Mobile Operators Association

General Consultation Bodies

Voluntary bodies and others

Age Concern (Cymru)
Barnados
The Conservation Volunteers Group: TCV
Council for the Protection of Rural Wales
Mantell Gwynedd
Cyfeillion Storiel
Wales Council for Voluntary Action
Barmouth Resort Improvement Group
Bangor Students Union
Bangor Creadigol
Mudiad Ysgolion Meithrin
Bangor Civic Society
Envirowatch UK
North West Wales Climate Action
Greenpeace
Keep Wales Tidy
Mudiad Ffermwyr Ifanc
Hafal
Shelter Cymru
Youth Hostel Association
National Trust
North Wales Wildlife Trust
Nest
The Ramblers Association
RSPB
Sports Wales
Sustrans
Early Years Wales
Visit Wales
Play Wales
Croeso Menai
The National Residential Association
Gwynedd Archeological Trust

Bodies representing interests of various racial, ethnic or national groups

North Wales Race Equality Network
The Traveler Movement
Friends, Families of Travelers
Equality and Human Rights Commission
BEN (Black Environment Network)
Black Association of Women Step Out (BAWSO)

Diverse Cymru Mental Health and Well Being Hub Service
Inter-Cultural Skills Network
Bangor University Afro-Caribbean Society

Bodies representing various religious groups

Bangor Cathedral
Presbyterian Church of Wales – Henaduriaeth Arfon
Coleg y Bala
Congregational Federation Wales
Bangor Islamic Centre
Diocese of Bangor
Baptist Union of Wales
CYTUN
British Humanist Association
Kalpa Bhadra Kadampa Buddist Centre
Llandudno and Colwyn Bay Hebrew Congregation
British Humanist Association
Hindu Council UK
Muslim Council of Wales
Quakers
The Catholic Church in England and Wlaes
The Methodist Church in Wales
The Presbyterian Church in Wales
Buddist Council for Wales
Sikh Council for Wales

Bodies representing the interest of disabled individuals

Alzheimer's Society
British Heart Foundation
Mencap Cymru
Agoriad Cyf.
Mind Cymru
Antur Waunfawr
British Deaf Association
NDCS – National Deaf Children's Society
RNIB Cymru
Cwmni Seren Ffestiniog Cyf
Centre for Sign Sight Sound
Meter Fachwen
MS Service – Gwynedd/Ynys Môn Group

Fforwm Anableddau Taran Cyf
NAS Cymru
North Wales Cancer Patients Forum
Shine
Scope Cwmpas Cymru
Sense Cymru
Disability Wales
SNAP Cymru
Wales Eplilespy Support Group
Canolfan Felin Fach
Arfon Access Group
Dwyfor Access Group
Meirionnydd Access Group
Carers Trust North Wales-Crossroads Care Services
Headway Gwynedd
Riding for the Disabled Treborth
Riding for the Disabled Meirionnydd
Versus Arthritis
Blind Veterans UK
The Abbey Road Centre
Epilepsy Cymru
Cynnal Gofalwyr Gwynedd
Wales Council for Deaf People
Dolgellau Hard of Hearing and Luncheon Club
Down's Syndrome Association
North Wales Society for the Blind - Bangor
Anheddau Cyf
Deafblind Cymru

Bodies representing the interests of those that run a business

Chamber of Commerce
Federation of Small Business
Farmers Union of Wales
National Farmers Union
Tywyn Chamber of Tourism & Commerce
Chartered Institute of Building – North Wales Centre
HBF – Home Builders Federation
Tourism Partnership North Wales

Bodies representing the interests of Welsh culture

Welsh Language Commisioner
Cymdeithas yr Iaith
Merched y Wawr
Urdd Gobaith Cymru
Urdd Eryri
Urdd Meirionnydd
Mudiad Meithrin
Cymraeg i Blant Gogledd Orllewin
Undeb Myfyrwyr Cymraeg Bangor (UMCB)
Dyfodol yr Iaith
Menter Iaith Bangor
Ffederasiwn Ffermwyr Ifanc
Partneriaeth Ogwen
Dyffryn Nantlle 20:20
Hunaniaith
Cylch yr Iaith
Cymunedoli
Fforwm Iaith Gwynedd
Cyfeillion Llyn
Papurau Bro –
Blewyn Glas
Dail Dysynni
Eco'r Wyddfa
Goriad
Llafar Bro
Llais Ardudwy
Llais Ogwan
Llanw Llŷn
Lleu
Llygad y Dydd
Papur Dre
Pethe Penllyn
Y Ffynnon
Yr Wylan

Bodies representing social enterprises

Cymunedoli
Antur Aelhaearn
Antur Nantlle
Antur Stiniog Cyf
Antur Waunfawr
Canolfan Ysgrifennu Tŷ Newydd
Cwmni Bro Ffestiniog
Cwmni Nod Glas
Datblygu Egni Gwledig (DEG)

Dref Werdd
Galeri, Caernarfon
GISDA
GwyrddNi
Hafod Ceiri
Llety Arall
Menter Felinheli
Menter Iaith Gwynedd
Menter Tŷ'n Llan, Llandwrog
Menter Y Plu, Llanystumdwy
Menter Y Tŵr, Pwllheli
Menter y Glan, Pennal
O Ddrws i Ddrws
Partneriaeth Ogwen
Pengwern Cymunedol
Prosiectau Cymunedol Aberdyfi
Plas Carmel
Cwmni Pump Plwy Penllyn
Seren
Sylfaen Cymunedol
Menter yr Eagles
Tafarn yr Heliwr
Ymddiriedolaeth Ynys Enlli
Ynni Cymunedol Cymru
Ynni Llŷn
Yr Orsaf, Penygroes

Groups that represent LGTBQ+

Stonewall
Unique Transgender Support Network
Wipe out Transphobia
MESMAC North Wales
Rustic Rainbow

Specific Consultation Bodies

Other interested parties

Housing Associations that operate within the LPA:

- Grwp Cynefin
- Adra
- Clwyd Alun
- North Wales Housing

North Wales Probation Service
North Wales Police
North Wales Fire and Rescue
Grŵp Llandrillo Menai

Eryri National Park Authority
Specific Consultation Bodies

The Welsh Government
The Planning Inspectorate
Natural Resources Wales
Cadw
Network Rail Infrastructure Limited
Secretary of State for Transport

Adjacent Local Planning Authorities
Cyngor Gwynedd
Conwy Council
Ceredigion Council
Powys Council
Denbighshire Council

Community and Town Councils

Any person to whom the electronic communications code applies
CTIL (on behalf of Vodafone and telephonica)
MBNL (EE and Three)
BT

Any Person who own or controls electronic apparatus
Arqiva

Local Health Board
Betsi Cadwaladr
Public Health Wales

Electricity
SP energy Networks & Wales and West Utilities
National Grid

Gas
British Gas

Sewerage Undertaker
Welsh Water
United utilities

Water Undertaker
Welsh Water
Severn Trent Water

UK Government Departments
Department for Climate and Energy Change

MOD

General Consultation Bodies

Voluntary bodies, some or all of whose activities benefit any part of the Authority's area
Snowdonia Society
Campaign for the protection of rural Wales
Cymdeithas Edward Llwyd
Fforwm Eryri

Equality groups including racial, ethnic or national groups
Equality and Human Rights Commission
North Wales Regional Equality Network
Stonewall

Different Religious groups
Bangor Islamic Centre
Wales Orthodox Mission
Cytun

Bodies which represent the interest of Disabled People
Meirionnydd Access Group
Arfon Action Group
Dwyfor Access Group
Conwy County Voluntary
Deaf Association North Wales
North Wales Society for the Blind
Disability Wales
Equality and Human Rights Commission

Groups which represent the interest of Elderly people
Age Cymru
Age Concern Gwynedd a Mon
Age Concern North Wales Central

Bodies which represent the interests of persons carrying on Business in the park
Gwynedd Economy and Regeneration
Conwy Regeneration service
Federation of Small Businesses
Menter Mon
North Wales Business Club
CLA Cymru

Bodies which represent the interests of Welsh Culture
Welsh Language Commission
Cymdeithas yr Iaith
Menter Iaith Conwy
Hunaniaith

Urdd Gobaith Cymru
Dyfodol i'r Iaith
Cylch yr Iaith

Voluntary groups in the area
Mantell Gwynedd
Wales Council for Voluntary Action
Conwy Voluntary Services Council
Shelter Cymru
Talsarn Community first Partnership area

Local Members of Parliament and Welsh Assembly Members

Others
National Trust
National Farmers Union
Farmers Union Wales
Visit Wales
Council for National Parks
Home Builders Federation
Sports Council for Wales
One Voice Wales
North Wales Mountain Rescue Association
Cwmpas

Other consultees identified

Access, Recreation and user groups
- Snowdonia Access Fora (Northern and Southern)
- British Mountaineering Council
- Snowdonia mountain user groups
- Plas y Brenin
- Ramblers Association
- Cyclist Touring Club
- Fields in Trust
- Snowdonia Active
- The Outdoor Partnership

Public Services
- North Wales Police
- Fire services

Wildlife and landscape conservation
- North Wales Wildlife Trust
- Royal Society for the Protection of Birds
- Woodland Trust
- British Trust for Conservation Volunteers
- Cymdeithas Ted Breeze
- John Muir Trust

Tourism
- Small serviced Accommodation Forum for Wales

- Association of Welsh agents
- Wales Tourism Alliance
- Mid Wales Tourism
- North Wales Tourism
- British Holiday and Home Parks Association Ltd
- Betws y Coed, Beddgelert and other District Tourism Associations
- Caravan and Camping Club
- Operators of tourist railway lines in North Wales
- The Caravan Club
- National Caravan Council

Cultural Heritage

- Arts Council for Wales
- Yr Academi Gymreig
- Conwy Valley Civic Society
- Merched y Wawr
- Cymdeithas Eisteddfodau Cymru
- Cymdeithas Llafar Gwlad
- Cyfeillion Tan y Bwlch
- Cymdeithas Hanes Amaethyddiaeth
- Gwynedd Archaeological Trust
- Special Area of Conservation (SAC) Pen Llŷn a'r Sarnau

Agriculture and forestry

- Royal Forestry Society
- Coed Cymru
- Fountain Forestry
- Flintshire/Scottish Woodlands
- Pryor & Rickett SilviculturePryor and Rickets Siviculture

Education

- Local primary and Secondary Schools
- Local Colleges of further education

Business

- North Wales Economic Ambition Board
- Cwmni Egino

Housing Local Partnerships

- North Wales Rural Housing Enabler Service
- Grwp Cynefin
- North Wales Housing
- Adra
- Cartrefi Conwy
- Clwyd Alun
- The Gypsy Council

Local partnerships

- Partneriaeth Dolgellau / Treftadaeth Dolgellau

Community and Voluntary groups

- Local Community Groups such as
  - Dolan
  - Partneriaeth Ogwen
  - Cwmni Cymunedol Bro-Ffestiniog
  - Antur Nantlle Cyf

- Antur Waunfawr
- Hwb Penmachno

Sustainable development

- Centre for Alternative Technology
- Ecodyfi
- WRAP
- Conwy Cynhaliol

National Park Authority

- SNPA managers and sections heads

Energy

- NDA
- Magnox

Public Transport

- Arriva
- Trafnidiaeth Cymru

Land Owners

- Country Landowners Association
- Crown Estate Commissioners

Others

- Design Commission for Wales
- Health and Safety Executive
- Post Office Property Holdings
- Young Farmers
- Mosaic
- North Wales Chinese Society

Appendix 1: Key stakeholders

Specific Consultation Bodies

The Welsh Government
The Planning Inspectorate
Natural Resources Wales
Cadw
Network Rail Infrastructure Limited
Secretary of State for Transport

Adjacent Local Planning Authorities
Cyngor Gwynedd
Conwy Council
Ceredigion Council
Powys Council
Denbighshire Council

Community and Town Councils

Any person to whom the electronic communications code applies
CTIL (on behalf of Vodafone and telephonica)
MBNL (EE and Three)

BT

Any Person who own or controls electronic apparatus
Arqiva

Local Health Board
Betsi Cadwaladr
Public Health Wales

Electricity
SP energy Networks & Wales and West Utilities
National Grid

Gas
British Gas

Sewerage Undertaker
Welsh Water
United utilities

Water Undertaker
Welsh Water
Severn Trent Water

UK Government Departments
Department for Climate and Energy Change
MOD

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Cymdeithas Edward Llwyd
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North Wales Regional Equality Network
Stonewall

Different Religious groups
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Wales Orthodox Mission
Cytun

Bodies which represent the interest of Disabled People
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Arfon Action Group
Dwyfor Access Group
Conwy County Voluntary
Deaf Association North Wales
North Wales Society for the Blind
Disability Wales
Equality and Human Rights Commission

Groups which represent the interest of Elderly people
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Age Concern Gwynedd a Mon
Age Concern North Wales Central

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Conwy Regeneration service
Federation of Small Businesses
Menter Mon
North Wales Business Club
CLA Cymru

Bodies which represent the interests of Welsh Culture
Welsh Language Commission
Cymdeithas yr Iaith
Menter Iaith Conwy
Hunaniaith
Urdd Gobaith Cymru
Dyfodol i'r Iaith
Cylch yr Iaith

Voluntary groups in the area
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Wales Council for Voluntary Action
Conwy Voluntary Services Council
Shelter Cymru
Talsarn Community first Partnership area

Local Members of Parliament and Welsh Assembly Members

Others
National Trust
National Farmers Union
Farmers Union Wales
Visit Wales
Council for National Parks
Home Builders Federation
Sports Council for Wales
One Voice Wales
North Wales Mountain Rescue Association

Cwmpas

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- Snowdonia mountain user groups
- Plas y Brenin
- Ramblers Association
- Cyclist Touring Club
- Fields in Trust
- Snowdonia Active
- The Outdoor Partnership

Public Services

- North Wales Police
- Fire services

Wildlife and landscape conservation

- North Wales Wildlife Trust
- Royal Society for the Protection of Birds
- Woodland Trust
- British Trust for Conservation Volunteers
- Cymdeithas Ted Breeze
- John Muir Trust

Tourism

- Small serviced Accommodation Forum for Wales
- Association of Welsh agents
- Wales Tourism Alliance
- Mid Wales Tourism
- North Wales Tourism
- British Holiday and Home Parks Association Ltd
- Betws y Coed, Beddgelert and other District Tourism Associations
- Caravan and Camping Club
- Operators of tourist railway lines in North Wales
- The Caravan Club
- National Caravan Council

Cultural Heritage

- Arts Council for Wales
- Yr Academi Gymreig
- Conwy Valley Civic Society
- Merched y Wawr
- Cymdeithas Eisteddfodau Cymru
- Cymdeithas Llafar Gwlad
- Cyfeillion Tan y Bwlch
- Cymdeithas Hanes Amaethyddiaeth
- Gwynedd Archaeological Trust
- Special Area of Conservation (SAC) Pen Llŷn a'r Sarnau

Agriculture and forestry

- Royal Forestry Society
- Coed Cymru
- Fountain Forestry
- Flintshire/Scottish Woodlands
- Pryor & Rickett SilviculturePryor and Rickets Siviculture

Education

- Local primary and Secondary Schools
- Local Colleges of further education

Business

- North Wales Economic Ambition Board
- Cwmni Egino

Housing Local Partnerships

- North Wales Rural Housing Enabler Service
- Grwp Cynefin
- North Wales Housing
- Adra
- Cartrefi Conwy
- Clwyd Alun
- The Gypsy Council

Local partnerships

- Partneriaeth Dolgellau / Treftadaeth Dolgellau

Community and Voluntary groups

- Local Community Groups such as
  - Dolan
  - Partneriaeth Ogwen
  - Cwmni Cymunedol Bro-Ffestiniog
  - Antur Nantlle Cyf
  - Antur Waunfawr
  - Hwb Penmachno

Sustainable development

- Centre for Alternative Technology
- Ecodyfi
- WRAP
- Conwy Cynhaliol

National Park Authority

- SNPA managers and sections heads

Energy

- NDA
- Magnox

Public Transport

- Arriva
- Trafnidiaeth Cymru

Land Owners

- Country Landowners Association
- Crown Estate Commissioners

Others

- Design Commission for Wales
- Health and Safety Executive
- Post Office Property Holdings
- Young Farmers
- Mosaic
- North Wales Chinese Society

Wrexham County Borough Council

The group headings and membership contained below are reflective of the advice contained within Annex A of LDP Wales (2005).
Membership of these groups will be updated during the plan making process as appropriate.

B1 – Other consultees determined by LPA
Agents and Consultants
Assembly Member and Member of Parliament
House builders
Developers
Housing Associations
Local Members
Wrexham CBC Officers
Members of the General Public
Other organisations/businesses
B2 – Specific Consultation Bodies
Wrexham Community Councils
Adjoining Community Councils
Adjoining LPA
Welsh Government Officers
Natural Resources Wales
Local Health Board
Network Rail
Utilities and Statutory undertakers
B3 – UK Government Departments
B4 – General Consultation Bodies
Local Voluntary Bodies
Racial & Ethnic Bodies
Religious Bodies
Business Bodies
Disabled Interest Bodies
Welsh Cultural Bodies
B5 – Other Consultees
Local Community, Conservation & Amenity Groups
Environmental Groups
Fire and Rescue Services
B5 Local Transport Operators
B5 Professional Bodies
Other National/Local Organisations

Appendix 2
Stakeholder panels and other Local partnerships and Forums
1. External Key Stakeholder Panel
The external key stakeholder panel comprises representatives drawn from the public, private and voluntary sectors with a comprehensive range of interests, including reps from:-
Wrexham Local Service Board
CCW
Environment Agency
Home Builders Federation
Housing associations
Developers and agents active in the area
Business Community
Statutory undertakers
Association of Voluntary Organisations in Wrexham
Environmental groups
2. Local Partnerships and Forums
Wrexham Town and Community Council Forum
Housing and Developers Forum
Wrexham Housing Alliance
Wrexham County Borough over 50's Forum
Senedd Yr Ifanc - The Youth Parliament
Gypsy and Traveller Multi Agency Forum
Association of Voluntary Organisations in Wrexham (AVOW)
Wrexham Local Service Board
Reshaping Services Equality Group
Adjoining authorities cross-border working party
Wrexham Town Centre Forum

Local Government Principal Offices

Local Authority	Address
North Wales Corporate Joint Committee	Sarn Mynach, Llandudno Junction LL31 9RZ
Flintshire County Council	County Hall, Ty Dewi Sant, Ewloe, Flintshire CH5 3FF
Wrexham County Borough Council	The Guildhall, Wrexham LL11 1AY
Denbighshire County Council	County Hall, Ruthin, Denbighshire LL15 1YN
Conwy County Borough Council	Coed Pella, Conwy Road, Colwyn Bay, LL29 7AZ
Cyngor Gwynedd	Cyngor Gwynedd, Shirehall Street, Caernarfon, LL55 1SH
Isle of Anglesey County Council	Council Offices, Llangefni LL77 7TW
Eryri National Park Authority	National Park Office, Penrhyndeudraeth, Gwynedd, LL48 6LF

Appendix 4

North Wales Strategic Development Plan – Summary of Stakeholder involvement in the SDP

Stage 1: Delivery Agreement (Timetable & Community Involvement Scheme)

Stage in SDP Preparation Process	Purpose	Timescale	Who will be involved	Methods of Involvement	Reporting, dissemination, notification
Seek authorisation from CJC to prepare the DA	To seek approval from the CJC to prepare and publish the draft DA for consultation	Jan 2025	• CJC Members	• CJC Meeting	• **Formal Political Reporting:** Formal report to CJC to update on progress with SDP and seek approval to prepare and publish the draft DA for consultation.
Prepare draft DA & informally consult with/involve specific consultation bodies on the scope and content (Regs 7, 8, 9)	The DA is a public statement that contains the Community Involvement Scheme (CIS) setting out how and when stakeholders and the community can become involved in the plan making process and a Timetable for preparing the SDP. To informally seek the views of specific consultation bodies on the content of the draft DA.	Apr-May 2025	• CJC Members • General and specific Consultation Bodies	• Planning Sub-Committee (PSC) • Focused dialogue with General & Specific Consultation Bodies	• Updates provided to the Planning Sub-Committee (PSC)
Revise DA (if considered necessary)	Update the draft DA to reflect the views if General and Specific Consultation Bodies and other stakeholders (where relevant)	Jun 2025	• CJC Members • General and specific Consultation Bodies	• Focused dialogue with General & Specific Consultation Bodies and other	• Updates provided to the Planning Sub-Committee (PSC)

			• Other interested stakeholders including members of the public	interested stakeholders	
Consultation on draft DA and CIS (6 weeks) Reg 11(2)	To seek the views of consultation bodies on the draft DA	Jun-July 2025	• CJC Members • Specific Consultation Bodies	• Planning Sub-Committee (PSC) • Focused dialogue with General & Specific Consultation Bodies • Draft DA published on CJC website	• Updates provided to the Planning Sub-Committee (PSC)
DA adopted by resolution of the CJC in accordance with SDP Regulation 11(2)	DA adopted by resolution of the CJC in accordance with SDP Regulation 11(2)	September 2025	• CJC Members	• Formal Report to CJC	• **Formal Political Reporting:** Formal report to the CJC seeking adoption of the DA
Submission of final DA to Welsh Government for agreement	To seek Welsh Government's formal agreement that the DA is robust, realistic, and covers the main plan preparation requirements	Mar 2026	• CJC Members • Welsh Government	• Formal Submission to Welsh Government	• Update provided to the Planning Sub-Committee (PSC)
Publish the approved DA with copies made available for inspection at the Principal Office(s)	To comply with regulation 12 and inform stakeholders of the adoption of the DA timetable and CIS	As soon as practical following	• CJC	• Copies made available for Inspection at the Principal	Update provided to the Planning Sub-Committee (PSC)

of the CJC and on its website in accordance with SDP Regulation 12		agreement by WAG		Office(s) of the CJC and on its website in accordance with SDP Regulation 12 • Copies made available at all Local Authority principal offices • Interested stakeholders notified by email or letter.	

Appendix 4

Stage 2: Pre-Deposit Preparation and Involvement

Stage in SDP Preparation Process	Purpose	Timescale	Who will be involved	Methods of Involvement	Reporting, dissemination, notification
Existing LDP/RLDP evidence base review	To consider the content and evidence base of adopted/emerging LDPs within the region. The CJC will need to take account of current LDPs and then consider in parallel, the long-term direction for the SDP until the end of the plan period (20-25 years).	Nov 2025 – Jul 2026	• CJC • LPAs • General & Specific Consultation Bodies • Consultants (where necessary)	• Strategic Planning Sub-Committee (SPSC working group. • Focused dialogue with General & Specific Consultation Bodies.	• Updates provided to the Strategic Planning Sub Committee (SPSC) working group.
Prepare the evidence base (continuous process)	To prepare a sound and proportionate evidence base to support the preparation of the SDP.	Nov 2025 (continuous process)	• CJC • General & Specific Consultation Bodies • Consultants (where necessary) • Other key stakeholders	• Strategic Planning Sub-Committee (SPSC working group. • Focused dialogue with General & Specific Consultation Bodies.	• Updates provided to the Strategic Planning Sub Committee (SPSC) working group.
Prepare the ISA scoping Report: establish the baseline and set the ISA framework, scope and objectives	To set the context, establish the baseline and decide on the ISA scope and objectives. This includes a review of relevant plans, programmes and policies.	Nov 2025	• CJC • LPAs • General & Specific Consultation Bodies	• Strategic Planning Sub-Committee (SPSC working group. • Focused dialogue with General & Specific	• Updates provided to the Strategic Planning Sub Committee (SPSC) working group. • Updates provided to the Strategic Planning Sub

			• Consultants (where necessary)	Consultation Bodies.	Committee (SPSC) working group.
Targeted consultation on draft ISA Scoping Report (5 weeks consultation)	To gain views on the evidence base, sustainability issues identified and SA objectives to ensure the likely significant effects of the plan are identified.	Jul 2026	• CJC • General & Specific Consultation Bodies • Consultants (where necessary) Other key stakeholders	• Strategic Planning Sub-Committee (SPSC working group. • Focused dialogue with General & Specific Consultation Bodies.	• Updates provided to the Strategic Planning Sub Committee (SPSC) working group.
Call for candidate Strategic Locations and Sites Consultation (8 weeks)	This stage enables all parties to submit potential sites and wider strategic locations (areas of search) for inclusion in the plan. It will assist the CJC to identify potential development sites and inform the SDP Spatial Strategy in consultation with the Specific Consultation Bodies.	Aug-Sep 2026	• CJC • Specific Consultation Bodies • Other key stakeholders • Development industry • landowners	Notification by email • Website NA	NA
Prepare and Publish Candidate Strategic Locations and Sites Register		Oct-Dec 2026	• CJC	• Notification by email • Updates provided on website	• Updates provided to the Strategic Planning Sub Committee (SPSC) working group.
Identification of Key Issues, Drivers for	To identify the key issues and drivers of change that will	Nov 2025 – Jul 2026	• CJC	• Strategic Planning Sub-	• Updates provided to the Strategic Planning Sub

Change and a vision for the region	enable a comprehensive and shared vision for the region to be developed, that looks ahead to the longer-term and concludes what the region should look like in response to the issues it is seeking to address		• Specific Consultation Bodies • Consultants (where necessary) • Other key stakeholders	Committee (SPSC working group. • Focused dialogue with General & Specific Consultation Bodies.	Committee (SPSC) working group.
Identification and assessment of options (growth levels and spatial distribution) with SA/SEA input	Identify and test growth and spatial strategy options.	Nov 2025 – Jul 2026	• CJC • Specific Consultation Bodies • Consultants (where necessary) • Other key stakeholders	• Strategic Planning Sub-Committee (SPSC working group. Focused dialogue with General & Specific Consultation Bodies.	• Updates provided to the Strategic Planning Sub Committee (SPSC) working group.
Undertake initial filter of Strategic Locations and Sites	To determine which sites fit with the spatial strategy.	Oct – Dec 2026	• CJC	NA	NA
Undertake detailed assessment of Strategic Locations and Sites	To determine which sites fit with the spatial strategy.	Jan 2027 – Mar 2028	• CJC	NA	NA

Appendix 4

Stage 3: Preferred Strategy Preparation and Public Consultation

Stage in SDP Preparation Process	Purpose	Timescale	Who will be involved	Methods of Involvement	Reporting, dissemination, notification
Preparation of Preferred Strategy, SA/SEA/HRA and wider evidence base	The Preferred Strategy is the first statutory consultation stage in the SDP preparation process and will be subject to a public consultation for a minimum of 6 weeks. It sets out the broad approach to the scale and location of growth and ensures development is planned for in a sustainable manner.	Aug 2026 – Sep 2027	• CJC • Specific & General Consultation Bodies • Consultants (where necessary) • Other key stakeholders	Strategic Development Sub-Committee (SDSC) working group. • Focused dialogue with General & Specific Consultation Bodies.	• Updates provided to the Strategic Development Sub Committee (SDSC) working group.
Consultation on Preferred Strategy & Initial ISA Report (6 weeks consultation) **(SDP Regulations 17, 18 & 19)**	To seek the views of all stakeholders on the content of the Pre-Deposit Proposals & ISA.	Oct – Nov 2027	• CJC • Specific & General Consultation Bodies • Consultants (where necessary) • Other key stakeholders • General public	• Preferred Strategy and ISA Report published on website • Virtual consultation events • Engagement sessions • Focused stakeholder meetings • Notification via email or letter to Specific & General	**Formal Political Reporting: formal report to the CJC seeking approval to publish the Prepare Pre-Deposit Proposals & ISA (Preferred Strategy).**

				Consultation Bodies and stakeholders registered on the SDP consultation database.	
Analyse representations and prepare Initial Consultation Report **(SDP Regulation 20(a))**	To summarise the representations made at Preferred Strategy and how the CJC has taken them into account.	Dec 2027 – Mar 2028	• CJC	• Publish the Pre-Deposit Proposals & SA (Preferred Strategy) Consultation Report on the CJC webpage. • Notify Specific & General Consultation Bodies and other key stakeholders via email or letter.	• Update Strategic Development Sub-Committee (SDSC) on the publication of the Pre-Deposit Proposals & SA (Preferred Strategy) Consultation Report.

Appendix 4

Stage 4: Deposit Plan and Public Consultation

Stage in SDP Preparation Process	Purpose	Timescale	Who will be involved	Methods of Involvement	Reporting, dissemination, notification
Prepare Deposit Plan and Statement of Deposit Matters, update SA/SEA/HRA and finalise the supporting evidence base	To prepare the Deposit Plan that the CJC considers 'sound' and intends to submit for examination following consultation and can be adopted.	Apr 2028 – Feb 2029	• CJC • Specific & General Consultation Bodies • Consultants (where necessary) • Other key stakeholders • Development industry	• Strategic Development Sub-Committee (SDSC) working group. • Focused dialogue with General & Specific Consultation Bodies. • Focused dialogue with the development industry	• Updates provided to the Strategic Development Sub Committee (SDSC) working group.
Consultation on Deposit Plan, ISA Report and HRA (6 weeks consultation) SDP Regulations 20, 21 and 22	To seek the views of all stakeholders on the content of the Deposit Documents & ISA.	Mar – Apr 2029	• CJC • Specific & General Consultation Bodies • Consultants (where necessary) • Other key stakeholders • General public	• Deposit Plan and ISA Report published on website • Virtual consultation events • Engagement sessions • Focused stakeholder meetings • Notification via email or letter to	• **Formal Political Reporting: Formal committee report to CJC seeking approval to publish the Deposit Documents and ISA for consultation.**

				Specific & General Consultation Bodies and other key stakeholders.	
Consider representations and prepare Consultation Report	To summarise the representations made at Deposit Plan Consultation and how the CJC has taken them into account.	Mar – Aug 2029	• CJC • Specific & General Consultation Bodies • Consultants (where necessary) • Other key stakeholders • General public	• Strategic Development Sub-Committee (SDSC) working group. • Focused dialogue with General & Specific Consultation Bodies. • Focused dialogue with the development industry	• **Formal Political Reporting: Formal committee report to CJC presenting the findings of the Deposit Plan Consultation Report.** • **Hard copy of representations placed in CJC Offices and copies available on website.**
Finalise Deposit Plan Documents and Statements of Common Grounds on key issues	Update and finalise the evidence base, including Statements of Common Ground on key issues and sites. This will ensure there are not any gaps in the plan and its evidence base. This also provides an opportunity to ensure conformity and consistency with Future Wales and PPW.	May – Dec 2029	• CJC • Specific Consultation Bodies • Consultants (where necessary)	• Strategic Planning Sub-Committee (SPSC) working group. • Focused dialogue with General & Specific Consultation Bodies.	• Updates provided to the Strategic Planning Sub Committee (SPSC) working group.

Appendix 4

Stage 5: Submission

Stage in SDP Preparation Process	Purpose	Timescale	Who will be involved	Methods of Involvement	Reporting, dissemination, notification
Submission of SDP and associated Documents to Welsh Government and Planning and Environment Decisions Wales for Examination in Public (EIP) (Regulation 23)	Seek CJC approval to submit the Deposit Documents for Examination in Public (EIP).	Jan 2030	• CJC	• Formal Report to CJC	• **Formal Political Reporting: formal committee report to the CJC seeking approval to submit the Deposit Plan Documents for Examination in Public.**

INDICATIVE

Stage 6: Examination

Stage in SDP Preparation Process	Purpose	Timescale	Who will be involved	Methods of Involvement	Reporting, dissemination, notification
Pre-Hearing Meeting (if required)	Hearing Meeting (PHM) is necessary (e.g. if there are substantial numbers of representors and / or parties are unfamiliar with the process). If a PHM is necessary, a date is set and the CJC advertises it, giving at least 4 weeks' notice To advise on examination procedures and format.	Not Known	• CJC • PEDW • Any stakeholder registered on the consultation database • General public	• Notification by email to all stakeholders registered on the database. • Notification on Website	• Updates provided to the Strategic Development Sub Committee (SDSC) working group.
Independent Examination (Regulation 24)	The appointed Inspector will carry out an independent assessment of the overall soundness of the plan and to ensure that it satisfies the statutory requirements for its preparation. The Inspector's role is not to improve the Plan but to make recommendations to ensure it is sound. This means dealing with the matters and issues which go to the heart of the Plan and not getting involved with the details of individual policies and	May – Jun 2030	For those who made Deposit Representations arrangements for public participation in the examination process will be advertised nearer the time (at least 6 weeks before the opening of the examination).	• Hearing Sessions • Written submission	• All information will be made available on the examination website and library.

	allocations unless this is necessary to conclude on the Plan's soundness. Provided they do not fall foul of the soundness tests, Inspectors will not concern themselves with minor drafting or typographical errors.				

Appendix 4

Stage 7: Inspector's Report

Stage in SDP Preparation Process	Purpose	Timescale	Who will be involved	Methods of Involvement	Reporting, dissemination, notification
Publication of final Inspector's Report (Regulation 25)	The Inspector will publish a report outlining the examination's findings, together with any changes to the Deposit Plan and reasons for those recommendations. The Inspector's decisions will be binding upon the Council.	Feb 2031	• PEDW • CJC • WAG	• Strategic Development Sub-Committee (SDSC) working group. • CJC • SDP consultation database	• Updates provided to the Strategic Development Sub Committee (SDSC) working group.

Appendix 4

Stage 8: Adoption

Stage in SDP Preparation Process	Purpose	Timescale	Who will be involved	Methods of Involvement	Reporting, dissemination, notification
Adoption of the SDP within 8 weeks of the receipt of the Inspector's Report by CJC resolution. (Regulation 35) **Publish the SDP, ISA Report and post adoption statement**	The Council is required to adopt the final Replacement LDP incorporating the Inspector's recommendations within 8 weeks of receiving it unless the Welsh Government intervenes.	Mar – Apr 2031	• CJC	• Formal Report to CJC	• **Formal Political Reporting: formal committee report to the CJC seeking adoption of the SDP.**

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North Wales CJC Preliminary SDP Timetable

May 2025

Technical commencement date for SDP

End date for SDP production and adoption

Key Stage - Definitive	Stage 1, Preperation	Stages 2 &3		Stage 4		Stages 5,6,7 & 8			
	2025 (Preperation)	2026 (Year 1)	2027 (Year 2)	2028 (Year 3)	2029 (Year 4)	2030 (Year 5)	2031 (Year 6)	2032	
	J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D								
Stage 1 - Delivery Agreement (DA)									
Political Reporting: seek authorisation from CJC to prepare and consult on the draft DA.									
Preperation of draft DA									
Informally consult with specific consultation bodies on the scope and contet of the DA.									
Consultation on draft DA (6 weeks)									
Political reporting: DA adopted by resolution of the CJC.									
Submission of final DA to Welsh Government for agreement.		?							
DA agreed by Welsh Government		?							
Recruitment?									
Stage 2 - Pre-Deposit Preperation and Involvement									
Consider the content and evidence base of adopted/emerging LDPs within the region									
Establish the baseline and set the ISA framework, scope and objectives (Commission ISA Consultants)									
Targetted consultation on draft ISA Scoping Report (5 weeks consultation)									
Call for Candidate Strategic Locations and Sites Preperation & Consultation (8 weeks)									
Prepare Candidate Strategic Locations and Sites Register									
Undertake Stage 1 initial filter of Strategic Locations and Sites									
Identification & assessment of vision, issues and objectives									
Identification & assessment of options (growth levels and spatial distribution) with ISA input									
Stage 3 - Preferred Strategy Preparation & Public Consultation									
Preparation of Preferred Strategy, ISA/HRA and wider evidence base									
Consultation on Preferred Strategy & Initial SA/SEA Report (6 weeks consultation)									
Analyse representations and prepare Initial Consultation Report									
Undertake Stage 2 detailed assessment of Strategic Locations and Sites									
Stage 4 - Deposit Plan & Public Consultation									
Prepare Deposit Plan and Statement of Deposit Matters, update SA/SEA/HRA and finalise the supporting evidence base									
Consultation on Deposit Plan, ISA Report and HRA (6 weeks consultation)									
Consider representations and prepare Consultation Report									
Finalise Deposit Plan & SOCGs									
Stage 5 - Submission									
Prepare Schedule of Changes to identfiy how the main issues raised within the Deposit Stage representations should be addressed									
Submission of SDP and associated Documents to Welsh Government and Planning and Environment Decisions Wales									
Stage 6 - Examination									
Pre-examination Meeting (if required)									
Notification of Independent Examination									
Independent Examination									
Stage 7 - Inspector's Report									
Receive Inspector's Report (Fact Checking)									
Publication of Final Inspector's Report									
Stage 8 - Adoption									
Formal adoption of the SDP									

Uncertaintain over submission as dependent on demonstration of full budget to meet costs of the SDP by the CJC

Stage 2 timeframe will depend on factors such as: quantum of sites, number of robust objections, quality of information submitted by developers (inc viability work), new raft of projections,

SDP Risk Assessment

Risk	Potential Impact	Probability	Mitigation
Additional requirements arising from new legislation, national guidance or new evidence.	Additional work required, causing programme slippage.	Medium	Monitor emerging legislation / guidance and respond early to changes where possible.
Change in staff resources available to undertake SDP preparation.	Programme slippage	Medium	Consider additional resources (including support from other sections within the CCR) and ensure robust structure. Ensure that the SDP remains a top corporate priority.
Timetable proves too ambitious due to greater than anticipated workload	Programme slippage	Medium	Consider additional resources.
Ensure SDP remains a top corporate priority.	Programme slippage	Medium	Corporate reorganisation of structures.
Delays caused by Welsh translation and/or the printing process.	Programme slippage	Medium	Consider additional resources.
Significant levels of objections from statutory consultation bodies.	SDP cannot be submitted for examination without significant additional work.	Low / Medium	Ensure close liaison with, and early involvement of statutory bodies as stakeholders in the process.
Large volume and /or highly significant levels of objection to proposals e.g. site allocations.	SDP cannot be submitted for examination without significant additional work.	Medium	Ensure close liaison and early/continued involvement of the community, statutory bodies & stakeholders throughout the plan preparation process.
Lack of political consensus throughout the	Programme slippage	Medium	Ensure close liaison with, and early involvement of key Members and Officers.

preparation of the SDP.			
PEDW fail to meet their timescales per the Service Level Agreement	Programme slippage	Low	Maintain close liaison with PEDW.
SDP fails 'test of soundness'	SDP cannot be submitted for examination without significant additional work.	Low	Ensure SDP evidence base is robust and sound.
Legal challenge.	Adopted SDP may be quashed in whole or in part by the Courts.	Medium	Ensure legal, regulatory and procedural compliance.

Cyd-Bwyllgor Corfforedig
Gogledd Cymru
North Wales
Corporate Joint Committee

CORPORATE JOINT COMMITTEE

18 July, 2025

TITLE:	Regional Transport Plan for North Wales – Post-Consultation
AUTHOR:	Alwen Williams, Chief Executive

1. PURPOSE OF THE REPORT

1.1. The purpose of the report is to present the North Wales Regional Transport Plan (RTP) including supporting documents outlined in the appendices, for the Corporate Joint Committee to review and approve for submission to the Welsh Government.

2. DECISION SOUGHT

2.1. That the Corporate Joint Committee approves the RTP and supporting documentation for the submission to Welsh Government for Ministerial approval and publication in September 2025.

3. REASON FOR THE DECISION

3.1. Further to the Local Government and Elections (Wales) Act 2021, the North Wales Corporate Joint Committee Regulations 2021 transfers the function of developing transport policies in respect of the area of each of its constituent councils to the Corporate Joint Committee (CJC). The development and implementation of a Regional Transport Plan is a statutory function exercised by the CJC through its Corporate Joint Committee, supported by the Guidance to Corporate Joint Committees on Regional Transport Plans (Version 2) 2023. Following approval and publication by the Welsh Government the Regional Transport Plan for the North Wales region will be adopted by the CJC through its implementation process to deliver a 5-year investment programme.

4. BACKGROUND AND RELEVANT CONSIDERATIONS

4.1. One of the key reasons why Corporate Joint Committees (CJCs) have been formed is to promote regional collaboration through a consistent and democratically controlled framework. CJCs are required to comply with all public body duties and have specific statutory duties including carrying out the function of the preparation of Regional Transport Plans (RTPs). For North Wales, the CJC must develop transport policies to implement the Llwybr Newydd: the Wales Transport Strategy 2021, providing a long-term vision for the next 25 years. This regional work is being carried out collaboratively across the six local authorities that make up the Membership of the North Wales CJC, and representatives from the Eryri National Park Authority and Transport for Wales.

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4.2. The Strategic Transport Sub-Committee at its inaugural meeting on 1st October, 2024 recommended the CJC adopt the North Wales Regional Transport Plan Vision statement, including its SMART objectives, and Cross-cutting themes for inclusion in the presented draft Case for Change, and for the draft to be updated and presented to Corporate Joint Committee at its next meeting. The Corporate Joint Committee was also requested to note the draft Stakeholder Engagement Plan presented, which must be prepared in support of the RTP, and to recommend any additional considerations that should be included.

4.3. On the 16th December, 2024 the Strategic Transport Sub-Committee recommended that the CJC approve the Case for Change including the Stakeholder Engagement Plan, and to support the commencement of public consultation on the draft Regional Transport Plan.

4.4. The Corporate Joint Committee on the 17th January, 2025 approved the Case for Change, including the Stakeholder Engagement Plan and supported the commencement of public consultation on the draft Regional Transport Plan. CJC Papers for this decision are available here: Agenda for North Wales Corporate Joint Committee on Friday, 17th January, 2025, 1.30 pm

4.5. All RTP documents have been produced in partnership with consultant technical advisers ARUP with collaborative feedback from our key stakeholders. These were published as part of the public consultation process which was live from the 20th January to the 14th April, 2025. This 12 week public consultation process was carried out virtually whilst also promoted on social media and through partnership organisations.

4.6. Public consultation on the draft RTP is a key step in evaluating the strategic policy direction and aspirational values on the draft RTP and its associated documents, including:

i. The RTP at ***Appendix 1*** sets out the long-term vision for a region's transport system, alongside objectives, policies and interventions for improving the transport infrastructure and services. An 'Easy Read by Learning Disability Wales' at ***Appendix 8*** and 'Easy to Read' copies helped everyone with an interest in the proposals to engage.

ii. The draft Regional Transport Delivery Plan (RTDP) at ***Appendices 2-3*** sets out the local authority schemes to address the objectives, policies and interventions set out in the draft RTP. Supporting separate interactive PDF diagram documents help illustrate the schemes and their details.

iii. The Integrated Wellbeing Appraisal (IWBA) demonstrates how RTP policies will contribute to well-being, supported by impact assessments that consider matters such as the environment, health, equality and biodiversity. A Non-Technical Summary at ***Appendix 4*** supports the IWBA.

iv. The Monitoring and Evaluation Plan at ***Appendix 6*** outlines how the RTP will be monitored, measured and evaluated, seeking to ensure it will help achieve the national priorities and ambitions in the Wales Transport Strategy (WTS). It includes the region's contribution to national decarbonisation and modal shift targets.

4.7 The Consultation Report at ***Appendix 7*** sets out the findings of the consultation completed following the receipt of 1,684 responses, which included 1,421 related to a campaign supported by the North Wales Wildlife Trust opposing the A494/A55/Flintshire Corridor (commonly referred to as the 'Red Route') in relation to the perceived potential of a previously proposed trunk road being re-considered as an aspiration within the RTP. The objection sets out [verbatim]:

i. The dual carriageway would destroy large areas of Flintshire's rich and irreplaceable wildlife, including for example, the Leadbrook ancient woodland and species-rich grassland.

ii. The new highway would create new traffic, and the resultant increase in carbon emissions, including construction-related emissions would seriously damage Wales's fight against climate change.

iii. The project is not needed. Recent advances in SMART traffic technology, minor 'on-line' highway works not involving new highway construction, coupled with enhanced public and active transport would go a very long way towards addressing any congestion issues, at a small fraction of the cost and carbon budget of the Red Route.

iv. The cost has already spiralled out of control – the last Government budget update in 2019, estimated the cost of the Red Route as £300m. The cost, if the Red Route were to proceed now, would be a staggering £5700m, an increase of £207m or 70%. Even these astronomical sums are probably an underestimate.

v. Welsh Government guidance states that Regional Transport Plans are supposed to focus on making the best use of existing transport infrastructure and help disincentivise car-use, so the inclusion of the Red Route as an aspiration runs counter to the remit of the plan. Please therefore delete the Red Route from the list of 'aspirational' schemes set out in the draft North Wales Regional Transport Plan

Alongside individual responses to the consultation, 37 organisational responses were also identified.

In summary, the draft Consultation Report outlines:

i. Our alignment to statutory procedures;
ii. Our approach to public consultation including local authority in-person events held and a summary of discussion;
iii. Public consultation responses outlining a breakdown of demographics, thematic responses and data highlighting sentiment and feedback topics;
iv. The campaign response from North Wales Wildlife Trust;
v. How all feedback received has been taken into account.

4.8. All feedback has been carefully considered and taken into account, informing the RTP and its supporting documents. To help demonstrate how feedback has been taken into account, topics of feedback have been grouped and responses provided in a 'You Said, We Did' approach, which can be found in ***Appendix 6*** of the Consultation Report. Where the RTP or any of its supporting documents have been amended to address feedback, this is explained in the responses provided. A Post Adoption Statement for the IWBA at ***Appendix 5*** has been prepared alongside and separately to this Consultation Report, which explains how the feedback has shaped the IWBA and how the IWBA has informed the RTP documents accordingly (in accordance with Strategic Environmental Assessment (SEA) and associated procedures).

4.9 On 30th June 2025 the Strategic Transport Sub-Committee convened and were provided a presentation of the RTP and supporting documents. This included an update on changes to draft documents taking into account feedback from the public consultation, and also our intentions to make further and final amendments in readiness for the CJC in July 2025. These amendments include:

i. RTDP – Scheme 105 'Introduce a network of regional rural Fflecsi services with an hourly service frequency extending into the evenings that link rural settlements and are operated by a fleet of Fflecsi bus and coaches that are comfortable for longer journeys' – we have updated to reflect plans for Sherpa'r Wyddfa, G23, and Fflecsi services.

ii. RTDP – 'Road Safety Revenue: Educational Interventions' – we have amalgamated schemes 279 and 284 and merged into a single 'all local authorities' scheme to ensure all have the flexibility to retain the Road Safety Educational Interventions initiatives.

iii. RTDP – 'Highway maintenance and improvements, Wrexham' – we have updated scheme 159 to reflect plans for new innovative maintenance trials. The scheme description has been expanded to explain 'Highway maintenance and improvements: A range of schemes involving capacity and safety enhancements/ pinch point improvements and Transport Network resilience improvements, with specific measures including, but not limited to street lighting renewal, flood risk alleviation, greener maintenance methods and active travel route improvements. Wrexham will trial methods of resurfacing which are greener and help us reduce our carbon contribution, and this could help us address issues on rural roads which may get overlooked currently based on the need to prioritise strategic routes. These innovations if successful could bring efficiencies across the region, over and beyond the plan period.

iv. RTDP – we have removed scheme 153 relating to Pont Llanerch/Llanerch Bridge, now that Denbighshire County Council's Cabinet has taken the decision to withdraw the project.

v. RTP and supporting documents – we have amended S R N Aspiration 3 to read: The case for delivering strategic highway schemes should be reviewed, particularly where these can provide wider benefits and enhance facilities for sustainable travel. The Welsh Government has confirmed that the previous plans for A55/A494/A548 Flintshire Corridor Improvements are not being progressed following the recommendations of the Roads Review and it is currently in the process of commissioning new work to develop a Route Strategy for the A55/A494 which will identify the challenges and issues along the corridor along with potential interventions to address them. This includes confirmation from the Welsh Government that it has commissioned a study (WelTAG Stages 1 and 2) to consider

network operational challenges, resilience and road safety between Junction 14 and 18 on the A55.

vi. The Consultation Report – types of responses received have been finalised with a minor amendment to the document.

During the meeting Members were also briefed that correspondence from the North Wales Wildlife Trust at Appendix 9 in connection with the Stamp Out The Red Route local action group was received objecting to the Sub-Committee's consideration of the RTP. This was addressed in the Sub-Committee meeting and followed up with a written response at Appendix 10 to the North Wales Wildlife Trust.

The Strategic Transport Sub-Committee recommended that the CJC approve the RTP and its supporting documents for submission to the Welsh Government for Ministerial approval and publication. The Sub-Committee recognised and commended officers and partners for the significant collaborative effort required to produce these documents in readiness for submission.

4.10. Further to the Strategic Transport Sub-Committee's recommendation Members are asked to now consider the RTP and its supporting material to approve its submission to Welsh Government for Ministerial approval. This step will also enable the CJC to meet Welsh Government deadlines for submission by end of July 2025 deadline and avoid any delay to the Grants Modernisation programme and commencement of new funding arrangement from 1st April, 2026.

4.11 Consideration has been given to the impact the decision sought in this report may have on opportunities for people to use and promote the Welsh Language and no negative impacts were identified. In developing the the decision sought regard has been had to the well-being duty arising under the Well-Being of Future Generations (Wales) Act 2015 and in light of the evaluation work undertaken in the Integrated Well-Being appraisal Officers are of the view that the decision sought in this report meets the well-being duty requirements. The integrated well-being appraisal addresses equality implications and supports the decision and demonstrates how RTP policies will contribute to well-being, supported by impact assessments that consider matters such as the environment, health and equality.

5. FINANCIAL IMPLICATIONS

5.1. Costs will be drawn from existing North Wales CJC budgets with the necessary support from Cyngor Gwynedd's Legal and Finance teams.

6. LEGAL IMPLICATIONS

6.1. The North Wales Corporate Joint Committee Regulations 2021 sets out the duty on the CJC to develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport. In exercising this function, they are tasked to develop and implement transport policies for their area of the Wales Transport Strategy. The development and implementation of a Regional Transport Plan is a statutory function exercised by the CJC.

CORE APPENDICES:

Appendix 1:	Regional Transport Plan
Appendix 2:	Regional Transport Delivery Plan (Appendix A Unredacted) **(Exempt)**
Appendix 3:	Regional Transport Delivery Plan (Appendix A Redacted)
Appendix 4:	Integrated Well-being Appraisal Non-Technical Summary
Appendix 5:	Integrated Well-being Appraisal Post Adoption Statement
Appendix 6:	Monitoring and Evaluation Plan
Appendix 7:	Consultation Report
Appendix 8:	Regional Transport Plan – Easy Read (Learning Disability Wales)
Appendix 9:	North Wales Wildlife Trust letter dated 27 June 2025 (English Only)
Appendix 10:	North Wales CJC Letter to North Wales Wildlife Trust dated 09 July 2025

TECHNICAL APPENDICES (Included for reference)

Appendix 11:	RTDP Appendix A [Interactive Tool] **(Exempt)**
Appendix 12:	RTDP Appendix B1 [Interactive Tool] Total Perspective **(Exempt)**
Appendix 13:	RTDP Appendix B2 [Interactive Tool] Local Authority Delivery Perspective **(Exempt)**
Appendix 14:	RTDP Appendix B3 [Interactive Tool] Funding Source Perspective **(Exempt**)
Appendix 15:	RTDP Appendix B4 [Interactive Tool] Customer Perspective **(Exempt)**
Appendix 16:	Integrated Well-being Appraisal Report
Appendix 17:	Monitoring and Evaluation Plan Appendix A1 [Interactive Tool]

STATUTORY OFFICERS RESPONSE:

i. Monitoring Officer.

This is a key milestone for the CJC as it implements its statutory duties. The Transport Sub-Committee has provided its recommendation on the approval of the RTP for submission to Welsh Government. In coming to that decision, the CJC should have particular regard to the results of the consultation process as well as the other relevant matters which ned to be considered. This is a decision which is reserved to the CJC and I am satisfied that the proper procedure has been followed.

ii. Statutory Finance Officer:

"The development of a Regional Transport Plan is a core statutory function of the CJC. As a result, resources have been approved for this function in the 2025/26 budget. This budget is kept under review and will be reported upon to the CJC during the year. The resources adjudged to be required for the further development of the RTP will be considered as part of the budget cycle for future years."

Cyd-Bwyllgor Corfforedig
Gogledd Cymru
North Wales
Corporate Joint Committee

North Wales Regional Transport Plan

July 2025








Welcome to the Regional Transport Plan (2025-2030) for North Wales, setting out our plans to enhance our transport network and support the region's economic, social and environmental well-being.

Foreword

We understand, first-hand, the critical role that transport systems play in our communities. As well as working on behalf of North Wales we are both immersed in our local communities and see how transport links and options directly affect people and the local economy. This plan is guided by a vision to create a safe, sustainable, affordable, resilient, and effective integrated transport network that supports our economy to thrive.

Effective transport systems ultimately provide people with opportunities. They link them with the essential services needed to live their daily lives. Integrated and efficient transport systems connect businesses to employees, markets, suppliers, and customers, which is essential to develop a thriving economy for North Wales.

Good transport links attract visitors and enhance their experience, boosting local economies and supporting small businesses to flourish. Regular and reliable transport services reduce isolation in remote and rural areas, allow people to access medical care, education, and other vital services. They connect people to shopping centres, recreational activities, and cultural events. Public and community transport services provide options for those residents and visitors who do not own or have access to a car, including the elderly, disabled, and low-income individuals, to enjoy parity of access to all these opportunities.

Currently, over 74% of commuters in North Wales rely on the private car, however by working together to develop attractive public transport and active travel options we can reduce this reliance, and enhance the options available to commuters. In turn this supports the reduction of damaging greenhouse gas emissions and air pollution, improving quality of life and environmental conditions. Further investment to promote the use of electric vehicles and develop a pathway towards hydrogen powered vehicles will support North Wales to transition to net zero and be proud of the legacy we hand-over to future generations.

This plan captures the unique challenges and opportunities for North Wales and outlines our strategic policies and interventions across various modes of transport, including rail, road, bus, walking, and cycling. We recognise that having access to accurate and up to date information at the touch of a button can modernise and transform commuter experience therefore the significance of digital connectivity is amplified in our plan.

Our objectives are clear: to improve digital connectivity and local services, enhance accessibility and transport choice, enable decarbonisation through the transition to a zero-emission fleet, and foster sustainable and inclusive economic growth.

The strength of our Ambition North Wales partnership is one of our biggest assets as a region in Wales. This plan represents the collective efforts of the North Wales Corporate Joint Committee, the Transport Sub-Committee, and our partners, including local authorities, Transport for Wales, Welsh Government and Arup - who have provided expert advice to inform its development. We extend our thanks to everyone who contributed. Your insights, feedback, challenge, and support has been invaluable in shaping a transport plan that reflects the needs and aspirations of our communities and businesses across North Wales.

As we move forward, we are committed to working collaboratively to implement this plan and achieve our shared vision for a vibrant, sustainable, and resilient North Wales. We invite you to join us on this journey, as we strive to create an integrated transport system that benefits everyone and supports a thriving and prosperous future for North Wales and beyond.



Councillor Goronwy Edwards

Chair of the North Wales
Transport Sub-Committee



Alwen Williams

Interim CEO North Wales
Corporate Joint Committee

Introduction

Ambition North Wales and the North Wales Corporate Joint Committee

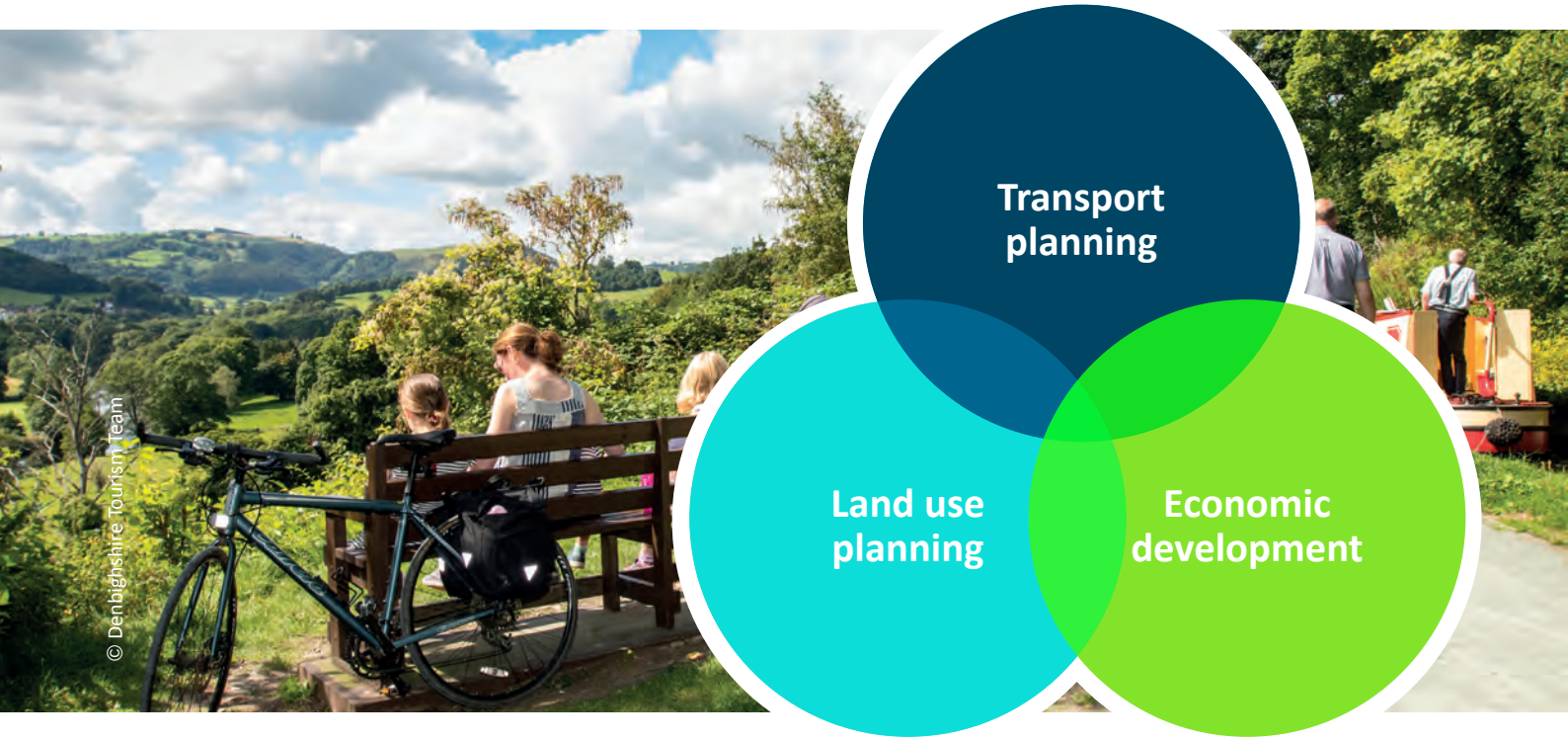
Corporate Joint Committees (CJCs) are new regional corporate local government organisations with similar powers and duties to local authorities in Wales. Our North Wales Corporate Joint Committee includes representatives from the six councils of Conwy, Denbighshire, Flintshire, Gwynedd, Isle of Anglesey, and Wrexham, as well as Eryri National Park Authority for planning matters.

Our North Wales Corporate Joint Committee has two key duties: to develop a Regional Transport Plan; and a Strategic Development Plan. These plans are essential for spatial planning at a strategic level, ensuring that our transport infrastructure and land uses are aligned with the needs of our communities, economy, and environment. In line with its statutory duties, the CJC also has the power to promote and enhance regional economic well-being.

There is a strong opportunity for a regional approach to development in North Wales, with transport, land use, and economic development, all intersecting like a well-designed system. These components create a cohesive system that aims to ensure that North Wales is well-positioned to provide the skills, employability, and economic opportunities needed for a prosperous future.

Ambition North Wales is the brand that represents the North Wales CJC and its Economic Well-being sub-committee is the decision-making structure for the North Wales Growth Deal – an agreement, alongside Welsh and UK Governments to deliver a total investment of over £1 billion in capital projects for North Wales which will generate over 4000 new jobs by 2036.

Moving forward, we look forward to you hearing a lot more about Ambition North Wales and the work of the Corporate Joint Committee as we help shape a more vibrant, sustainable, and resilient future for North Wales.



Our Regional Transport Plan

Transport is an essential part of our lives in North Wales. Our transport system connects us to jobs, education, healthcare, shopping and leisure. It is vital for our local economy as it connects businesses with their customers, allows tourists to visit local attractions and resorts, and it facilitates the delivery of goods. Our choice of transport impacts on us as individuals and on our wider environment.

Llwybr Newydd, the Welsh Government's transport strategy, sets out the vision for how transport can help deliver the priorities for Wales, helping to create a more prosperous, green and equal society. This Regional Transport Plan will help us to address current and future local and regional transport issues over the next 5 years (2025-2030) by providing a framework for decisions on future investment. It sets out how transport can support the delivery of Llwybr Newydd and contribute to the success, regeneration, and development of our region.

This Plan is essential for ensuring that North Wales can contribute to the delivery of national strategies and priorities. The Case for Change Report, which has been prepared to provide the evidence base in support of this Plan, identifies the links to Welsh Government priorities, considers relevant plans and studies, and outlines key transport challenges and opportunities. This Plan builds on the extensive work already undertaken that links to relevant national and regional strategic plans and policies, such as:

- Llwybr Newydd: The Wales Transport Strategy
- National Transport Delivery Plan
- Network North Wales
- North Wales Transport Commission Reports
- Welsh Government response to the Roads Review
- Union Connectivity Review
- North Wales Joint Local Transport Plan
- Electric Vehicle Charging Strategy
- Road Safety Strategy for Wales
- Wales Freight Strategy
- Active Travel Act Guidance and Active Travel Network Maps
- Bws Cymru: Connecting people with places
- One network, one timetable, one ticket
- A Railway for Wales
- Wales Infrastructure Investment Strategy
- Future Wales: The National Plan
- Planning Policy Wales
- Local Development Plans
- Local well-being assessments and well-being plans
- North Wales Regional Economic Framework
- Ambition North Wales Inward Investment Report
- Net Zero Wales and its Carbon Budgets
- A Healthier Wales
- Clean Air Plan for Wales
- Noise and Soundscape Action Plan for Wales
- Town centres: Position statement

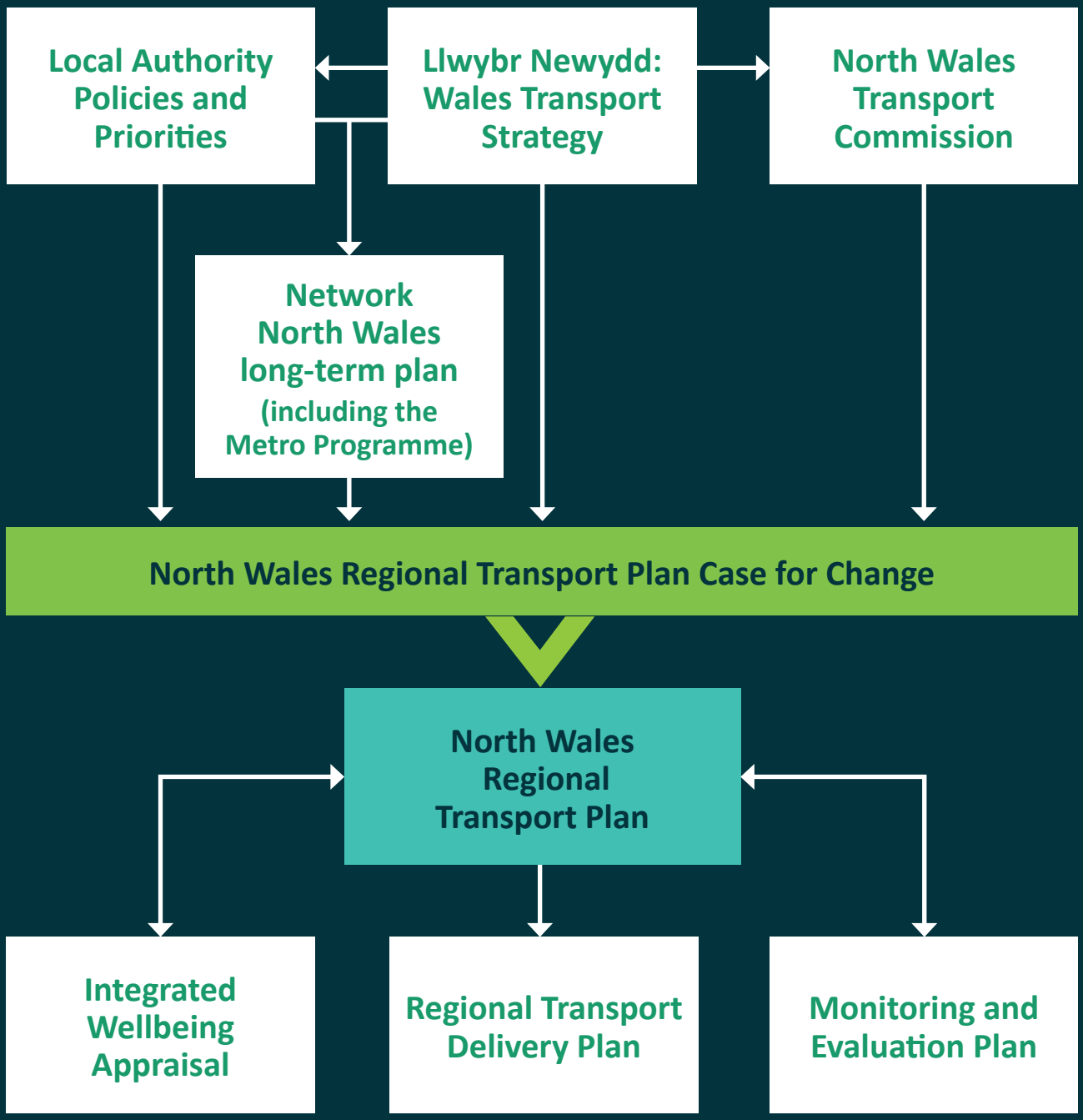
This Regional Transport Plan should be read alongside our Regional Transport Delivery Plan, which sets out the interventions our local authorities will be progressing over the plan period.

This Regional Transport Plan should also be read alongside our Integrated Well-being Appraisal, which shows how our plans will contribute to well-being, supported by the impact assessments we have undertaken to consider issues such as health, equality, and biodiversity.

Our Regional Transport Plan must include policies to support the vision and ambitions of Llwybr Newydd, The Wales Transport Strategy, and align with the National Transport Delivery Plan. Furthermore, our plans must maximise our contributions to the measures set out in the Wales Transport Strategy Monitoring Framework. That helps to make sure we meet our transport and climate change targets. To help ensure we meet our targets, we have prepared our Monitoring and Evaluation Plan which will help us get the outcomes we want.

Over the next five years we will also produce our Strategic Development Plan, taking into account the policies and interventions set out in this Regional Transport Plan and its subsequent updates. Whilst this Regional Transport Plan has considered current and emerging local and national planning policies and identified areas for development, any transport proposals that have land requirements as part of our regional transport policies will need to be considered in the emerging land use plans at regional and local levels.

Strategic Development Plans (S D Ps) in Wales will be regional plans designed to address issues that cross local authority boundaries. They will sit between the national plan (Future Wales: The National Plan 2040) and local development plans (L D Ps).

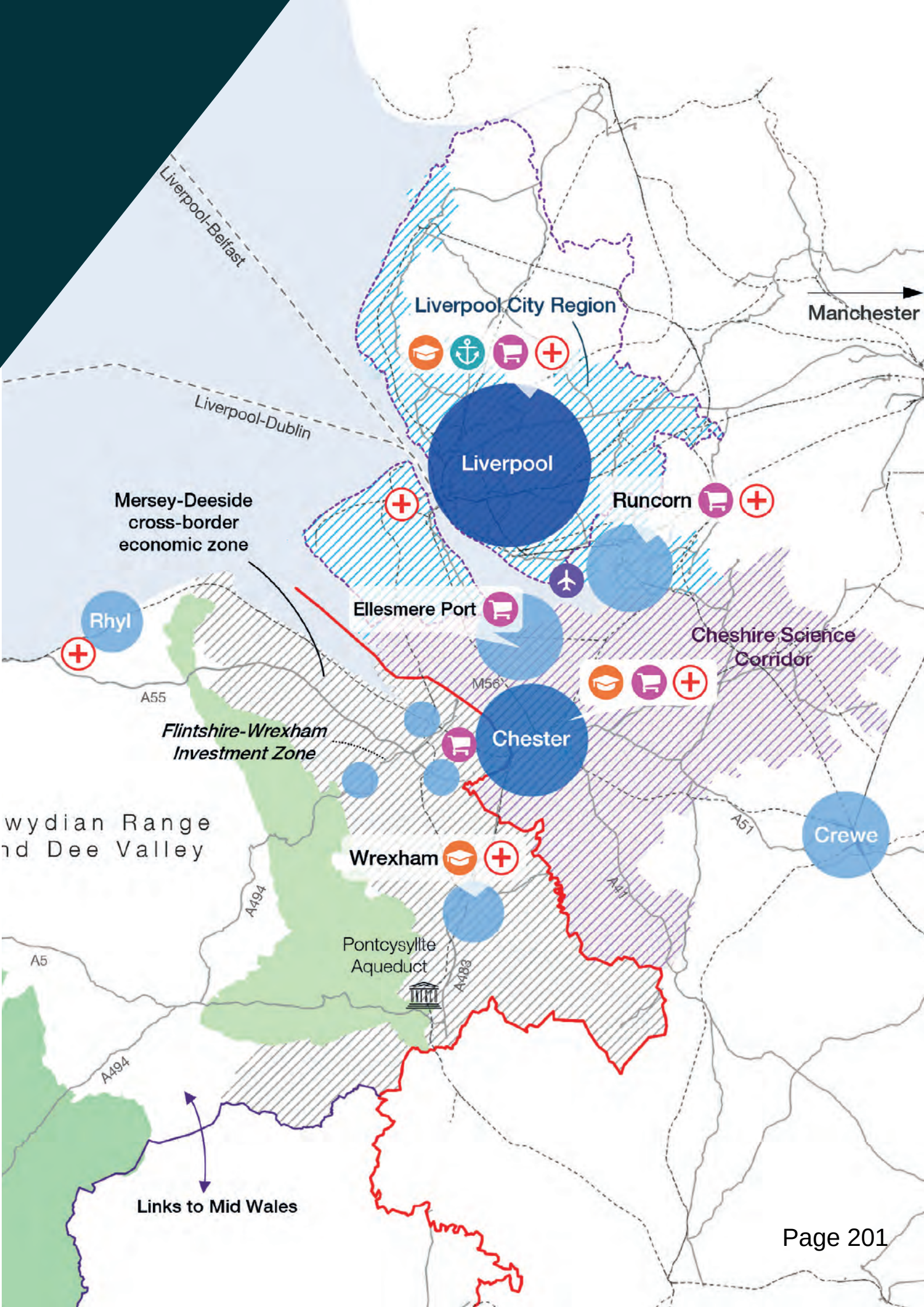

Local Authority Policies and Priorities
Llwybr Newydd: Wales Transport Strategy
North Wales Transport Commission
Network North Wales long-term plan (including the Metro Programme)
North Wales Regional Transport Plan Case for Change
North Wales Regional Transport Plan
Integrated Wellbeing Appraisal
Regional Transport Delivery Plan
Monitoring and Evaluation Plan

Our transport network and drivers for change

How we get around

Opportunities for travel in North Wales are wide ranging, as illustrated in this plan of North Wales and connecting regions. Transport helps connect us to the places we want to visit within our region and beyond to the rest of Wales, England, and Ireland. We can move around by different modes of transport and having a choice about how we access the places we work, buy our goods, spend our leisure time, and access services, is important when considering we all have different needs and opportunities.




Liverpool-Belfast
Liverpool City Region
Manchester
Liverpool-Dublin
Liverpool
Mersey-Deeside
cross-border
economic zone
Runcorn
Rhyl
Ellesmere Port
Cheshire Science
Corridor
A55
M56
Flintshire-Wrexham
Investment Zone
Chester
A51
Crewe
wydian Range
nd Dee Valley
Wrexham
A494
A483
Pontcysyllte
Aqueduct
A5
A494
Links to Mid Wales

Walking, wheeling and cycling

We walk, wheel and cycle for a range of trips, including commuting, to get to school or college, using local services, and for leisure activities. We also join up different parts of our journeys this way, for example by walking, wheeling or cycling to and from a railway station. Active Travel Network Maps have been prepared and continue to be developed by local authorities working with Transport for Wales and the Welsh Government, which set out all existing and future aspirations for the walking and cycling network in Wales.

The proportion of people who walk for more than 10 minutes as a means of transport at least once a month varies from half the population in Gwynedd, to 7 in 10 people in Ynys Môn, the Isle of Anglesey. Walking routes in our urban areas are typically provided in the form of footways and crossings in our cities and towns. In our rural areas, we often rely more on public footpaths, bridleways and local lanes. We can also enjoy 60 miles of sea views from the North Wales Coast Path (part of the Wales Coast Path long-distance trail) starting from Chester and, at Prestatyn, joining Offa's Dyke Path, Britain's longest ancient monument and a National Trail, before continuing through to Bangor.

On average, around 10% of us travel by bicycle more often than once a month in North Wales. National Cycle Network routes run through North Wales, which mainly involve on-road connections, also connecting a mixture of country lanes, river valleys, traffic-free trails and mountain roads. Cycle parking is generally available at railway stations and outside community facilities.

In Wales, active travel refers to making journeys by physically active means, such as walking, cycling, or using a wheelchair. This concept is supported by the Active Travel (Wales) Act 2013, which aims to promote healthier lifestyles and reduce environmental impact by encouraging more people to walk and cycle for their daily travel. The Welsh Government has provided guidance for local authorities to plan and design networks of walking and cycling routes, ensuring they are safe and accessible.

Our bus and coach network

There are currently 24 bus operators providing services across North Wales, totalling 188 bus routes. Over a week, they travel around half a million kilometres, which is equivalent to a bus traveling around the world 12 times.

There are currently very limited bus priority infrastructure measures, the only existing provision is in Wrexham, which includes two bus lanes and a contraflow lane (a dedicated lane on a one-way street that allows buses to travel in the opposite direction to the traffic). Wrexham and urban areas on the North Wales coast have the highest levels of demand for bus journeys, and across Wales buses are most commonly used for local journeys.

For example, passenger data suggests that most passenger journeys on TrawsCymru services are relatively local rather than long distance. Data for 2024 shows a significant 70% increase in patronage which helps demonstrate the value of a regulated service in North Wales where passengers are put first. Around a third of journeys by bus are less than 5km in distance (that is less distance than between Llandudno Junction station and the Welsh Mountain Zoo in Colwyn Bay).

Most bus journeys are within the same local authority area or to a neighbouring area, and many journeys that start in rural areas have destinations in nearby urban areas. While journey lengths are longer in rural areas, they are still generally short trips.

Express-style coach services are relatively uncommon in Wales compared to other parts of the UK and Ireland, and no scheduled coach services (excluding private coach tours specialising in holiday tours and day trips) currently operate along the A55 corridor. Coach fares are typically about one-third the price of rail, which shows when services are available, they can help attract people to travel with cheaper tickets, especially students and shoppers accessing larger cities in England.



© North Wales Corporate Joint Committee

Community transport services (typically mini-buses) are especially valuable to those with mobility challenges, or residents in more rural areas, who do not have access to cars and in areas where public transport has reduced services or is unavailable. These services are typically coordinated at a local authority level. In North Wales we also benefit from a range of on-demand ring and ride and park and ride services.

One success story in rural North Wales has been the Sherpa'r Wyddfa bus services, that provide a way of travelling sustainably in Eryri once visitors have arrived in the National Park. In August 2024, more than 72,000 people used the Sherpa service, nearly an 80% increase on the previous year, and it was the first time passenger numbers exceeded 70,000 in a month.

Our railways

The national rail network in North Wales is managed and maintained by Network Rail, with passenger services operated by Transport for Wales and Avanti West Coast. There are 66 stations in North Wales, located on the North Wales Coast Line, the Shrewsbury to Chester Line, the Conwy Valley Line, the Wrexham to Liverpool line (formerly the Borderlands Line), and the Cambrian Line. The Welsh Government has announced plans to work on the Wrexham to Liverpool line as the first phase of introducing direct Metro services between the two cities. There are also proposals to double services between Wrexham and Chester by May 2026. The existing Borderlands line will be renamed the Wrexham-Liverpool line from this point forward.

There are three main interconnecting railway lines, namely the North Wales Main Line, Wrexham-Liverpool Line and the Shrewsbury-Wrexham-Chester Line. These generally connect between the most densely populated areas of the region, supporting many domestic and cross-border journeys. The North Wales Main Line connects Crewe in the east and Holyhead in the west, allowing connections to Manchester and London. The Wrexham-Liverpool Line connects Wrexham to Liverpool via a change at Bidston, and the Shrewsbury-Wrexham-Chester line connects Wrexham with communities along the border, with onward connections to Birmingham and South Wales. The Cambrian Line is especially important to communities in Gwynedd, with the Cambrian Coast Line connecting coastal walks and places to visit along the length of the Wales coastal path, whilst the Cambrian Main Line from Shrewsbury connects the Coast Line with the Midlands and the rest of the UK.

72,000

people used the Sherpa service in August 2024

Holyhead, Llanfairpwll, Bangor, Llandudno Junction, Colwyn Bay and Abergele railway stations typically have at least one train per hour. This means the region is not particularly accessible by rail, especially for those that do not live close to a rail station. However, for people who can more easily access rail services, when accounting for traffic during peak travel periods, journey times by rail and car are relatively comparable. For example, a journey between Holyhead and Shrewsbury takes only 10 minutes longer by rail.

Whilst outside of North Wales, Chester Station is an important station for many rail passengers in North Wales because all services using the North Wales Main Line pass through it.

Data collected from the Office for Rail and Road (ORR) shows that Bangor is the most used train station in North Wales with nearly 700,000 station entries and exits a year.



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Our roads and streets

Car ownership in North Wales is high, particularly in rural communities, and the private car is the dominant mode of transport to work. The Well-being of Future Generations Future Trends Report explains how over the past decade, the distance driven by cars has increased by 13%, while the emissions from these cars have fallen by 9%. There are now more than 7,000 plug-in electric vehicles in North Wales. Less than 2% of cars are ultra-low or zero emission in Wales.

Many of us rely on our A roads to get around. The trunk road network in our region comprises the A5, A55, A458, A470, A483, A487, A489, A494, and A550. In particular, the A55 North Wales Expressway is a major transport corridor and a key element of the UK and European strategic road network that provides the main economic artery for North Wales. The route runs to Chester and connects to Liverpool via the M53 and A533. It extends from Holyhead across North Wales and North England to mainland Europe via ferry services from the Port of Birmingham. The A55 is also an important link for local towns and communities and provides a connection with the A470 to South and Central Wales. The Welsh Government is currently reviewing proposals to construct a third bridge over the Menai Strait to improve the capacity and journey times between Anglesey and the mainland.

The A55 is a busy corridor, bringing both passenger and freight traffic flows from Holyhead to the rest of the region. According to data published by the North and Mid Wales Trunk Road Agent, usage of the A55 is returning to pre-Covid levels.

The A55 has significant congestion peaks during the months of July and August from holiday traffic, contributing to air and noise pollution. Whilst overall air quality is good in North Wales, the A55 corridor is the single largest contributor to air and noise pollution in the region.

Analysis of mobile network data covering the morning peak period (07:00 – 10:00) by Transport for Wales highlights the importance of journeys by car between North Wales and Northwest England (30% of all interregional journeys if both directions are combined). Cross-border journeys starting in North Wales are more than 20 times greater in number than the interregional journeys that take place from North Wales to other regions of Wales.

Car parking influences how people choose to travel, and local planning authorities require good standards of car parking design, which do not allow vehicles to dominate the street or inconvenience people walking and cycling. National planning policy supports well-designed, people orientated streets to help create sustainable places and increase walking, cycling and use of public transport.

We are aware of the challenges our local authorities face across North Wales about keeping our roads to a good standard, and the impact that more extreme weather events is having on road surfacing across Wales and the UK. We understand the increasing pressures our local authorities face, who are responsible for maintaining local roads within their jurisdiction, which includes fixing potholes and other types of road damage.

To help make our streets safer and more attractive places for people to use, the Welsh Government has made 20 mph the new default speed limit for most streets and is taking measures to prevent pavement parking. It is working on plans that would allow our local authorities to enforce pavement parking when it's causing an obstruction, aiming to make streets safer for all. This is especially important for those who use wheelchairs or pushchairs and have their mobility hindered by people blocking our pavements, also acknowledging that illegal parking can hinder the movement of public transport services, which can cause unnecessary delays.

New Welsh Government guidance has been issued to councils on 'exception' roads, where routes can revert to 30mph. Further to local authority consultations, two roads in Wrexham (the B5605 Wrexham Road/ High Street, in Johnstown and the A525 Bryn-Y-Grog Road) became the first in North Wales to return to 30mph following the 20mph default speed limit change.

13%

distance driven by cars has increased over the past decade

7,000

plug-in electric vehicles in North Wales



© North Wales Corporate Joint Committee

Our ports

Holyhead Port is a commercial and ferry port in Anglesey and is recognised in Future Wales: The National Plan as a strategically important gateway between Ireland and Wales and as the primary transit route for goods moving between Great Britain and Ireland. The port is situated at the start of the A55 dual carriageway, and the ferry terminal building is shared with Holyhead railway station, which is the terminus of the North Wales Coast Line with direct services to Chester and London Euston. Over 1.6 million passengers transited through Holyhead Port via the Holyhead-Dublin ferry service in 2023, and the port is the second largest roll-on / roll-off (Ro-Ro) port in the UK.

In 2018, approximately 150,000 lorries made use of the Dublin to Holyhead route, connecting Irish businesses to European export markets. However, since Brexit, Holyhead Port has seen a reduction in freight movements of approximately 20%. At the same time, Stena has recorded a surge in passenger and freight movements on its Rosslare-Cherbourg ferry route, with record passenger numbers in Summer 2023.

In October 2023, the Welsh Government announced it would invest £40 million to refurbish the Holyhead Breakwater, which protects the port's infrastructure and allows ships to dock safely at Holyhead. The investment support from the Welsh Government will help ensure the port's future and open up new opportunities associated with the Anglesey Freeport initiative and in the cruise market.

The Port of Mostyn has also been developed with recent expansions to become one of Europe's most important ports for the offshore renewable energy sector.

The Port of Liverpool and North Wales share a historical and ongoing relationship due to Liverpool's location on the west coast of England, serving as a major gateway for trade and transportation to and from North Wales.

Anglesey will now benefit from Freeport status where simplified customs and trade rules will apply, providing greater incentives for investment and trade. In future, goods entering Anglesey Freeport will not be subject to the UK's usual tax and customs regime, supporting long-term business investment, and boosting the prosperity of Anglesey and North Wales. The Freeport will reduce the need for hauliers to transit goods around the southern tip of the UK, a process which is both environmentally damaging and economically inefficient. The Freeport also will accelerate the regeneration of specific sites including Prosperity Park in Holyhead, and the take up of sustainable energy production by building on existing industry-leading net-zero initiatives on the Island's coastline. This will bolster the County Council's existing 'Energy Island Programme' and produce much-needed energy supplies for the rest of the UK.

Our Airports

Within North Wales we have Anglesey Airport, which is located near the A55 providing easy road access, and Hawarden Airport, which plays a crucial role in supporting the Airbus operations with its Broughton factory, based in Flintshire. Serving the wider population and businesses of North Wales with international connections, include Liverpool, Manchester and Birmingham airports.

Liverpool John Lennon Airport is the 12th busiest airport in the UK, with more than 4 million passengers in 2023 and it serves over 60 destinations across Europe. The airport is an international gateway for the Liverpool City Region, Northwest England, and for those travelling from North Wales.

Data from the 2017 Civil Aviation Authority survey, which was the last time Liverpool Airport was surveyed, shows that a higher proportion of passengers travel to and from Liverpool Airport using public transport modes compared to similar-sized airports, at 27%. But this is lower than airports with a direct rail link, such as London Stansted and Gatwick airports.

One of the objectives of Liverpool Airport's Surface Access Strategy is to expand the catchment of the airport to markets in North Wales and Northwest England through improved public transport connectivity. This will be a challenge in the context that public transport is uncompetitive with the private car: journey times between Holyhead and Liverpool Airport take over three hours by public transport, compared to under two hours by private car during non-peak times (outside of the rush hours).

Manchester Airport benefits from a direct, hourly rail connection from the North Wales Main Line. In 2023 the airport served more than 28 million passengers, making it the busiest outside London, and as a large employer it plays a significant role in the regional economy. Birmingham Airport is also one of the UK's major airports, serving over 13 million passengers annually. It benefits from easy access by rail and road from Wrexham and surrounding areas in North Wales.

27%

passengers travel to and from Liverpool Airport using public transport

Our future needs and aspirations

In May 2025, the Welsh Government announced £2.1bn plan to overhaul North Wales's railway network. The Welsh Government has committed an initial £13m with further significant UK Government funding to be agreed.

A new Network North Wales board will oversee the plans and funding. Ambition North Wales will work with other board members to help progress the plans that seek to bring about significant enhancements to public transport across North Wales and beyond.

Building on our Case for Change Report which sets out the key issues, challenges and opportunities this Plan should consider, there are key drivers for change that help us to frame our needs and aspirations for the transport system and network we want to see in North Wales:

- The Welsh Government's **Well-being of Future Generations Act** sets out legally binding goals to improve the social, economic, environmental and cultural well-being of Wales. The Future Trends Report highlights as a share of overall energy use in Wales, transport-related energy use has increased, and one of the largest sources of greenhouse gas emissions and air pollution in Wales is transportation.
- The UK Government's **Union Connectivity Review** recommends the creation of a strategic transport network to support long term economic growth, jobs, housing and social cohesion across the United Kingdom. In-depth interviews and UK-wide survey highlight the views of the public and provide support for further investment in multimodal corridors to improve transport connectivity.
- **Llwybr Newydd, The Wales Transport Strategy** sets out nine mini-plans to help deliver a more accessible, sustainable and efficient transport system across Wales. Ensuring faster, more reliable bus and rail networks is a central theme as well as a focus on community engagement and active travel. The strategy includes equality considerations and guidance on the protection of Welsh culture and language. It also explains how Wales will use the Sustainable Transport Hierarchy set out in national planning policy to guide decisions about new infrastructure and give priority to walking and cycling and public transport, followed by ultra-low emissions and finally private vehicles.
- **Network North Wales** is a plan aimed at improving connectivity between North Wales and the 'Northern Arc', a key economic corridor connecting North Wales with the cities and regions in the north of England. Plans include a 'turn-up and go' bus and rail service, extending from Hull to Holyhead.
- The **National Transport Delivery Plan** sets out how we all will deliver against the priorities and ambitions set out in Llwybr Newydd, The Wales Transport Strategy. This includes the programmes, projects and new policies that the Welsh Government are intending to deliver in the five year period 2022 and 2027.
- The **Net Zero Wales Carbon** Budget 2 outlines the steps for the second carbon budget period (2021-2025), aiming to reduce emissions by 37% by 2025. The long-term vision looks to ensure a better quality of life for current and future generations. Modal shift targets (aiming to achieve a shift away from private car use to more sustainable transport modes including active travel and public transport for the majority of journeys) represent a significant challenge to support decarbonisation of the transport system.
- The **Economic mission**: priorities for a stronger economy sets out national priority areas including transport systems for better connections, connecting people to opportunities and public services, widening labour markets, allowing a better matching of people to jobs, and allowing better access to more training opportunities.

- The **North Wales Growth Deal** is supporting regional prosperity and investment requires supporting transport infrastructure and services to connect the region better within Wales and across the border, for example to markets in Northwest England and the Midlands. Supported by the Regional Economic Framework, there is a drive to encourage strong partnerships between communities, businesses and councils, enabling town centres and redefining the local high street. The A483/A55 corridor is recognised to be of key importance to the region as a catalyst for wider economic growth.
- The **North Wales Transport Commission** Report highlights inadequacies in the current transport network that contribute to ill health, limited access to employment and negative environmental impacts. Recommendations include rail electrification, Wrexham-Liverpool Line enhancements, new stations, improved interchanges, continued development of active travel routes, and consideration of potential north-south and cross-border coach routes.

  In support of this, a multi-million pound electrification 'innovation fund', was announced in May 2025 to help develop a plan to decarbonise the railway in North Wales and enable more frequent metro services and additional stations.
- The **North Wales Metro Programme** is a comprehensive initiative aimed at transforming transport access focusing on strengthening rail links with the Northwest of England.

  This will now be progressed through the Network North Wales investment in public transport improvements. It builds on the development work already carried out by the Welsh Government and Transport for Wales.

  The programme will adopt a cross border approach to transform public transport in the Mersey-Dee area. This will include metro-style service frequency on the North Wales Mainline and a new, direct rail link between Wrexham and Liverpool via the Wrexham-Liverpool Line. Improved passenger facilities at stations in northeast Wales will further support these enhancements. Once these changes are implemented, public transport, as well as walking, wheeling and cycling will become more convenient and attractive for many longer journeys across North Wales.
- The **Local Area Energy Plans** and emerging Regional Energy Plan will form the framework for North Wales's transition to a low-carbon economy, helping identify the most effective routes for reducing carbon emissions and promoting sustainable energy solution. This is critical in supporting the carbonisation of our transport system.

Underpinning and supporting these drivers for change include some local and regional challenges and areas for improvement that transport can help address, as well as things we are doing well that we want to protect, which can be summarised as follows:

Economy	Social and Cultural	Environment
High proportion of low skilled workers	One of the highest proportions of Welsh speakers in Wales with 42% speaking Welsh, and in Gwynedd this is even higher at around 70%	Number of important sites and protected areas which attract tourism
GVA per head is spread, with 4 out of the 6 local authorities significantly below the Wales average	Only one third of North Wales residents have access to an hourly public transport service	Overall good air quality, with no Air Quality Management Areas
The share of employment in high-value sectors is low	Significantly higher proportion of pension age and disabled, with high levels of deprivation concentrated in coastal urban areas	Sound levels are considered 'average' with no major issues identified

Customer Experience	Infrastructure	Travel Demand
Poor journey time reliability due to bus delays	Around 400 public electric vehicle charging points	There is a high level of out-commuting from North Wales to the Liverpool City Region and Chester
Car dominated roads with non-competitive bus journey times and more time spent in congestion, and lack of active travel provision	Rail services are limited in frequency and operating hours due to infrastructure constraints and only 9% live within a half mile walk of a rail station where services run at least once per hour	Existing demand is low for bus travel, with only half of bus stops in North Wales having a frequency of a bus every 2 hours or less
Poor accessibility to key opportunities, services and facilities by sustainable modes, particularly due to rural context	Around half of the population live within 600m of a bus stop and lack of coherent, direct and safe active travel infrastructure to bus stops and amenities, especially in more rural areas	High reliance on car for journeys to work and bus services are generally uncompetitive with the car

Considering our objectives and the economic, social, cultural and environmental trends, the key opportunities for transport in North Wales include:

- **Enabling a shift to low carbon modes of transport and low emission vehicles** by helping people reduce the need to travel and encourage more trips by walking, wheeling and cycling, through better joined up planning for transport, land use, and economic development. This will help reduce traffic congestion and transport related pollution, including on the A55 corridor, which is as the largest contributor to poor air quality in North Wales. This will in turn help bring associated health and wellbeing benefits. North Wales benefits from around 400 public electric vehicle charging points and there is a need to address the challenges of supply in rural areas to increase the roll-out. When considering the opportunities to reduce the need to travel, 28.1% of the North Wales workforce worked remotely on a regular basis in 2022-23, which provides a strong opportunity for our region to contribute to the national target of 30% by 2030.
- **The increasing need to consider how we plan for climate change** in the way we maintain and enhance our existing and new transport infrastructure in the future. There are a number of high flood risk areas from the sea across North Wales, especially around the North Coast, the Menai and towards the Wales-England Border, and in areas along river corridors. There is an opportunity we cannot afford to miss in making sure our infrastructure is resilient to climate change and extreme weather events. There is also an opportunity to decarbonise our private vehicles, freight and public transport fleet, as well as reduce the amount we travel, to reduce the impact of transport emissions.
- **Joining up key settlements with developments and regional growth areas** such as the nationally important cluster of advanced manufacturing businesses in Flintshire and Wrexham (with a new Investment Zone). With the exception of Gwynedd, North Wales has a lower proportion of its population employed in high skilled occupations compared with the average for Wales, with higher proportions in low skilled work, and there is an opportunity to unlock local economic growth and improve access to employment opportunities for residents in North Wales. There is also an opportunity to get more people walking, wheeling and cycling as part of new developments and between existing key settlements.
- **Improving integration and cross-border connectivity** between strategic transport connections in the North Wales and Northwest England transport corridor, from the Anglesey Freeport at Holyhead to Liverpool John Lennon Airport. There are significant cross-border movements (approximately 13% of total trips) with the largest flows between Deeside and Chester and Flintshire and Chester but only 6% of cross-border trips are made by public transport, which presents an opportunity to enable more trips by public transport and better the regions. As we connect Welsh speaking communities with English markets, we must protect and enhance Welsh language opportunities through our policies and actions.
- **Ambition North Wales** will work to help develop a transport system that is good for culture and the Welsh Language through creating an environment in which the Welsh Language can thrive.

- **Improving rural and coastal mobility** by providing strategic connections between rural settlements, employment areas and services in more urban locations. Whilst car ownership is high in the region, those who do not own a car are reliant on car sharing services and a good quality public transport system, and there is an opportunity to improve public transport connectivity to help those in rural and coastal communities access higher quality jobs, community facilities and services. In addition, with 23 of the most deprived areas across Wales situated within North Wales, and with high levels of deprivation concentrated in coastal urban areas such as Rhyl and Colwyn Bay, there is a need to improve access to services to reduce deprivation.
- **Improving the bus network, facilities and implementing bus priority infrastructure** which offers an opportunity to complement frequency enhancements proposed as part of the future bus transformation network, and ensure good access for all to bus stops and stations. This is crucial for achieving better journey times, reliability and ultimately modal shift with effective integration with rail services through enabling interchange. The proportion of residents aged over 65 in North Wales is significantly higher than the Wales average (particularly in Conwy and Anglesey) whilst the number of people defined as disabled under the Equalities Act varies but Denbighshire and Conwy have higher than average rates. These groups typically are more reliant on effective public transport than other demographics, highlighting the importance of an effective bus and rail network, and the need to improve accessibility for people with reduced mobility.
- **Strengthening North Wales's position as an international tourism destination** through enhancing transport connectivity and better joining up land use planning, transport and economic regeneration, such as at the Wrexham Gateway. Mountain and coastal holidays are a big draw for tourists to North Wales and helping improve more sustainable access to visitor destinations will also improve connectivity for all to areas for recreation, exercise and wellbeing. This needs to be carefully balanced with the need to protect and enhance our high-quality environment including the Eryri National Park, the Llŷn Peninsula, the Clwydian Range and Dee Valley Area of Outstanding Natural Beauty. Enhancing connectivity via sustainable transport modes could offer visitors a new way to explore the region, and appeal to those who are conscious of the impact of their holiday on the environment.

Engagement

Given the wide range of issues and interests related to transport, stakeholder engagement and public consultation will be critical to the success of this Regional Transport Plan and its implementation. A collaborative and involved approach has been taken considering the five ways of working set out in the Wellbeing of Future Generations (Wales) Act and engagement has helped us to understand the needs and aspirations of our stakeholders, building on the knowledge and experience of previous local and regional transport plans. We continue to work closely on our plans with our local authorities, neighbouring authorities, Transport for Wales, the Welsh Government, transport users and operators.

We have listened carefully to the feedback provided by stakeholders to the North Wales Transport Commission, which helped shaped their recommendations for improvements across our region. We have also considered the feedback from public transport operators and local authorities consulted by Transport for Wales extensively since 2021 about barriers to, and opportunities for, sustainable transport in North Wales. This has helped ensure we are building on the excellent work undertaken by others with a common purpose to benefit the people, businesses and visitors of North Wales.

This Regional Transport Plan is also informed by an Integrated Well-being Appraisal, informed by wide ranging impact assessments, which have benefited from consultation, with Natural Resources Wales and Cadw, amongst others.

We consulted on our plans for 12 weeks from 20th January 2025 to 14th April 2025. Our Consultation Report explains how feedback has shaped our final assessments and plans.



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A vision for our transport network in North Wales

Considering our Case for Change, our existing transport network and future needs and aspirations, we have developed a vision statement. This will help frame the success of this Regional Transport Plan.

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

Our vision is supported by four objectives, which will help us monitor and evaluate the success of our Plan:

Improve digital connectivity and local services

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

Improved accessibility and transport choice

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

Enable Sustainable Economic Growth

We will develop a resilient, safe, well-maintained, and efficient transport network that delivers sustainable economic growth by improving accessibility to existing and planned employment areas. At least 50% of households in North Wales will have an increased range of travel within 1 hour by public transport, supporting access to key employment sites and regional centres by 2030.

Enable decarbonisation through transition to a zero-emission fleet

We will develop supporting infrastructure and support incentives to enable at least 50% of motor vehicles and all public buses operating in North Wales to be zero emission by 2030.

These objectives are Specific, Measurable, Achievable, Relevant, and Time-bound (SMART), and have been developed further to 15 initial ambitions agreed with the North Wales local authorities, which are detailed in the Case for Change. They reflect the national targets for modal shift and decarbonisation of transport, which will help ensure our region's progress and successes contribute positively to national outcomes.

Cross-cutting themes

We have identified five cross-cutting themes that will help us follow through on our wider duties and commitments and contribute to the cross-cutting delivery pathways set out in Llwybr Newydd, The Wales Transport Strategy. These are going to be critical in helping us to achieve our vision and objectives in a socially and environmentally responsible way, and provide value for money:

Social value

Recognising that transport benefits extend beyond a narrow consideration of quantified journey time improvements. Recognising the social and well-being impacts and benefits that transport systems bring to communities is important, particularly for rural and socially isolated communities.

Equity

Equity or parity of transport options means ensuring that everyone in North Wales has fair access to transport options. It recognises that different people have different needs, particularly those belonging to disadvantaged groups, or those in rural communities.

Community led

Empowering local communities and advocacy groups to participate and take ownership of promotion and development of transport solutions, as well as operating community-based services.

Integration

Recognising that modal shift requires a holistic, integrated approach to journey planning, working across different modes and sectors to make it easier for people to travel door-to-door using sustainable transport modes.

Affordability

Acknowledging the challenges of delivery in the current financial and commercial context for the public sector and UK economy.

Policy themes

Our vision and objectives are closely aligned to key national and regional policies and strategies, as detailed in the Case for Change, including the priorities and well-being ambitions of Llwybr Newydd, The Wales Transport Strategy. This will help ensure we can show regional progress in achieving the national priorities and ambitions, whilst achieving our regional objectives. To help frame our policies and interventions as part of this Regional Transport Plan, we have considered a set of policy themes based on the Wales Transport Strategy's nine mini-plans for each mode of transport, adapted for North Wales.

These represent key areas of focus for our transport policies and interventions, which set the framework for schemes to be delivered by the North Wales local authorities in our Regional Transport Delivery Plan. This will help ensure that what we are delivering directly contributes to local, regional and national priorities. Our policy themes include:

- Rail ambitions
- Strategic road ambitions
- Enabling changes to travel behaviour
- Bus
- Coach, demand responsive and community transport
- Walking, wheeling and cycling
- Integration between modes
- Ports and freight
- Roads, streets and parking
- Surface access to aviation
- Digital connectivity
- Land use planning



© Denbighshire Tourism Team

Our transport policies and interventions

A comprehensive review of data, evidence and past and present national, regional and local plans has helped inform a long list of polices and interventions. A collaborative process including stakeholder workshops, impact assessments and focused discussions with local authorities, Transport for Wales and the Welsh Government has helped agree the policies and interventions set out in this Regional Transport Plan.

A network-based approach has been taken to our proposals, where the key focus is on providing all groups of people with more choice about when and how they travel. Considering the report for the North Wales Transport Commission: 'International best practice and innovation in transport of direct relevance to policy development in North Wales', interventions seek to respond to the varying geographies and populations of North Wales, considering both the more urban and rural parts of the region, seeking totally integrated transport. To help achieve this:

Appendix A

Appendix A shows how we will achieve our objectives, and how are policies are aligned to the outcomes we want.

Policies

Align to our regional policy themes and reflect the legislative and policy context for Wales at a national, regional and local level. They set the direction of travel, supported by:

- **Programmes** as high-level interventions that require the coordinated management of related projects.
- **Projects** as more clearly defined interventions that will likely require one or more schemes to be implemented, which may require one or more responsible authority or a partnership to progress and deliver. Projects are identified to have regional or sub-regional impact, at the following spatial scales:
  - All parts of North Wales
  - Large towns with a population of over 10,000
  - Small towns and fringes of large towns
  - Villages
  - Hamlets and isolated dwellings.

Schemes

Are then set out in the supporting Regional Transport Delivery Plan, which involves specific interventions to be delivered by local authorities only (and as such do not include schemes relating to the rail or trunk road network). They seek to implement the programmes and projects directed by our policies.

Policy

Work with partners including the commercial sector to introduce a public cycle and e-cycle hire scheme at large transport interchanges or other suitable locations, and at locations where such a scheme supports the visitor economy.

Programme

Cycle Hire and Parking Provision

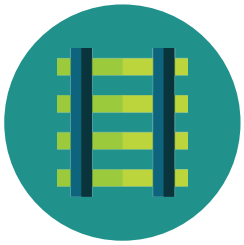
Project

Regional cycle parking strategy at key interchanges including urban centres, railway stations and bus stations

Scheme

Anglesey cycling strategy and implementation

Our Integrated Well-being Appraisal explains how our policies will impact people and communities, the environment, places and the economy, culture and Welsh language.



Rail ambitions

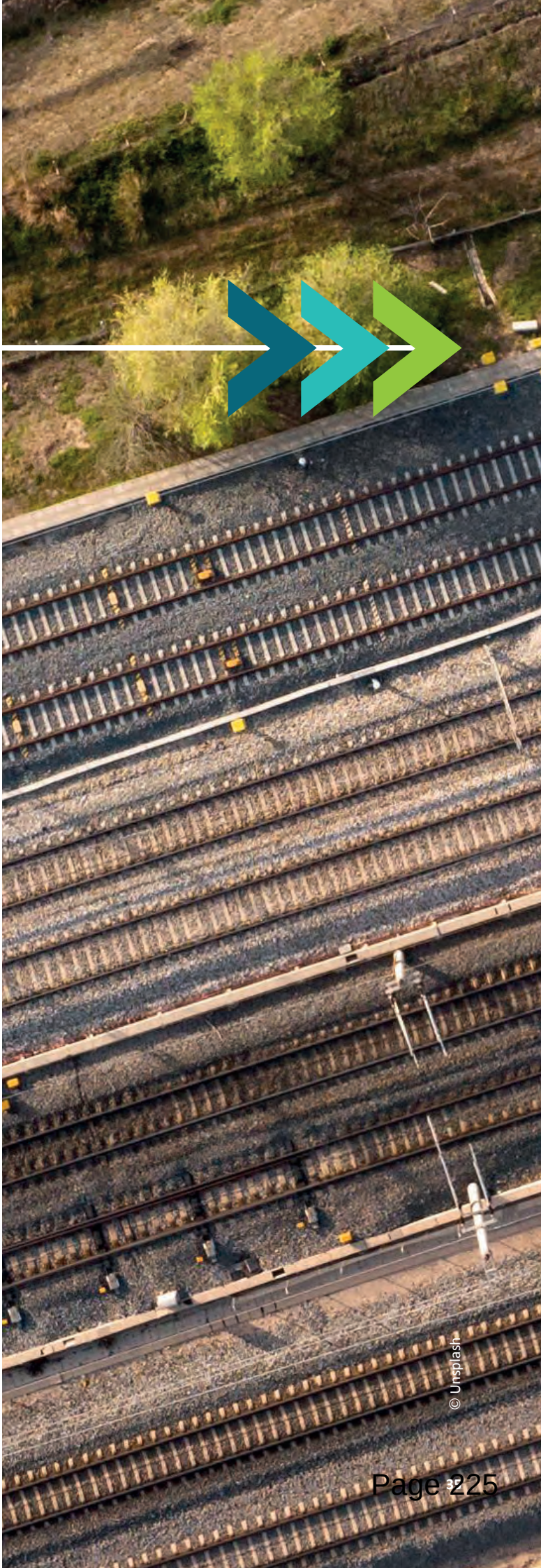
The rail network infrastructure in North Wales is non-devolved, meaning it is the responsibility of the UK government via Network Rail. Service levels are largely specified by the Welsh Government for Transport for Wales Rail, and the Department for Transport, working with the Train Operating Companies (currently Transport for Wales and Avanti West Coast). Freight Operating Companies serve customer needs, which means freight services are commercially led. Track for passenger and rail freight is provided by Network Rail, with regulations by the Office of Rail and Road. This means that the Corporate Joint Committee and local authorities in North Wales have no direct influence over rail services or infrastructure, so there are no explicit policies in this Plan, or schemes relating to rail in our Regional Transport Delivery Plan. However, it is crucial that this Regional Transport Plan sets out regional aspirations for rail as these are key to supporting our wider aspirations for improved connectivity across North Wales and beyond. Our policy ambition for rail is:

By collaborating with Transport for Wales and Network Rail, we will work towards a more efficient, integrated, and passenger-focused rail network. Efficient and effective rail services will allow people and goods to easily move from door to door by accessible, sustainable, and efficient transport services and infrastructure.

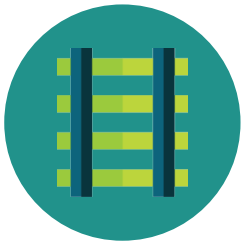
We recognise that North Wales is well connected for longer distance travel, benefiting from direct rail services to Liverpool, Manchester, Birmingham, London and Cardiff. We also recognise the ongoing improvements being made, such as committed plans for additional services per hour from stations such as Bangor and Llandudno Junction, and new modern fleets of trains which will result in more seats.

We will work with our partners to support the modernisation of trains, and see improvements to security, facilities and access for all at our stations. This includes working with Transport for Wales and utilising available Access for All funding to improve accessibility at rail stations across North Wales, as part of a broader initiative to create obstacle-free routes from station entrances to platforms, making travel easier for passengers with disabilities, mobility issues, or those carting heavy luggage or pushchairs. Transport for Wales are already getting underway with plans to implement step-free access at Shotton and Ruabon Stations.

Where there is a strong case for new stations or rail infrastructure that will improve access to the rail network without adversely impacting existing services and encourage sustainable travel, Transport for Wales will work with partners to progress these. This work will also consider wider options for better connecting communities to rail stations. Ambition North Wales will continue to engage with Transport for Wales, recognising locations where there is local support for a new station. At this time a new station at Greenfield, Holywell isn't identified as a priority for Transport for Wales, but we will continue to help identify where there is local support for a new station.



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Our policy ambition is complemented by more specific rail aspirations, which include rail service and station programmes and projects across and connecting North Wales, which are considered as follows:

North Wales Main Line and Chester Station

Rail Aspiration 1

Rail connections to key destinations including London Euston, Manchester (and its airport), Liverpool (and its airport), Cardiff, Birmingham (and its airport), Crewe (for further connections), and Warrington (for future connection to Northern Powerhouse Rail) will be maintained and enhanced.

The North Wales Main Line that connects Crewe in the east and Holyhead in the west, plays a vital role in connecting communities along the coast with each other, and provides key connections to areas of employment.

The Welsh Government has announced plans to bring forward the introduction of 50% more services across the North Wales Main Line from December 2026, including a new service from Llandudno to Liverpool and extending the Manchester Airport service to Holyhead in place of Llandudno.

We recognise the importance of the Manchester and North West Transformation Programme, which is a major initiative aimed at addressing long-standing rail congestion issues in and around Manchester.

We also support plans for the TriLink Programme as a forward-looking initiative focused on improvements to the West Coast Main Line (WCML) north of Crewe. Together, these plans can help deliver greater regional rail connectivity with North Wales.

Rail Aspiration 2

The preferred service level on the North Wales Main Line is five trains per hour including an express service.

The importance of the North Wales Main Line in facilitating sustainable travel for longer distance trips to and with our region means that there are aspirations for five trains per hour on the line, including an express service.

There are improvements to rail infrastructure that are required before this service level can be achieved. These are considered in turn below.



Rail Aspiration 3

Improvements at Chester Station that will allow the operation of preferred service levels on the North Wales Main Line should be progressed.

Whilst not in North Wales, Chester Station is hugely important to our rail users, both as a destination and interchange location, and all services using the North Wales Main Line are required to pass through. The layout of Chester station is a restriction for services along the North Wales Main Line as well as adjoining rail lines, including the Shrewsbury-Wrexham-Chester line. The layout constrains the movement of services through the station, particularly for North Wales to Crewe services along the North Wales Main Line. Although the preferred service levels could operate on the existing layout, this presents a significant challenge and would result in reduced service reliability. The improvements at Chester station required to support the desired service levels would involve:

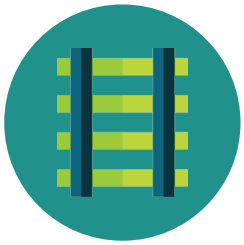
- Improved signalling between Crewe and Chester
- New platform at Chester
- Increased number of tracks on the approaches to the station
- New crossovers at the station approaches

Rail Aspiration 4

Delivery of the North Wales Main Line infrastructure improvements that will enable the operation of five trains per hour and reduce journey times should be progressed, prioritising the sections between Crewe and Llandudno Junction.

Studies undertaken by Transport for Wales have indicated that the largest benefits to users in the short term can be delivered by initially focusing on improvements required between Crewe and Llandudno Junction to achieve enhanced service levels. Necessary upgrades to allow these service levels include upgrades to level crossings, a new platform at Llandudno Junction, and improvements to track, switches and crossings, and signalling necessary for electric trains.

It is acknowledged that delivering infrastructure improvements west of Llandudno Junction is more challenging. In addition to further upgrades to level crossings and improvements to track, switches and crossings, and signalling necessary for electric trains. As part of longer-term aspirations, significant infrastructure improvements are also required, including re-signalling between Llandudno Junction and Bangor, providing an additional platform at Bangor, and addressing capacity constraints at the Britannia Bridge. An affordable programme of upgrades will be explored for these improvements to be effectively implemented.



Wrexham-Liverpool Line and Padeswood

Rail Aspiration 5

Priority should be given to infrastructure improvements on the Wrexham-Liverpool Line including removal of the rail capacity constraint at the Padeswood Cement Works, to allow service levels of four trains per hour, including two direct to Liverpool.

The Wrexham-Liverpool Line connects Wrexham to Bidston on the Wirral with the Merseyrail network. There is currently a 45 minute interval service and the route is designated as 'congested infrastructure' by the Office of Rail and Road because of constraints the infrastructure places on timetabling, which affects the ability to operate a 30 minute service in every hour due to conflicting freight paths. There is significant potential for patronage increase on the Wrexham-Liverpool Line if service levels are improved. Aspirations include direct services to Liverpool, aligning with Liverpool City Regions' (LCR) ambition for better cross border connectivity with North Wales, and a service level of up to four trains per hour, which with shorter journey times could:

- Provide a direct link from Wrexham and North East Wales to Liverpool
- Improve connections with the North Wales Main Line at Shotton
- Improve access to Deeside Industrial Park

The Welsh Government announced in May 2025 plans to, following the completion on the rail line works at Padeswood, achieve an increase of train services between Wrexham and Bidston of two trains per hour within the next three years, with four trains per hour running direct between Wrexham and Liverpool by 2035.

The infrastructure improvements required on the Wrexham-Liverpool Line to these service levels include work at Padeswood sidings and re-signalling, level crossing improvements, and line speed improvements.

The primary constraint to the delivery of increases in service frequency on Wrexham-Liverpool Line is freight traffic at the Padeswood Cement Works. Any increase in rail service frequency along the line cannot be implemented until this capacity constraint is addressed. The necessary improvements require providing direct access to the sidings from the main line for southbound services, eliminating shunt moves on the main line. The improvements would also support more efficient rail freight operations and use of rail freight for cement carriage from the site reducing HGV traffic on local roads.



Shotton Station Interchange

Rail Aspiration 6

Shotton Station should be improved to create a high quality and fully accessible interchange between Wrexham-Liverpool Line and North Wales Main Line with good active travel and public transport access.

Shotton Station is a strategically important facility in North Wales as it is served by both the North Wales Main Line and Wrexham-Liverpool Line. As such, it provides passengers the opportunity an interchange between the two lines. However, the current pedestrian provision between the platforms is sub-standard and does not provide step-free access. To maximise the benefits of Shotton and the interchange opportunities, it is vital that facilities at the station are improved, noting people want to cross over the railway line between Shotton High Street and Deeside Industrial Park.

New Station at Deeside Industrial Park

Rail Aspiration 7

New and improved access to rail services at Deeside Industrial Park on the Wrexham-Liverpool Line should be progressed with supporting active travel and public transport access to the station.

Deeside Industrial Park is one of the UK's largest employment areas with approximately 9,000 workers. It is a national hub for advanced manufacturing, and includes several power stations, the regional waste-to-energy plant and numerous large, medium, and small industrial and logistics enterprises. The Industrial Park provides high quality employment not just locally, but also for people from across North Wales and the north-west of England. Despite this significance, there is very poor connectivity by public transport to the site from the existing station at Hawarden Bridge, and a large proportion of workers travel by car. A new station at Deeside, located on the Wrexham-Liverpool Line to Deeside Industrial Park between Hawarden Bridge and Neston would:

- Provide employment opportunities at Deeside for people who do not travel by car
- Provide a choice of mode for commuting to Deeside
- Reduce traffic on the A494 corridor

Shrewsbury – Wrexham – Chester Line

Rail Aspiration 8

Capacity constraints on the Shrewsbury – Wrexham – Chester line should be addressed to enable a service frequency of two trains per hour to be achieved, alongside reduced journey times where possible.

The Shrewsbury–Wrexham–Chester Line connects North and South Wales as part of the longer Marches Line, so is crucial for connectivity within Wales. There is a case to increase the passenger service frequency along this line to two trains per hour, but first signalling capacity at Gobowen, and the capacity constraint between Wrexham and Chester (where the line is currently single-track) needs to be overcome.

Conwy Valley and Cambrian Coast Lines

Rail Aspiration 9

Line capacity enhancements, increased service frequencies and train capacity enhancements on the Conwy Valley and Cambrian Coast Lines should be considered, supported by complementary bus measures.

The Conwy Valley and Cambrian Coast Lines play an important role in enabling journeys by sustainable modes in rural areas, where they provide a connection to surrounding areas that is important to people living in rural communities. They are also significant in supporting the visitor economy in the areas that they serve, for example linking places in North Wales to large markets in England. For the Conwy Valley, this is the picturesque villages adjacent to Eryri such as Betws y Coed; for the Cambrian Coast, this includes resort towns such as Pwllheli. Capacity, reliability, resilience and journey times are therefore important on both of these lines, particularly in light of recent flooding events on the lines which has reduced dependability of services.

Strategic road ambitions

The Strategic Road Network (SRN) in North Wales includes motorways and major A roads, which are managed and maintained by the North and Mid Wales Trunk Road Agent and the Welsh Government. As with rail, this means that the Corporate Joint Committee and local authorities in North Wales have no direct influence over the strategic road network. However, it is important that this Regional Transport Plan sets out options to address transport related problems on the strategic road network and highlight regional aspirations for strategic roads as these are key to supporting our wider connectivity aspirations for North Wales. Our policy ambition for the strategic road network is:

By collaborating with the North and Mid Wales Trunk Road Agent and the Welsh Government, we will work towards a more efficient, integrated, and resilient strategic road network. Efficient and effective strategic roads will allow people and goods to easily move between major centres of employment, health, education and other community facilities and infrastructure. Our strategic roads will be resilient to extreme weather events and enhance biodiversity.

Our policy ambition is complemented by more specific strategic road network aspirations, including highway maintenance programmes, capacity and safety improvement projects across and connecting North Wales, which are considered as follows:

Major highways maintenance and improvement schemes

SRN Aspiration 1

The Strategic Road Network should be maintained to ensure that routes remain safe and reliable.

Keeping our major A roads maintained to a safe and reliable standard is crucial to support our health and economic well-being. We also need our strategic road network to be resilient to the effects of climate change and flood risk from extreme weather events, which requires ongoing drainage maintenance and improvements. We continue to support our Trunk Road Agent and emergency services dealing with incidents and delays as efficiently and effectively as possible to help keep our people and goods moving.



SRN Aspiration 2

The River Dee Bridge on the A494 should be replaced to ensure continued reliability of crucial cross-border movements.

Replacement of the bridge across the River Dee on the A494 has been identified as a priority in the Welsh Government's Major Asset Renewal Programme. This should include improved provision for walking, wheeling and cycling.

SRN Aspiration 3

The case for delivering strategic highway schemes should be reviewed, particularly where these can provide wider benefits and enhance facilities for sustainable travel. Priority routes are the A494/A55/ Flintshire Corridor and the A483 Wrexham.

The Welsh Government has confirmed that the previous plans for A55/A494/A548 Flintshire Corridor Improvements are not being progressed following the recommendations of the Roads Review and it is currently in the process of commissioning new work to develop a Route Strategy for the A55/A494 which will identify the challenges and issues along the corridor along with potential interventions to address them. This includes confirmation from the Welsh Government that it has commissioned a study (WelTAG Stages 1 and 2) to consider network operational challenges, resilience and road safety between Junction 14 and 18 on the A55.

On the A483 at Wrexham, previously proposed improvements sought to address a lack of capacity at Junctions 4 and 5 and operational safety issues whilst supporting the delivery of the Western Gateway and Lower Berse Farm development sites. Development work is exploring wider integration opportunities, for example as part of the Western Gateway which is considering all modes of travel.

There have long been aspirations for selected strategic highway improvements in North Wales, which have been progressed through appraisal and business case work. One of thses is Llanbedr bypass. Cyngor Gwynedd is collaborating with partners to identify a package of sustainable transport solutions to improve access and alleviate transport problems in Llanbedr. This is being processed through the WelTAG process in line with the Welsh Government's Roads Review.

Menai Crossing resilience

SRN Aspiration 4

The case for a third Menai Crossing should be progressed. This could improve journey time reliability, enhance capacity, provide improved facilities for users of sustainable modes.

The Menai Crossings that connect Anglesey to mainland North Wales are hugely important for people and businesses on both sides of the Menai. Incidents that lead to closure and severe congestion on the crossings can have a significant detrimental impact on communities and businesses. Important factors to consider are:

- People travel to work in both directions and need to be able to rely on their journey
- Key services for Anglesey residents, notably Ysbyty Gwynedd, are located across the Menai
- Businesses require reliability to plan movement of goods and people
- There can be unreliable access to the port, Freeport, and development site at Wylfa

For those reasons, our communities in North Wales have an aspiration for a third Menai crossing that would both further improve resilience and increase capacity, whilst also providing high quality facilities for active travel and public transport. There is an opportunity to work with potential developers at Wylfa to collaborate on transport improvements and power connection developments.

SRN Aspiration 5

Measures that will improve resilience of the Menai Crossings should be progressed.

In the shorter term, it is vital that North Wales Transport Commission recommendations to improve resilience of the Menai crossings should be progressed. The recommended package of interventions includes public transport and active travel infrastructure enhancements, wind deflectors, junction improvements, and traffic management measures.



Enabling changes to travel behaviour

Considering our unique geography, population and destinations across North Wales, we want to ensure our residents and visitors have a choice about how they travel. This will involve creating favourable conditions that will give people and businesses the freedom to make choices, and at the same time we need to consider the impacts of travel on our economy, environment, society and culture. Behaviour change and travel choices are closely related to wider policies, programmes and projects for land use, digital connectivity, freight and logistics, integration and mode-specific interventions, which are all considered in this Regional Transport Plan. Our policies and interventions for helping people make more sustainable travel choices include:



Providing people with choices about how they travel to work

Policy CB 1

Further enhancements to public transport services and active travel routes that provide access to large employment sites will be identified and progressed where funding is available. Enhancements should consider shift work patterns, seasonal working patterns, and where the biggest impact can be delivered.

The economic well-being of North Wales requires a transport system that provides reliable and convenient access to employment and training opportunities. Many of us commute by car, either by choice, or due to lack of an attractive alternative. This contributes to traffic congestion, carbon emissions and air quality problems along key corridors such as the A55. It also creates social and business challenges by restricting access to opportunities for those residents who do not drive, or do not have a car, and a lack of transport options influences employment and recruitment. An attractive, efficient public transport and active travel network can play a vital role in reducing deprivation by providing access to jobs, training, health and wellbeing opportunities and education.

One way that businesses and organisations can support and feed in would be through Workplace Travel Plans, which links to some of our other policies including providing people with information to make more sustainable travel choices, car clubs and car sharing.

Policy CB 2

A partnership approach will be taken to identify and progress schemes and initiatives that encourage sustainable travel to work at employment sites close to the border such as Deeside Industrial Park, Wrexham Industrial Estate, Airbus Broughton, Chester Business Park, and Wrexham and Chester city centres.

There are strong links between the communities and economies of and Northeast Wales and Northwest England. This is reflected in a large number of trips across the border each day, particularly at peak times when a large number of people travel for work. This can result in peak hour congestion on key routes such as the A55, A494, and A483.

There are a number of significant employment sites on both sides of the border, including Deeside Industrial Park, Wrexham and Chester city centres, Airbus Broughton, Chester Business Park, and Wrexham Industrial Estate. Reducing the number of people that commute to these locations by car will have positive environmental impacts, but also reduce the impact of congestion and delays on longer distance trips on the highway network. Enhancing sustainable travel links to these sites for North Wales residents, and residents of England who work in North Wales, will require partnership working between local authorities on both sides of the border, Transport for Wales, and transport operators.



Policy CB3

Work with neighbouring Local and Combined Authorities including Cheshire West and Chester and the Liverpool City Region to ensure a complementary approach to Transport Planning, particularly in the Mersey-Dee Sub-Region. This should consider both commuting trips and freight movement.

Beyond those employment sites referenced in Policy CB2 and close to the border, there are other large trip attractors in England that are attractive places for work for North Wales residents, and large population bases from where North Wales employers will recruit employees. Commuters making these journeys should be provided with a choice about how they travel to work, both to reduce car use, and to ensure that more employment opportunities are accessible for communities.

Policy CB4

Commuters to the Flintshire and Wrexham Investment Zone should be able to access jobs using high quality walking and cycling infrastructure, enhanced nearby rail stations, or bus services that are attractive and reflect the working patterns of employers in the Investment Zone.

Both the UK and Welsh Governments have indicated support for an Investment Zone supporting advanced manufacturing in Flintshire and Wrexham. This is an opportunity that could involve £160m of funding for the region over the next 10 years. This provides a huge opportunity for our people and businesses, particularly our communities in the Flintshire and Wrexham areas. The Investment Zone will support the creation of jobs and help with retention in the region. This provides both a challenge for our transport network and an opportunity to enhance it. Transport will play an instrumental role in supporting the success of the Investment Zone by ensuring that people living in North Wales are able to access the existing and new employment opportunities. Helping people without access to a private car to get to our large employment sites for work or training is a priority issue for the Wrexham Leadership Alliance.



Policy CB5

Where possible, opportunities will be sought to use Investment Zone funding for sustainable transport schemes that improve access to employment and support the delivery and success of the Investment Zone.

The funding from the Investment Zone potentially provides an opportunity to enhance projects, seeking to unlock capital and revenue funding that would support the delivery of improved sustainable access to employment.

Policy CB6

A partnership approach will be taken to identify and progress schemes and smarter choices initiatives that facilitate a more sustainable commute to employment sites in Gwynedd and Ynys Mon.

Public sector-led employment in the Bangor, Caernarfon, and Ynys Mon area, along with the Anglesey Freeport and any emerging Wylfa proposals provide a real opportunity to facilitate a shift to sustainable commuting. The challenges are different here than in the east due to the more rural nature of the surrounding area. This can best be addressed through joint working between local authorities on both sides of the Menai, Transport for Wales, private operators, and large employers.

Policy CB7

The creation of Strategic Transport Partnerships will be investigated at large employment localities.

A Strategic Transport Partnership, as recommended by the North Wales Transport Commission, is a partnership that would bring together the large employers in sub-regions, along with local authorities and Transport for Wales to identify the measures that can be put in place to reduce car use for commuting at key employment areas and clusters. The Commission recommended that these should initially be focused on Deeside and Wrexham (where there is a cluster of private sector employers), and in the Menai area where this a public-sector dominance in employment opportunities. A trial for an initial period to be agreed could help identify the most appropriate strategic approach and resourcing coordination needed.



Providing people with choices about how they access services

Policy CB8

Priority will be given to funding schemes and services that improve sustainable access to crucial and life-enhancing services such as education, health care, town centres, and community facilities. Once in place, any infrastructure that supports access to these services should be prioritised for maintenance when necessary.

Having a fair and equitable travel network in North Wales will mean that residents and visitors should have a choice about how they travel for each journey. It is particularly important that all residents can access essential services and community facilities such as GP surgeries, dentists, hospitals, schools, colleges, universities, museums, libraries, shops, and places of worship. Easy and reliable access to such destinations will contribute positively to our well-being.

Where possible and appropriate, enhancing access to existing services and assets should be prioritised.

Policy CB9

The introduction of a Total Services Contract in one local authority area in North Wales will be investigated, with a view to wider roll-out across the region should it be successful.

Transport to many essential services is provided by local authorities through contracts for school travel, social services, and non-emergency patient transport. The North Wales Transport Commission recommended that a 'total transport services contract' could be investigated. A new concept for North Wales, this would be a contract that combines all of these services to provide a better service to the public and to reduce duplication of resources.



Providing people with choices about how they access education

Policy CB 10

Further enhancements to public transport services and active travel routes that provide access to education establishments will be identified and progressed where funding is available. This includes: Higher Education sites (universities in Bangor and Wrexham, but also those in Northwest England); Further Education sites (including Grwp Llandrillo Menai and Coleg Cambria); Secondary Schools; and Primary Schools.

An attractive, efficient transport network plays a vital role in reducing deprivation by providing access to training and education. To encourage a long-term mindset of choosing active travel for suitable journeys it is important that young people get into this habit early. Choosing to walk or cycle to school will help with this, and support wider benefits such as:

- A healthier lifestyle
- Less congestion and parking issues at school time
- Improved air quality near schools
- Reduced vehicle emissions

An active travel school plan should be put in place for each school, to help provide a list of actions that each school commits to. It should aim to inspire students, parents, guardians and staff to walk, wheel, or cycle to school.

Policy CB 11

Local authorities should expand their work with schools and parents to encourage and support sustainable travel for children, parents and staff.

It is essential that we encourage young people to choose active modes for travel to school where possible, and home-to-school transport is a particularly important issue for many parents and children, helping ensure safe and convenient access to learning. Existing national campaigns such as Kerbcraft, which is a national strategy for child pedestrian safety funded by the Welsh Government, offer examples of best practice, especially within and around schools, to promote active travel.

Policy CB 12

Local authorities will continue to use local datasets and policies such as Learner Travel Measure to prioritise routes to school for safety enhancements.

If we are to encourage young people and their parents to choose active travel for their journey to school, it is important that suitable information and infrastructure is in place to allow them to travel sustainably and safely.



Providing people with choices in rural and semi-urban areas

Policy C B 13

Opportunities will be sought to deliver the socially necessary transport improvements that prevent rural isolation. This should prioritise better connecting rural communities to neighbouring communities, nearby towns, nearby community facilities and key services such as health, shops, education, and transport interchanges for further travel.

This Regional Transport Plan recognises that there is a need to facilitate some modal shift away from private car use and sets out how this can be achieved in North Wales through enhanced public transport and active travel in and between our towns and cities. Whilst acknowledging that reducing car use in rural communities is more challenging, in rural areas we recognise:

- Services and jobs are often further away from where people live
- Walking and cycling on rural routes can feel less safe
- Frequent bus services are less common and often do not operate commercially

This provides us with an opportunity to provide enhanced sustainable transport options for residents of rural communities and provide the connections that can prevent feelings of isolation, and in turn allow residents to safely access the services they need. This means that more innovative means of serving rural communities can be investigated to provide socially necessary services and infrastructure. Some examples, which are considered as part of the community transport and active travel policies and interventions in this Regional Transport Plan, include:

- Demand Responsive Transport serving areas not served by fixed route bus services, such as Fflecsi services
- Community transport initiatives, such as ring and ride services
- Car clubs schemes, which provide an easy and affordable way for people to share the benefits of using a car without the cost of owning one
- Delivery of pedestrian facilities as informal routes that link communities, where paths can be built by local volunteers with local landowner agreements

Fflecsi is a demand-responsive transport service in Wales, operated by Transport for Wales in collaboration with local authorities and bus operators. Unlike traditional bus services, Fflecsi doesn't follow fixed routes or schedules. Instead, it picks up and drops off passengers at requested locations within a designated zone. The service adjusts its routes in real-time based on passenger bookings, making it more adaptable to individual travel needs. Passengers can book rides via an app or by phone.

The lack of options for travel that residents of rural communities have means that private motor car will often be the necessary mode of choice for many journeys made within rural areas. The environmental impact of these journeys could be minimised by encouraging and facilitating a shift to electric vehicles or other Ultra Low Emission Vehicles for rural residents, or with car sharing clubs to reduce private car usage. This is considered further as part of roads, streets and parking in this Regional Transport Plan.



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Providing people with information to make more sustainable travel choices

Policy C B 14

Marketing and Communications campaigns will be developed that are meaningful and focus on raising awareness of the benefits of sustainable travel. Campaigns will use innovative techniques to target the right audience, particularly those groups that can be harder to reach. A regional approach should be taken to this where appropriate.

Providing the infrastructure and services that allow people to make sustainable travel choices is important but can only be effective if people are aware of them and the benefits of using them. Marketing and communications campaigns are essential and can be tailored to focus on specific target user groups, such as tourists and leisure users, commuters, young people, or older people. North Wales wide projects in support of promotional campaign and travel planning programmes include:

- Supporting the annual World Car Free Day event in some of our large towns
- Public health and air quality awareness materials
- Online resources about sustainable transport and travel planning guidance
- Promoting applications that offer money-saving vouchers for using public transport, walking or cycling
- Advocating the North Wales Healthy Travel Charter and encouraging public, private, and third sector organisations signing up to commit to work towards actions that contribute to promoting healthy travel for their staff and service users
- Collaborate with education service providers to facilitate sustainable home -to-school transport choices and independent travel training

These interventions will help us to experience streets free of traffic as well as making travel easier for those who rely on private vehicles for health and mobility reasons. As well as offering an opportunity to re-imagine our roads and streets around people, we will empower people to make more sustainable travel choices by improving access to information. This links well to our policies and interventions for access to education, and digital connectivity, as part of this Regional Transport Plan.



Helping people enjoy our visitor attractions and supporting the tourism industry

Policy CB 15

Work with partners and stakeholders in the tourist sector to investigate methods for encouraging visitors to North Wales to travel sustainably whilst also enhancing the visitor experience and boosting the visitor economy.

The visitor economy is hugely important in North Wales. Our region benefits from a high quality environment and is home to some of the UK's best visitor attractions that appeal to those undertaking short or longer stays. The offer to visitors includes hiking or enjoying the world's fastest zip line in Eryri National Park, seeing the Pontcysyllte Aqueduct, visiting our National Slate Museum, exploring our castles of Beaumaris, Conwy, Caernarfon, and Harlech, an Italian adventure in Portmeirion, a trip on Porthmadog's Heritage Railway, and climbing the Great Orme to name but a few. Whilst we need to protect and enhance our natural beauty spots such as the Llŷn Peninsula, and the Clwydian Range & Dee Valley (which is being considered as a new National Park) it is vital that our transport network supports the continued success and growth of our tourism industry. Whilst ensuring our transport services and infrastructure helps people get to the places they want to go, there is an opportunity to incentivise the use of sustainable modes to access attractions and make our visitor destinations accessible for all groups of people.

One such way that was recommended by the North Wales Transport Commission is a guest card or reward system that offers visitors and local people who travel sustainably to attractions, a package of offers, including reducing attraction entrance costs and reduced travel costs.

Policy CB 16

Opportunities will be sought to support the visitor economy through management of coach and motorhome parking close to attractors in North Wales. This should consider charging opportunities for zero emission vehicles.

Whilst we will encourage visitors to enjoy our places on foot, wheels and by public transport, we recognise that visitors to North Wales will continue to use a range of transport modes to access and explore our region. We will continue to need dedicated areas for the safe and convenient parking of coaches and motorhomes. It is agreed that management of coach and motorhome parking is needed, but the choice of new sites will need to consider locations that avoid harmful impacts, such as upon the special qualities of the Eryri National Park and be in accordance with Local Development Plan policies.



Policy CB 17

Opportunities will be sought to make Sherpa'r Wyddfa bus services permanent, with long term funding; and investigating how services can be integrated further with the wider bus and railway networks.

Policy CB 18

Through partnership working, further improvements will be introduced to encourage visitors to Eryri to travel by means other than the car. These will include enhancement of alternatives, management of facilities, and improved information and education. These could be funded by innovative sources of funding.

Policy CB 19

The Strategic Development Plan will consider land requirements for interchange facilities at gateway sites to Eryri National Park.

Over recent years, car use and parking has been identified as concern in Eryri. The key issues are:

- Demand for car-based access to Yr Wyddfa and Ogwen Valley at peak times massively outstrips the amount of available parking
- Access to information about alternatives to the private car
- Blight, danger and poor visitor experience
- Embedded car dependency and expectation of parking
- Congestion and inappropriate parking make the roads less attractive for other road users, including cyclists
- Risk that the National Park will become increasingly inaccessible to a growing proportion of the UK population who do not drive or have access to a car



The Eryri Transport, Parking and Active Travel Delivery Group is made up of the Eryri National Park Authority, Cyngor Gwynedd, Conwy Council, and Transport for Wales. The group works to identify and progress actions that support a shift to sustainable transport in Eryri. We will continue to support the group's work, which includes:

- Pilot funding for enhancement of the Sherpa'r Wyddfa bus services, that provide a way of travelling sustainably once visitors have arrived in the National Park, supported by promotional leaflets, bus stop flags and social media. So far, passenger numbers on the Sherpa'r network have increase by 79% compared with pre-covid levels, with over 72,000 people using the service in August 2024, effectively helping to meet the aims of this policy.
- Parking management at Pen-y-pass
- Enforcement of parking restrictions on roads
- Expansion in park and ride capacity at 'gateway' locations serving Yr Wyddfa and Dyffryn Ogwen, coupled with a gradual reduction in existing parking provision along roads through the highly sensitive mountain environment.

Policy C B 20

Innovative solutions to providing access to attractions in rural areas will be identified. This should consider, but not be limited to, seasonal bus services, e-bike and other micro-mobility hire, alongside information campaigns.

The beauty and rural nature of much of North Wales means that there are a large number of attractions that are located in places that can be difficult to access without the use of the private car. If we are to encourage visitors to travel sustainably and make these sites accessible for more people, it is vital that alternatives to the private car are provided.



Policy CB 21

Investigation will be undertaken into the benefits of seasonal and tourist bus services in North Wales to support the visitor economy and promote integration with wider rail and bus networks. This should consider not just the journey to the resort, but onward travel to attractions.

Traditional and emerging seaside attractions are at the heart of the visitor economy for much of North Wales. This is evident in all coastal areas, notably in popular resorts such as Prestatyn, Rhyl, Towyn and Llandudno on the north coast but also in places such as Pwllheli and Newborough in more rural locations. Many of the larger resorts have nearby rail stations and some bus service provision, but huge numbers of people visit these resorts by private car.

Policy CB 22

Work with partners and stakeholders in the tourist industry on the coast to identify measures that will support a shift to sustainable modes to access popular attractions whilst continuing to ensure that North Wales remains a destination of choice for holidays and daytrips.

A large and successful market for the tourist attractions in North Wales is Northwest England and the North Midlands. This generates a large movement of people between these English regions and North Wales, particularly in the summer months. The evidence of this movement can be seen on the strategic road network and our rail network at key holiday change over times. This often causes congestion on routes such as the A494 at Deeside, which causes frustration to those travelling.

The Welsh Government is planning to give local authorities the ability to charge a visitor levy on overnight stays in their communities. This contribution will be paid by visitors and invested in sustainable tourism, helping to grow our economy, support our communities and preserve the beauty of North Wales for future generations. One option to help encourage sustainable travel by tourists could be to introduce a 'KONUS card' or similar, providing an unlimited travel ticket for those staying in the area and paid for by the visitor levy.

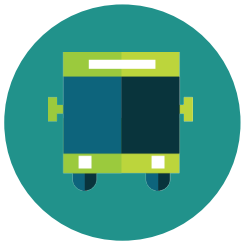
This option should be explored by local authorities where managing high volumes of visitors and the way they get around is important, such as at Eryri.

The Black Forest in Germany is a popular tourist destination known for its high-quality landscapes. Much like our natural attractions in North Wales, getting around to explore everything the region offers by public transport can seem daunting. Designed to make transport accessible and sustainable, the KONUS Card is a unique travel pass offered to visitors staying in the Black Forest as a benefit to guests staying at participating accommodation within the area. It serves as a ticket for unlimited travel on regional trains, buses, and trams across the region, allowing guests to explore the area's scenic beauty without worrying about transportation costs.

Policy CB 23

A partnership approach will be taken to develop a plan for further improvement to rail services in North Wales that better supports the visitor economy.

Our rail service could also better serve the visitor economy. Rail services can be unattractive to visitors due to timetabling, or overcapacity and lack of luggage storage at peak season and change-over times. Reduced services at weekends plays a detrimental role in supporting the visitor economy. There is opportunity to introduce seasonal service changes to increase capacity and/or frequency on the North Wales Main Line, Cambrian Coast Line, and Conwy Valley Line. Helping people choose rail for their trips will in turn help reduce congestion on our roads. Ambition North Wales will work with stakeholders to help roll out luggage storage, bike storage, and information systems to make it easier for people to access and use rail services when visiting.



Bus

Our plans for bus travel are considered within the context of the proposed future bus network across Wales, which Transport for Wales are currently developing as part of the Welsh Government's proposals to introduce bus franchising. Those plans are outlined in the One Network, One Timetable, One Ticket white paper and Roadmap to Bus Reform document.

Bus travel choices are closely related to wider policies, programmes and projects for coach, demand responsive and community transport, integration and digital information interventions, which are all considered in this Regional Transport Plan. We want to see a connected network of bus route with a regional bus interchange in all towns, with at least hourly zero-emission bus services between all main towns between 07:00 and 22:00. We want to see at least one designated bus interchange stop in all villages, at least one designated bus stop in all hamlets, and provide local bus services to villages to connect the nearest regional bus or rail interchange at least 3 times a day. Our policies and interventions for helping achieve this include:

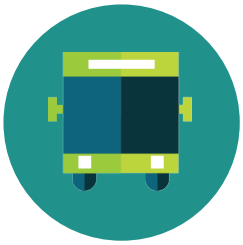
Bus franchising

Policy PT1

Work with Transport for Wales and the Welsh Government to support the roll-out of bus franchising in North Wales, which should include multi-year funding that would provide certainty for the travelling public, authorities, and operators.

The Welsh Government is working to introduce legislation for franchising bus service provision. The latest plans for bus franchising were published in the Bus Services (Wales) Bill on 31st March 2025. This will enable bus networks to be designed and operated to target local needs, for example areas of deprivation, and meet the needs of customers rather than be based primarily on profitability. The change will also enable integration of timetabling and ticketing, making integration easier.

Bus services will be planned and specified within available funding limits by local authorities, working with Ambition North Wales as the North Wales Corporate Joint Committee, Transport for Wales and the Welsh Government to help achieve the best possible network for residents of North Wales. An improved bus network requires significant additional funding compared to current service provision, and a franchise model would require multi-year funding agreements, which has not been offered for bus subsidy to date. Such multi-year funding would provide certainty for the travelling public, authorities and operators.



It is recognised that Small and Medium-sized Enterprises (SMEs) and smaller operators will need to be part of the solution and should not be overlooked with the new franchising model.

Franchising means that the decisions about bus services in Wales (including routes, timetables, fares, hours of operation and service quality standards) will be made by Welsh Government and Transport for Wales instead of commercial bus operators, in partnership with Corporate Joint Committees. Bus operators can bid for contracts to run services to these specifications. This will be a major change to the Welsh bus system, which has been deregulated since the 1980s.

Decarbonising the bus fleet

Policy PT2

All new buses introduced in North Wales should be Zero Emission. Where new buses are a long-term improvement, opportunity should be sought to re-power the existing fleet.

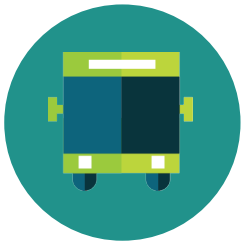
It is crucial that all parties work to reduce carbon emissions from our entire transport network, including the bus fleet. Alternative fuels for buses that are becoming increasingly common worldwide include battery electric, and hydrogen.

Policy PT3

Work with partners to seek opportunities to complement the development of hydrogen hubs in North Wales by exploring the introduction of a hydrogen bus fleet.

In North Wales, work is ongoing on two projects to introduce hydrogen as a more readily available fuel source. These are the future Hydrogen Hubs at Deeside and Holyhead.

Supporting bus franchising, we will work with operators to ensure depots and charging facilities are fit for the future, supporting the roll-out of modern and zero emission vehicles. We will work to identify synergies with our Regional Energy Strategy, which aims to encourage clean energy production and reduce energy use across North Wales.



Bus transformation network

Policy PT4

The Bus Service Transformation Network will be rolled out in North Wales. This will include a core network of services between and within major settlements and employment sites with a frequency of two to four buses an hour extending into the evenings.

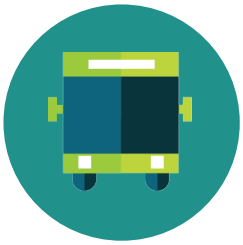
Policy PT5

Future bus services in North Wales will:

- Have a high frequency and long operating hours
- Have consistent/regular departure times
- Have Sunday timetables as close as possible to weekday frequency to support commuting, leisure and visitor economy demand
- Be coordinated to provide a well-spaced timetable
- Minimise journey times between the origins and destinations with the most demand
- Take direct routes that remain the same throughout the day
- Be routed via transport interchanges and railway stations
- Be integrated with local bus services and dynamic demand responsive transport
- Be comfortable for long journeys

Transport for Wales has been working with the local authorities in North Wales to develop a bus transformation network that considers the existing network and patronage, in seeking the creation of a single unified network of services which is intuitive, easy to understand, and coordinated. Optimisation of routes and rationalisation of services will help to achieve higher frequencies and more consistent timings.

Our plans support the provision and ongoing development of services including the TrawsCymru strategic bus network. As part of this, the Welsh Government has announced the new T13 service connecting Rhyl, Ruthin, Denbigh and Wrexham. This will further help people across North Wales get to the places they want to by public transport. The development of core services across North Wales with higher frequencies, longer operating hours, and with better connections to other buses and to rail will help attract people to travel by bus where they may current choose to take their car. The development of secondary and feeder services with regular, consistent ‘clockface’ departure times where possible will further help give certainty to people wanting to travel by bus.



Improving bus infrastructure

Policy PT6

A partnership approach involving local highway authorities, the North and Mid Wales Trunk Road Agent and Transport for Wales will be taken to identifying and implementing bus priority measures that support the roll out of the bus transformation network in North Wales. This may include the re-allocation of road space.

Priority infrastructure for buses is an important element in helping bus journey times be as short as possible and as reliable as possible to help make travel by bus competitive with the private car. There are locations where traffic congestion has an impact on bus services, causing delays which leads to longer journey times and unreliability. Providing bus priority in these locations would improve the attractiveness of travelling by bus. A joined-up partnership approach will help identify where targeting bus priority measures across the network and across local authority boundaries in North Wales will have the most impact. The creation of bus priority measures may require the reallocation of road space away from private vehicles, particularly in more urban areas, and this should be carefully managed as part of a step change in modal shift.

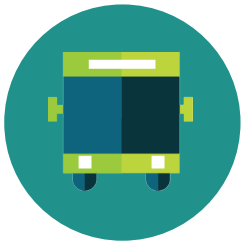
Policy PT7

All bus stop waiting facilities will be well maintained as far as this can be achieved through local authority revenue budgets.

Policy PT8

Key bus stops, such as those in village centres, those with high usage, and those where interchange between modes or services is common, will be prioritised for enhancement to include dropped kerbs to access the stop, raised kerbs to aid boarding, lighting (environmentally sensitive), shelters, seating, real time information and onward connection information, and cycle storage.

The other element of bus infrastructure that is important for passengers are the facilities that are provided at bus stations, stops and interchanges. These facilities vary across North Wales and a coordinated approach across the region can make bus travel more attractive for all passengers, by working with Transport for Wales to bring standards into line across local authority areas. Crucially, good quality facilities can also make passengers feel safer whilst waiting, which can help attract more people to travel by bus.



Making bus travel easier

Policy PT9

Support the Welsh Government's Vision of 'One Network, One Timetable, One Ticket' for a bus system which is governed and designed to serve the public interest, with the widest possible geographic coverage, fully integrated connections between different services, the highest possible service frequencies, and simple unified easy-to-use ticketing and information.

Things that can help attract people to travel by bus include clear and up-to-date timetable and route information, clear fare structures (especially when interchanging between services and operators), and short waiting times when wanting to change bus services or modes (for example when connecting to another bus route, or rail service).

Policy PT10

Work with partners including local authorities and operators to make bus travel more accessible for people with restricted mobility or disabilities. Improvements should draw from best practice across the world but should include:

- Dropped kerbs to access the stop
- Raised kerbs to aid boarding
- Shelters and Seating at stops
- On-board Audio-Visual announcements
- Information in accessible formats
- Flexible space on buses to carry mobility scooters, cycles and adapted cycles

Accessibility of bus stops and vehicles for those with restricted mobility or disabilities is important to helping ensure all groups of people can choose to travel by bus. We must consider the needs of disabled persons (within the meaning of the Equality Act 2010), of persons who are elderly or have mobility problems, those with pushchairs, and more widely consider overcoming barriers to access. This will not only make it easier for everyone to use the bus for part of their journey when they are also wheeling or cycling, but also make bus travel a fairer and more attractive option for all. We will work with public transport infrastructure and service providers to integrate assistive technologies and physical accessibility features. This will enable and aid all people to get around an improved and integrated transport network in North Wales.



Coach, demand responsive and community transport

Coach travel can rival rail services for longer distance trips as well as join up routes along the strategic road network, which sometimes bus services don't cover. Demand responsive and community transport offer more flexible services that complement or provide alternatives to bus services where there may be commercial viability challenges, for example in very rural areas. Our plans for coach, demand responsive and community transport are therefore closely related to wider policies, programmes and projects for bus travel, surface access to aviation, behaviour change, integration and digital information interventions, which are all considered in this Regional Transport Plan.

For example, we continue to support the opportunity to make Sherpa'r Wyddfa bus services permanent, with long term funding, and are committed to investigating how services can be integrated further with the wider bus and railway networks. We also want to establish long distance coach services between key towns and cities that are not served by the rail network between North Wales and the rest of Wales and across to England. We need to make it easier for all groups of people to get around without the need to own a car, including for those with mobility problems, and those who choose to live in rural and sometimes isolated communities. Our policies and interventions include:

Fflecsi and Ring and Ride services

Policy PT11

Successful pilot Fflecsi services should be made permanent, and additional Fflecsi services should be designed with local community involvement and rolled out in other areas in line with bus transformation network proposals.

The rural nature of much of North Wales means that fixed route bus services are not always commercially viable. Where this is the case, more flexible alternatives should be provided so that residents and visitors can travel more sustainably. Transport for Wales and local authorities across North Wales have been running a series of 'Fflecsi' pilot services, including in Buckley, Conwy Valley, Denbigh, Holywell, Llyn Peninsula, Prestatyn, and Ruthin. These are flexible services that provide shared transport to people who specify their journey and required time of pick-up and drop-off. Such services can be effective in providing access to key destinations and the rest of the public transport network for people living in more isolated communities.



Unlike a conventional bus service, Fflecsi doesn't call at the same stops every time, but instead stops where people request to be picked up and dropped off within a set zone. It uses innovative technologies to plan routes based on the journeys that people want to do. Routes are planned both in advance and are adjusted in real time, to deliver people to and from places specified in their booking.

Policy P T 12

Work with local authorities and Transport for Wales to collaborate with communities, particularly in rural areas, to help fund and deliver community transport services that meet otherwise unmet needs.

Ambition North Wales will work with Transport for Wales to review and further enhance the Fflecsi offer in North Wales to help ensure that demand responsive transport best meets the needs of communities not served by other public transport.

Community transport services are locally run and managed transport services for specific groups or communities. The services are flexible and accessible and often are community-led initiatives that are satisfying a need that is unmet by conventional transport provision. Community transport operators rely heavily on volunteers and coverage varies across the region. Some funding is provided by local authorities using a proportion of their bus grant funding allocated by the Welsh Government to the region. In some cases, this provision is the only means of transport available for vulnerable and isolated people. Examples include Ring and Ride Services, coordinated by local authorities as door-to-door services for people who are unable to use public transport.

Ambition North Wales supports and will work with the Welsh Government and local authorities to help contribute to the Llwybr Newydd third sector mini plan, which seeks to meet the needs of local communities and deliver wider social, economic, environmental and cultural benefits, at a regional and local level.



Taxis

Policy PT13

Work with taxi and private hire vehicle providers to promote safety for passengers and drivers and help increase the availability of low emissions or non-motorised vehicles.

Taxis play a crucial role in providing access to services, opportunities and leisure for people in North Wales, particularly for those with no or limited access to a private car, or for those journeys that are currently difficult using public transport. We'd like to see taxi and private hire vehicles reduce their emissions and impact on the environment.

Longer distance coach services

Policy PT14

Opportunities will be taken to progress longer distance coach travel, both to connect North Wales and South Wales, and also east-west to connect with economic centres in England.

A need has been identified to improve connectivity between North and South Wales, particularly from areas in the west of our region. To address this need, Transport for Wales is considering plans for scheduled coach services between Bangor and Carmarthen.

A 'Traws Cymru Express' coach service on this route could deliver a one-and-a-half-hour journey time saving compared to the current five hours and fifty minutes that the Traws Cymru T1 and T2 bus services take. East-west cross-border coach services will also help to complement the rail offer by serving different communities and better connecting key employment and markets such as the Liverpool City Region and its airport.

Community involvement in rail

Policy PT15

Support community groups who aim to enhance the rail travel experience for existing and new passengers.

Community activity can help make rail travel easier and more attractive. The Conwy Valley and North Wales Community Rail Partnership is an accredited Community Rail Partnership (CRP) that works to connect communities in North Wales to their railways and promote rail as a way of visiting North Wales. Many rail Stations across North Wales have also benefitted from the involvement of "Friends of" station groups.



Walking, wheeling and cycling

We want active travel by walking, wheeling and cycling to become an easy option for people, including those in more rural communities, travelling to local services, facilities, school, places of work, and connecting to the bus or rail network for longer trips. Our plans for walking, wheeling and cycling are therefore closely related to wider policies, programmes and projects for bus travel, behaviour change, land use planning and integration, which are all considered in this Regional Transport Plan. Our policies and interventions for active travel include:

Further improving active travel infrastructure

Policy AT1

The quality and extent of infrastructure that is provided for walking, wheeling and cycling in North Wales will continue to be improved in line with the Active Travel Network Maps. These could be new or upgraded existing facilities and may include the re-allocation of road space to prioritise sustainable modes.

Encouraging more people to walk, cycle, or use other active modes can have wide-reaching benefits for our communities, such as increasing town centre viability, placemaking and improving health and well-being. Local cycling parking strategies and stand provision should continue to help integrate cycling with bus and rail stations, as well as support cycling for short trips to local facilities, schools and shops.

Policy AT2

In non-rural areas, priority will be given to upgrading active travel infrastructure where there is greatest potential for maximising use of the network.

Walking, wheeling and cycling in our urban areas is sometimes unattractive, not convenient, and perceived as not being safe, especially at night. It is vital that we improve the extent and quality of our active travel infrastructure so that residents and visitors in North Wales are encouraged to rely less on cars especially for short trips. This should be prioritised first in non-rural areas, where there is greater opportunity for modal shift in our towns and cities.



Policy AT3

Where possible, walking and cycling infrastructure should be accessible for all people, including those with mobility impairments, people in wheelchairs, and people pushing prams.

Our local authorities will continue to plan and design networks of walking and cycling routes, ensuring they are safe and accessible. In our more urban areas, local reviews of pedestrian facilities will help ensure safe crossings and routes within our towns, and street clutter will be considered to make it easier for all groups of people to get around.

For example, street furniture plays a crucial role in providing comfort, convenience, and safety to pedestrians, but items like benches, streetlamps, traffic signs, bus stops, post boxes, and litter bins can cause obstructions for those with visual impairments. Inadequate lighting can leave people, especially women feeling vulnerable when walking at night. We need more well-designed public spaces taking a place-based approach, that consider the needs of the whole community.

Making active travel more attractive in rural areas

Policy AT4

In rural areas, active travel infrastructure improvements will focus on the community benefit of schemes; improving safety and routes that connect smaller communities with larger settlements and services.

Small improvements to active travel infrastructure can make a significant difference to improving links between our key settlements and our villages and smaller rural communities, where residents can more easily access essential services and amenities.

In rural areas we will prioritise improvements that will have the biggest impacts on the safety and connectivity our communities, for example where there are known accident hotspots, or where we can create safe routes between people and local community facilities, shops and employment opportunities that are currently severed by roads or railways.

In more rural areas there is also the opportunity to make use of former railway lines for active travel and connecting towns, which should be explored as complementary measures to the delivery of the Active Travel Network Maps.



Policy AT5

Where there is an active travel benefit, routes forming part of the Public Rights of Way network will be improved to a standard suitable for everyday active travel journeys.

Across North Wales there is a large network of Public Rights of Way, which have a key role in supporting people to travel more sustainably. However, the network is not as fully connected as it could be, some routes cross or follow high speed roads and others are not suitably surfaced, lit or signposted for use for everyday journeys.

Local authorities should first focus on routes with the most opportunity to connect communities to local destinations, bringing them up to a standard that could help increase walking, wheeling, cycling, and horse-riding in rural areas.

Policy AT6

The introduction of Quiet Lanes in North Wales in line with national guidance will be investigated.

The Active Travel Act Guidance allows the creation of Quiet Lanes in Wales. These are intended to enable walkers, cyclists, horse riders and people with mobility impairments to enjoy country lanes in safety by encouraging slower traffic speeds and lower traffic volumes. Each local authority in North Wales should consider such opportunities.

Public Rights of Way are public highways where the public has a right to use them. Local authorities are generally responsible for their overall management and in some cases, landowners also have important legal obligations and responsibilities for them. There are four main categories of public right of way:

- **Public footpaths, which can be used by walkers only.**
- **Public bridleways, which can be used by walkers, cyclists and horse riders**
- **Restricted byways, which can be used by the same groups as bridleways, while also allowing horse-drawn carriages and other non-motorised vehicles**
- **Byways open to all traffic, which may be accessed by all users, including those in motorised vehicles**



Leadership and funding

Policy AT7

Work with partners to investigate the establishment of a North Wales Active Travel Unit.

Much of the responsibility for the delivery of walking and cycling schemes sits with local authorities. There are a number of different organisations involved in improving walking and cycling infrastructure, including Transport for Wales, the Corporate Joint Committee, Sustrans and the North and Mid Wales Trunk Road Agent, with funding from the Welsh Government. The introduction of an Active Travel Unit for North Wales could facilitate joint working and streamline the delivery of active travel schemes, share expertise and best practice, and better coordinate the resourcing of multi-year delivery and funding programmes.

Policy AT8

Support multi-year funding agreements for active travel infrastructure that would facilitate the development and delivery of a multi-year programme of improvements.

Policy AT9

Support changes to active travel funding criteria that would place more emphasis on schemes in rural areas and in residential areas

Policy AT10

Investigate funding streams additional to the Active Travel Fund that support the delivery of active travel infrastructure improvements in rural areas.

The main source of funding for active travel schemes in North Wales is the Welsh Government, currently via the Active Travel Fund, which provides grants to local authorities on an annual basis.

The number of active travel schemes supported by the Active Travel Fund in rural areas is limited each year, making it difficult to deliver enhancements between rural communities, links to rural attractions, and links supporting leisure cycling.

Policy AT11

Work with partners to develop templates and toolkits to support local communities to develop and implement their own projects where government plays a facilitating and supporting rather than doing or delivering role.

There is a greater role that communities could play in creating and enhancing local routes should they be empowered to do so. This is especially the case in rural areas where community-led informal connections between villages and hamlets could help connect to community facilities and bus stops on main roads. This could be achieved through agreements with local landowners and utilising permitted development rights with advice from local authorities.



Cycle hire, e-bikes and e-scooters

Policy AT12

Work with partners including the community and voluntary sectors to support community cycle and e-cycle hire schemes that support access to employment or education.

Policy AT13

Work with partners including the commercial sector to introduce a public cycle and e-cycle hire scheme at large transport interchanges or other suitable locations, and at locations where such a scheme supports the visitor economy.

Policy AT14

Work with partners to develop methods to increase e-cycle ownership, including loan and grant schemes.

Cycle hire schemes are an effective way of making cycling available to people who do not own a bike, who are considering cycling more frequently, or who are visiting an area.

Cycle hire can take a number of forms, such as long-term hire for accessing employment or education. Initially, priority should be given to investment that supports access to those locations, making it easier and more affordable for people to access jobs, training and learning opportunities. Provision should then be broadened to increase access to cycles through hire and community sharing schemes across the region.

We will work with our local authorities, the Welsh Government, Transport for Wales and Sustrans, alongside our business groups and community partners, to identify opportunities for coordinating loan and grant schemes across North Wales.

There is a strong link between e-bikes and active travel as more people get comfortable using bikes, and particularly in North Wales where there are also specific benefits in rural communities where longer distances are more common, with e-bikes making cycling more viable for more people.

There are already examples of community hire schemes of this nature in North Wales, such as the E-Move scheme operated by Sustrans and Pedal Power's 'See Cycling Differently' and its bike hub in Rhyl.

E-cycle ownership can transform the way people travel for everyday journeys, allowing people to travel further by bike, or making rolling terrain less exerting. There are barriers to ownership and use including cost, lack of secure storage, a greater maintenance requirement and lack of active travel infrastructure. Short term cycle hire for one off trips from a transport interchange to an attractor, or for trips to tourist attractions, are more likely to be commercially operated. Options should be explored with a partnership approach, with potential value and viability at a regionally coordinated scale.

The use of private e-scooters on public highways or footpaths is not currently legal, but these also have potential to transform personal travel in the future. E-scooters are considered "powered transporters" and are subject to the same laws and regulations as other motor vehicles. The UK Government has been running trials of e-scooters. You must have the category Q entitlement on your driving licence to use an e-scooters for specified locations in England for people with the correct licences as part of the trial. The Welsh Government and local authorities in Wales should continue to observe the results of the UK trials and provide any updated advice in the future as appropriate.





Integration between modes

Journeys often involve more than one type of transport, particularly in rural communities as the distance to destinations from home is often further. We need to make it easier for people in North Wales to travel by more than one mode of transport as part of their journey. We can do this by delivering a public transport network that offers people multiple options that allow choices to be made that best meet the specific needs of our journeys. Creating a travel experience that is efficient, comfortable, safe and reliable is going to be essential in us achieving our modal shift targets. The result will be a more user-friendly transport network that will help people choose walking, cycling and public transport as their preferred ways to travel.

Alongside more convenient and fairly priced ticketing, the experience of changing between public transport modes could be enhanced by improved bus and rail timetabling. The bus transformation network will see enhanced service levels with greater frequency. Greater frequency enhances the experience of interchanging between modes or buses as it reduces the wait time between connecting services. Our policies and interventions include:

Mobility hubs and gateway stations

Policy I N 1

Support the development and roll-out of Mobility Hubs and Gateway Stations to make it easier to change between sustainable transport modes on a journey.

If we are to see a sustainable transport network in North Wales that truly provides an attractive alternative to private car use it is vital that people can conveniently change between modes for different legs of their journey. Transport for Wales and local authorities in North Wales are working together to develop proposals for 'gateways' or 'mobility hubs' at locations such as railway stations and major bus stations and stops. Proposals are underway for locations including Wrexham General, Bangor, Colwyn Bay, and Holyhead stations. These locations will create a high-quality welcome to visitors to a town or city, but also make it easier for local people and visitors to change between modes by providing:

- Improved accessibility
- Cycle hire opportunities
- More and better cycle parking
- Good public Wi-Fi
- Improved connectivity to town/city centres and bus and rail stations
- Better signposting and information for travellers



Mobility hubs are locations that integrate various forms of transport, making it easier for people to switch between different modes of travel. These typically combine bus, coach and rail services, taxis, bike sharing, and active travel routes (walking, wheeling and cycling).

Policy I N 2

Placemaking and wayfinding at stations and key bus stops will be improved. This should consider onward links to key attractors and be undertaken in consultation with local and community organisations, including groups representing communities with protected characteristics.

An important element in making sustainable travel easier for people is by ensuring that they can find their way to their destination using attractive, good quality infrastructure after arriving at a transport interchange such as a railway or bus station. Place-making and attractive wayfinding measures are key contributors to enhancing sustainable transport for people. Effective wayfinding helps people by reducing confusion and stress, making navigation more intuitive and easier.

This can include clear and consistent signs that provide directions, identify locations, and offer information about distances and travel times. Use of colours, symbols, and lighting can help to guide people along their routes. Maps that are easy to read and understand can also help, often including landmarks and key points of interest. Digital tools can also be helpful, such as interactive kiosks and mobile apps. Importantly, inclusive design should be adopted, ensuring that wayfinding measures are accessible to everyone, including people with disabilities, by incorporating braille, audio guides, and other assistive technologies.

Policy I N 2 will be developed in consideration for Transport for Wales's launch of its 'T Network programme' to support our teams and partners to:

- Work regionally and nationally to create an integrated travel network in Wales and the borders
- Develop the technology to enable seamless journey planning and ticket purchasing
- Build internal governance and our ways of working
- Deliver internal culture change to deliver our mission of one network, one timetable, one ticket, one team
- Develop a brand that is customer focused and synonymous with integrated sustainable travel in Wales.

Policy I N 3

Active Travel Infrastructure improvements identified on Station Network Plans will be delivered, and Station Network Plans will be developed for those stations that do not currently have one.

A series of Station Network Plans have been produced by local authorities and Transport for Wales. Improved integration between active travel and public transport can be achieved through the further development of Station Network Plans and delivery of the identified routes. These include a programme of walking and cycling infrastructure enhancements that, when delivered, will make walking, wheeling and cycling to stations easier and more attractive.

Improving bus and rail integration

Policy I N 4

Support the roll-out of integrated ticketing across transport modes that provides best value for passengers.

The local authorities in North Wales have worked with bus operators to roll-out the '1bws' ticket in 2021, which allows travel on almost all bus services in the region. This ticket simplifies travel by allowing passengers to hop on and off buses without worrying about multiple tickets or fares. This is a significant improvement in cost and convenience for passengers whose journey requires multiple bus operators. A fully integrated transport system in North Wales requires people to be able to use one ticket for all of their travel, regardless of mode, or a contactless system that ensures passengers achieve best value fare for their journey.

Welsh Government plans include introducing a pay-as-you-go, tap in, tap out technology, covering connections between Gobowen and Rhyl, as well as along the full length of the Wrexham-Liverpool line.

Park and ride, and park and share

Policy I N 5

Any new park and ride schemes should first seek to encourage the whole journey to be undertaken by sustainable means, should be sited to reduce private vehicle mileage, and to be located at a place that can be served by public transport services with minimal impact.

Facilities such as park and ride, or park and share, are intended to intercept car trips in a manner that supports reducing congestion and minimising the impacts of parking at key destinations such as shopping centres, whilst reducing car mileage. For example, park and ride in Eryri utilising the Sherpa'r bus services can play a key role in reducing vehicle access to the National Park and reducing the impact of cars on the natural environment.

Policy I N 6

Consideration for strategic park and share sites should be included in the Strategic Development Plan

Park and share car parks are locations where people can meet, leave one car and share another for an onward journey. They can be of greater value in rural areas for longer onward journeys. Park and share car parks currently exist at Gaerwen and Llanfairpwll, on Ynys Môn. They should be considered for other locations, especially where it is known that informal car sharing already takes place. Work will take place to identify appropriate solutions, and any land use requirements should be considered in the emerging Strategic Development Plan and local planning system.



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Ports and freight

We want to see thriving port and logistics sectors continue to benefit the North Wales economy, whilst reducing their environmental impact. The port at Holyhead is vital to the local economy and to the distribution of goods across the UK and Europe. Freight plays a vital role in the economic well-being of North Wales, and it is essential that the region continues to be an attractive place for business investment, including from the freight and logistics sector to support the local economy. However, the impact that HGV movements can have on the local environment means that it is essential to find a balance between the quality of life for the local communities and economic prosperity. Our policies and interventions include:



Ports

The development of our ports will help to attract investment and create high-skilled jobs, which could lead to the development of new industrial and commercial areas, which should be considered by the local planning authority in collaboration with the emerging Strategic Development Plan to help ensure and land use changes are integrated with sustainable transport connections.

Ambition North Wales recognises the aims of freight strategy set out in the National Transport Delivery Plan and seeks to work with Welsh Government to deliver these goals.

Policy P F 1

Work with partners to support the growth of our ports and nearby development sites in North Wales, recognising their role as a catalyst for co-location of manufacturing, energy, leisure distribution and tourism. In particular we will prioritise sustainable transport connections to the Anglesey Freeport and ports at Holyhead and Mostyn and support their plans for decarbonisation.

The Port of Holyhead is identified by Future Wales as a Strategic Gateway for international connectivity. The creation of a Freeport site on Ynys Môn, one of two in Wales, will further enhance Holyhead's role as an international gateway. This will play an important role in strengthening the North Wales economy and creating jobs for local people, but there may be further implications of increased freight movements in North Wales. The Port of Mostyn also generates freight traffic, with much of its business now dedicated to the offshore renewable energy sector.

The Port of Liverpool is also recognised in helping support the economy and movement of freight to and from North Wales. Ambition North Wales will work with stakeholders at the part to help understand opportunities for improved connectivity.

It is acknowledged that while port vehicles and ferries are the responsibility of the port operators and users, Ambition North Wales will work with stakeholders to help identify and facilitate opportunities for their decarbonisation.



Policy P F 2

Work with partners to identify vehicle access improvements at Holyhead Port. This should improve access to the port for all vehicles, including freight, but also improve sustainable access to both the port and rail station.

Highway infrastructure used by vehicles accessing and egressing the port is constrained, notably the London Road/Black Bridge connection from the A55. As this particularly impacts H G Vs using the port, there are significant impacts on the local environmental, and the journey time and reliability of freight movement is affected. By improving access to the port, there will be more opportunities for workers and visitors to get around more sustainably, whilst giving businesses more certainty about their operations and deliveries. Black Bridge also presents an opportunity to resolve the current barrier to active travel infrastructure between the Morawelon area, the port and town centre.

The Welsh Government has announced a new task force to maintain long term stability for Holyhead Port. Ambition North Wales will collaborate with the taskforce to maximise opportunities for sustainable port and freight movement as well as support plans for decarbonisation.

Road freight

Policy P F 3

Work with partners to enhance facilities for H G V drivers, particularly on the approach to Holyhead port.

Road freight trips in North Wales are primarily focused along the coast. The ports at Mostyn and, particularly Holyhead, are a natural draw for H G Vs and there are higher levels of traffic in Deeside and Wrexham that are linked with major manufacturing and distribution sites with large employers including Airbus, J C B , and Iceland. Despite the importance of freight in North Wales, there are limited facilities for parking and rest for H G V drivers. This is particularly important close to Holyhead, where incidents with ferries or Menai crossings can result in extended wait times for large numbers of H G Vs.

While the A55 is a trunk road managed by the Welsh Government and Trunk Road Agent, Ambition North Wales will work with stakeholders to support the proactive identification of sites and infrastructure for freight charging, particularly along the A55 corridor where there is great opportunity to help decarbonise H G Vs.



Low emission H G Vs

Policy P F 4

Work with partners to seek opportunities to complement the development of hydrogen hubs in North Wales by supporting a shift to hydrogen fuels for freight operators in the region.

There are currently no facilities in North Wales that would support hauliers in the region who are seeking to switch to low emission vehicles. Supporting hauliers to make this switch would reduce the local impact of H G Vs in North Wales. Menter Mon are progressing work to develop a Hydrogen Hub in Holyhead. This is proposed as a facility for the supply of hydrogen for transport. Holyhead is an excellent site for a production facility as it is a busy transport hub with proximity to renewable energy sources. There are also proposals for hydrogen production at Deeside.

Delivery of this policy will work alongside Ambition North Wales's Regional Energy strategy which aims to encourage clean energy production and reduce energy use across North Wales.

Local deliveries

Policy P F 5

Work with partners to identify opportunities for the electrification of vehicles for local deliveries.

We all rely on day-to-day deliveries to local areas, including those to our homes, places of work and town centre businesses. Those deliveries have resulted from an increase in online retail. There is a local environmental impact caused by emissions from, and size of, delivery vehicles. Helping shift to ultra-low or zero emissions vehicles will reduce the impacts of local deliveries on our climate, benefit air quality and reduce noise pollution.

Policy P F 6

Work with partners to identify solutions to the local impacts of H G V movements. This includes the development of a network of freight consolidation centre should it be demonstrated that one serving North Wales is economically viable.



Policy P F 7

The Strategic Development Plan should consider land requirements for a network of freight consolidation centres.

Freight Consolidation Centres are distribution centres situated close to a town centre, shopping centre or construction sites. A number of loads are dropped at the centre to be consolidated onto one lorry for transfer to their final destination. This could potentially reduce congestion and the levels of H G V traffic in the town centre. Any sites that may come forward should avoid negative impacts to the integrity of environmentally sensitive areas.

Policy P F 8

Work with partners and the distribution sector to identify innovative solutions to reducing the environmental impact of local deliveries.

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

Rail freight

Policy P F 9

Work with partners in the rail industry to support a shift to rail for freight movement, including rail based light logistics.

Major rail freight flows in North Wales include cement from Padeswood Cement Works, timber to Kronospan board plant at Chirk and stone from Llandudno Junction.

There is a lot of potential for reducing the impact of freight on our roads, urban areas and natural environment through rail freight and logistics networks in North Wales, with capacity for a significant increase in the volume of freight carried on the North Wales Main Line. The desired service levels set out in our rail ambitions includes a freight path each hour. On the Wrexham-Liverpool Line, Padeswood Sidings creates a significant barrier to increased freight movement, as well as enhanced passenger services. Our rail ambitions will facilitate an increase in freight movement.

Roads, streets and parking

Whilst we want residents of North Wales and the people that visit our region to be encouraged to travel in sustainable ways, we acknowledge that many journeys will continue to be made by private car, particularly in more rural areas where people rely on their cars more. Furthermore, we recognise the importance of our roads and streets to walking, wheeling, cycling and bus travel. This means that it is vital that we have a highway network that is resilient, maintained to a suitable standard, and fit for the future. Best use will be made of existing assets by ensuring highways are adequately maintained within local authority budget constraints, and a shift to lower emission modes for travel will be facilitated and encouraged to reduce the environmental impacts of our cars. Our policies and interventions include:

Maintenance

Policy RS1

Work with partners to secure adequate funding for surfacing and structure maintenance that ensures the ongoing operation and resilience of existing highway assets.

Local authorities are responsible for maintaining local roads, while the Welsh Government oversees motorways and trunk roads. The most important thing that can be done to support the resilience of the local highway network in North Wales is keep our roads and streets maintained to a good standard, recognising local authority budget constraints.

Policy RS2

Work with partners to secure funding to adapt the existing road infrastructure to better cope with climate change and enhancing biodiversity.

If the highway network is to continue to be operational in the future, local highway authorities need to be sufficiently resourced to respond to the challenges of climate change and flood risk from extreme weather events, which requires ongoing drainage maintenance and improvements.



Road safety

Policy RS3

Support the Welsh Government's Vision Zero approach to road safety and will work with partners to secure adequate funding for road safety measures across North Wales.

Policy RS4

The approach to road safety will include delivery of highway improvement schemes that increase safety or perceptions of safety for all road users, and continuing programmes of education aimed at encouraging safer use of the highway and transport networks.

Road safety is a crucial consideration for the management of the highway network. The Welsh Government consulted on a Vision Zero approach to road safety. This has the long-term goal for a road traffic system, which is eventually free from death and serious injury, based on a guiding 'moral' principle to treat road deaths as unacceptable and avoidable, rather than accidents which we should tolerate. It involves an important shift from trying to prevent all collisions to preventing death and mitigating serious injury in road traffic collisions.

Ambition North Wales and local authorities will identify, develop and deliver road safety interventions that apply the 'safe system' approach to aim for zero road deaths on the road network. Interventions will align to the five pillars of the road environment that minimise risk: Safe Road Users / Behaviours; Safe Speeds; Safe Roads; Safe Vehicles; and the Post-collision Response. Road Safety training and education initiatives will be prioritised to support this approach.

Educational initiatives and schemes will carefully consider the most vulnerable road users, which may include young people, the elderly and motorcyclists. This will help make our roads safer for all.

Public car parking in towns and cities

Policy RS5

The role of parking charges and controls will be considered in seeking to manage the demand for parking and discourage unnecessary single-occupancy car use.

The local authorities in North Wales manage and operate a range of public car parks that serve the town and city centres in our region. The amount of parking and the charge for parking is determined by the local authorities who must consider the balance between the amount of parking required to support local businesses, encouraging a shift to more sustainable travel, and the operational cost of the parking service.

Local authorities have to develop an integrated strategy on parking to support the overall transport and locational policies of their local development plans. Local authorities should consider parking issues on a joint basis with neighbouring authorities. Parking standards should be used with flexibility, seeking lower levels of parking to support the development of high-quality places. Local authorities should implement charging policies for both on-street and off-street parking, where they have control, to align with their local planning policies and promote the uptake of electric vehicles.

Additional consideration will be given to Blue Badge parking bays to accommodate the decreasing accommodation of accessible spaces despite the increase in demand.



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Policy RS6

Work with partners to explore options for the reallocation of existing road and car parking space in our key towns, bus stations and depots, to enhance the local environment, create more attractive spaces for people to dwell, and make it easier for people to walk and cycle.

Provision of car parking can sometimes dominate our towns and cities, with car parks and on-street parking occupying large amounts of space. This space could sometimes be better used to enhance placemaking and improve the local environment. The Placemaking Wales Charter emphasises the importance of creating well-designed, sustainable, and inclusive places. It encourages local authorities and developers to consider the broader impacts of car parking and to prioritise placemaking principles in town planning.

Alongside this, the Environment Act (Wales) places a duty on public authorities to 'seek to maintain and enhance biodiversity' so far as it is consistent with the proper exercise of those function. In doing so, public authorities must also seek to 'promote the resilience of ecosystems'.

Transforming underutilised parking areas or changing the way people access our places by car could see more spaces come into better community use as parks or gardens, which can enhance urban biodiversity, provide recreational spaces, and improve air quality.

Reducing on-street parking can create more pedestrian-friendly areas, encouraging walking and cycling, which can boost local businesses and create a more vibrant community. By rethinking how car parking is integrated into our towns and cities in North Wales, we can create opportunities to benefit our local environments, promote sustainable travel, and create more attractive and functional public spaces. This approach can also be considered for bus stations and depots, aligning to the North Wales Energy Strategy.



Low emission vehicles

Policy RS7

Support the transition to electric vehicles in North Wales by ensuring that fair and equitable charging infrastructure is available in urban areas and help facilitate private or community-led installation in rural areas.

Policy RS8

Where possible, opportunities will be sought to unify EV charger providers – or the apps and memberships required - across North Wales to make EV charging more convenient.

Across North Wales there is increasing provision of the infrastructure and support for those drivers seeking a switch to plug-in vehicles. This is increasingly important, particularly in rural and remote areas where residents often have less choice about how they travel, making private vehicle use a necessity for many journeys.

The Welsh Government is developing national procurement framework for electric vehicle charging infrastructure to standardise and improve industry standards, ensuring consistent and integrated charging infrastructure across Wales.

Ambition North Wales supports Transport for the North's Electric Vehicle Charging Infrastructure Framework and its State of Play report, recognising how partners can increase uptake in a cross-boundary approach, while helping to share best practice. We will support stakeholders with their commitment to low emission vehicles, offering support for repurposing existing refuelling and service station infrastructure, community ownership of EV charging, and the need for more objective low emission vehicle information for resident. This is reflected in the North Wales Energy Strategy, which calls for more renewable energy to meet future demand to achieve net zero by 2025.



Policy RS9

Work with partners to develop a comprehensive communications campaign to encourage EV uptake, learning from best practice.

Another important part of facilitating the shift to zero emission vehicles is changing residents' mindsets, and addressing some of the barriers or perceived barriers to changing vehicle, such as purchase cost, range anxiety, lack of charging infrastructure, charging time, and general uncertainty.

Policy RS10

Work with partners and the Distribution Network Operator to seek opportunities to enhance grid capacity in locations where there is a barrier to EV charger roll-out. This should also be a key consideration of the Strategic Development Plan when identifying new developments.

Addressing existing electrical grid capacity in some locations across North Wales is an important issue to facilitate the future roll-out of chargers, particularly in more rural areas. Ambition North Wales and the North Wales local authorities will work collaboratively to join up transport and ongoing energy system planning work at the local, reginal and national levels. This recognises the efforts needed for the transport system to move away from liquid fossil fuels to be much more reliant on the electrical network.

Policy RS11

The Strategic Development Plan and Local Development Plans should mandate that new residential and non-residential developments provide sufficient electric vehicle charging points to meet future demand and incentivise electric vehicle uptake.

To ensure that low emission vehicle use is increasingly convenient in the future, it is vital that new homes are built with adequate provision to support residents who choose to drive a plug-in vehicle. This is something that the Welsh Government will consider as part of their planned broader update to Technical Advice Note (TAN) 18: Transport which provides guidance on the design of development and integrating land use and transport planning in Wales. Any requirements or guidance should be carefully considered and included in the emerging local and regional planning policies and national advice note.



Car clubs and car sharing

Policy RS 12

Opportunities will be sought to increase the number of car clubs in North Wales 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.

For drivers who do not own a car, car clubs can provide access to a car to make those journeys that are not possible by public transport. Car clubs support a reduction in car ownership levels, providing an option for people who do not use their car often, or who may no longer need a second car. Lower car ownership reduces the number of trips by car and increases the number of trips made by other modes. In more urban areas, there are opportunities for car clubs to be located at railway stations, workplaces and mobility hubs, allowing people access to a car for a journey or onward part of a journey that may not be possible by more sustainable means.

There are a number of car clubs in North Wales such as in rural Gwynedd (Arloesi Gwynedd Wledig, Car-n-arfon), and in south Denbighshire (run by Partneriaeth Gymunedol De Sir Ddinbych). The Partneriaeth Ogwen Car Club (in the Ogwen Valley) is no provided by TrydaNi, who are benefitting from investment from Welsh Government to look at how to set up and scale car clubs across Wales.

Policy RS 13

The travel planning process should be used to encourage car share for commuting.

Another significant opportunity to reduce the number of miles driven by private cars is increasing car sharing, and the development of park and share sites. By sharing journeys for all or part of their journey, travellers can reduce the cost of car travel, reduce vehicle mileage, and reduce localised congestion. Minimising the number of people driving on their own to work can be supported through an increased number of car sharing schemes. Employers, via their travel plans, have a role to play in promoting and facilitating car sharing. Employers should be encouraged to promote and co-ordinate these schemes and incentivise those choosing to travel in multi-occupancy vehicles.



Surface access to aviation

There are three international airports in England that have strong connections to North Wales due to their proximity. These are Liverpool John Lennon Airport, Manchester Airport and Birmingham Airport. Within North Wales we have Anglesey Airport, which previously hosted a connection to Cardiff; and Hawarden Airport, which plays a crucial role in supporting the Airbus operations in Flintshire. While there are no scheduled commercial flights operating from Anglesey Airport as of 2025, the airport remains strategically important for military operations, emergency services and offers potential future regional connectivity opportunities. Our policies and interventions include:

Policy A V 1

Support enhancements to surface access to domestic and international airports, focusing on improving public transport services.

Access to airports is an important issue for people in North Wales for three main reasons:

- Connecting businesses to international clients and markets
- Connecting international visitors to North Wales attractions
- Access to international leisure opportunities for residents

We want to see sustainable travel connections between North Wales and nearby airports that are attractive to residents, businesses, and international visitors to our region. We recognise that if we are to maximise the economic activity and tourist potential of North Wales it is important that we have convenient, attractive and reliable connections to key airports serving our region. This includes opportunities for bus, coach and rail travel with more accessible, reliable and regular services connecting our key communities to regional airports.

Digital connectivity

The Welsh Government is encouraging an increase in remote working and has set a long-term ambition for 30% of the Welsh workforce to work away from a traditional office, to be achieved by giving people more options and choice on their workplace. This ambition is intended to help town centres, reduce congestion and cut carbon emissions. Advancements in digital connectivity and opportunities to access services and work remotely plays an important role in supporting sustainable travel and reducing the need to travel. Our policies and interventions include:

Policy D C 1

Opportunities should be sought to work with communities and businesses to promote and facilitate remote working hubs.

Opportunities for remote working have increased in importance significantly since the Covid pandemic, have reduced the number of people that commute during the peaks, and have reduced the number of times that some people commute each week. This positive impact could be increased through the availability of remote working hubs in communities. These hubs provide a professional environment with amenities such as high-speed internet, meeting rooms, and collaborative spaces. Two examples in North Wales of different scales that all local authorities and private sector providers could consider include:

- M-SParc: Located in Bangor and Pwllheli, offering modern facilities as part of the Menai Science Park.
- Costigan's: Situated in Rhyl, providing a coworking space in partnership with Denbighshire County Council.
- Partneriaeth Ogwen: Located in Ogwen Valley, providing co-working space.



Policy D C 2

Digital literacy training and education should be widely available to assist North Wales residents to get online and find the information they need to make sustainable travel choices.

We all have an important role to play in informing people about the choices that are available for travel for each journey. That can include operator, Transport for Wales and Traveline Cymru websites and mobile apps for journey planning, as well as local authority information available online about community transport and other local services. It is vital that residents have the opportunity to improve their digital literacy, so they know where to access the information they need to help make travel choices.

The digital literacy of people as well as businesses and service providers is also important to helping reduce the need to travel. For example, education, healthcare and other service providers can work to facilitate remote access to information and appointments to avoid unnecessary trips.

Policy D C 3

A partnership approach will be taken to rolling out digital and real time information about public transport services, prioritising digital displays at key transport interchanges, and working towards real time information at bus stops across North Wales.

Digital connectivity is also key to providing journey information to public transport passengers as they travel. Real time information provides up to date information to passengers, giving people more confidence to travel by bus or rail. Working with service and station operators including Transport for Wales and Network Rail, we want to see improved Wi-Fi for passengers on bus and rail services as well as at transport interchanges, to make it easier and more attractive for people to find their way around and improve the travel experience. The information available to people should be integrated as well, so the public can gain access to all transport related information in one place. This is something we will encourage Transport for Wales to help with across the region and the rest of Wales.



Land use planning

As well as this Regional Transport Plan, the Corporate Joint Committee is responsible for developing the Strategic Development Plan for North Wales. That will set out proposals for land use planning that will shape locations for housing and employment across North Wales in the medium to long term. Planning policy must first consider town centre development over building new out of town sites. Aligning regional economic development, transport and land use planning approaches through this Regional Transport Plan and our emerging Strategic Development Plan provides an opportunity to capitalise on the interdependencies between them, including considering how our town centres will contribute to these important agendas.

Transport plays a vital role facilitating new development, and making existing development more sustainable. This is partly reflected in the way some of our Regional Transport Plan policies and interventions in connection with other policy themes are linked and have implications for land use planning and placemaking, including support for achieving thriving, successful town centres. Specifically, these are:

Policy CB 19

The Strategic Development Plan will consider land requirements for interchange facilities at gateway sites to Eryri National Park.

Policy RS 10

Work with the Distribution Network Operator to seek opportunities to enhance grid capacity in locations where there is a barrier to EV charger roll-out. This should also be a key consideration of the Strategic Development Plan when identifying new developments.

Policy RS 11

The Strategic Development Plan and Local Development Plans should mandate that new residential and non-residential developments provide sufficient electric vehicle charging points to meet future demand and incentivise electric vehicle uptake.

Policy IN 6

Consideration for strategic park and share sites should be included in the Strategic Development Plan.

Policy RS 6

Work with partners to explore options for the reallocation of existing road and car parking space in our key towns to enhance the local environment, create more attractive spaces for people to dwell, and make it easier for people to walk and cycle.



Our transport focused land use planning policies and interventions include:

Transit-orientated development

Policy L U 1

Support the principal of Transit-Orientated Development for new developments in North Wales.

If we are to encourage people that live or work in new developments to travel sustainably, it is crucial that sustainable transport is a key consideration in development planning. Mixed-use developments should combine residential, commercial and recreational spaces within easy walking distances of bus and rail stations. Building more homes nearer to stations will increase accessibility and reduce the reliance on the private car. This must be supported by wider policies and interventions involved in enhancing the frequency, reliability, and coverage of public transport services to make them a viable alternative to car travel, and making our roads, streets and public spaces to feel safe and convenient for walking, wheeling and cycling. This approach will also strengthen the implementation of the Town Centre First policy across North Wales.

Transit-Oriented Development is an urban planning strategy that focuses on creating high-density, mixed-use development around public transport hubs. This helps to create more demand for local public transport services and reduce the reliance on the private car by integrating places that people live and work with public transport hubs.



Policy LU2

The Sustainable Transport Hierarchy will be used to help ensure developments support walking and cycling, public transport and ultra-low emissions vehicles over other private motor vehicles.

Policy LU3

Sustainable transport connections to key areas for future growth and economic activity will be introduced.

It is important that the transport related policies in this Regional Transport Plan are considered and consistent with the emerging spatial planning at a regional and local level in North Wales to help join up transport, land use planning and economic development. Building on Future Wales: the National Plan, the Strategic Development Plan will set out proposals for progressing strategic regional areas for growth sites in North Wales including key employment sites at the Anglesey Freeport, Wylfa, and the Flintshire and Wrexham Investment Zone.

In addition to economic centres for growth, our emerging Local Development Plans and the Strategic Development Plan should also consider any further sustainable access needs to the Clwydian Range & Dee Valley should it become a new National Park in the future, recognising our transport network needs to support the continued success and growth of our tourism industry.

Also building on the Town Centre First policy, Placemaking Plans in Wales are a way to create a vision for the future of an area, and to identify actions that can improve it. Placemaking plans in all town and other more urban centres in North Wales are encouraged to provide an overarching approach to how a place should looks, feel and function both now, and in the future, and should incorporate considerations around transport provision, especially active travel and public transport interchanges.



Breaking the dependency on the private car through sustainable development

Policy LU 4

Developments should only be supported where they promote active travel connectivity through safeguarding, enhancing and expanding on the Active Travel Network Maps.

To ensure that the right infrastructure is included in proposals for new developments it is vital that good quality, attractive, convenient, and safe walking and cycling routes are considered as part of any proposals. That will help reduce the reliance on the private car for short trips, and make active travel the preferred choice for accessing local facilities and services.

Policy LU 5

Development should be encouraged close to public transport facilities, and developments should be designed to help facilitate and improve public transport connectivity in both urban and rural areas.

Building on the principles of transit-oriented development it is also crucial that new developments are served by convenient and attractive public transport services. This is most effective when a development is located close to rail station or can be served by an existing bus service.

We will support local planning authorities to encourage the use of Section 106 or Community Infrastructure Levy funding on new housing and employment developments to help fund up-front improvements in sustainable transport options. This will help ensure developers contribute to the improvement of transport infrastructure and sustainable travel initiatives.

Policy LU 6

Support reducing the parking standards for new developments (as required by the Welsh Government), particularly in urban areas where we will be actively improving sustainable transport alternatives.

It is crucial that new developments do not encourage unnecessary car use. Developments should be served by an appropriate level of parking provision and seek to reduce reliance on the private car, in combination with provision of active travel and public transport alternatives.


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Our plans for delivery, monitoring and evaluation

Regional Transport Delivery Plan

This Regional Transport Plan sets out the policies and interventions that outline how we will work towards achieving our vision and objectives. This is accompanied by our Regional Transport Delivery Plan, which identifies a prioritised list of the schemes that the North Wales Local Authorities will progress over the next five years, supported by Ambition North Wales, Transport for Wales and the Welsh Government alongside other partners as appropriate.

Working with our local authorities and Transport for Wales, we have considered a long list of schemes and their contribution to our objectives, likely impacts on well-being, status and deliverability. This has for example helped us think about how a scheme might help contribute to modal shift, decarbonisation, and what its costs and benefits might be. By taking this approach, we have identified our priorities for investment over the next few years, in the short, medium and longer term.

Whilst we will work with our partners to collaboratively progress the policies, involving programmes and projects, including our aspirations for the trunk road and rail network set out in this Plan, the Welsh Government's funding for transport schemes to be developed and delivered by our local authorities will be allocated based on the schemes included in our Regional Transport Delivery Plan.

Wales faces significant funding challenges over the next few years, with local government funding gaps and public service pressures, whilst there is a need for substantial investment in infrastructure, including transport, to support economic growth and sustainability. Securing funding for our projects will remain a challenge over this Regional Transport Plan's period. These challenges highlight the need for strategic planning and prioritisation across our region to help ensure that we invest in the right places at the right time.

Importantly, the Welsh Government is progressing its plans for a grant modernisation process, which seeks to bring together several local transport grants, aligning these funding streams with the Regional Transport Plans and their Regional Transport Delivery Plans. Currently there are lots of different sources of funding, such as the Active Travel Fund, Local Transport Fund, Resilient Roads Fund, and the Ultra-low emission vehicle transformation fund in Wales. There are also UK Government funding sources. Overall, the grant modernisation process will provide the regional Corporate Joint Committees (including North Wales) with greater decision-making capability in how local transport grant funding is spent.

By allocating funding to regional transport, this will also help to reduce the administrative burden on our local authorities. We will continue to work with our partners to identify sources of funding at a local, regional, national and UK level to progress our plans for a high-quality sustainable transport network across North Wales.

Monitoring and evaluation

This Regional Transport Plan is supported by our Monitoring and Evaluation Plan, which will help to show our regional progress in achieving the national priorities and ambitions set out in the Wales Transport Strategy. It sets out how the success of this Plan will be monitored, measured and evaluated, considering the objectives we have set for transport and associated well-being outcomes. For example, this will help us demonstrate our region's contribution to national decarbonisation and modal shift targets.

The Monitoring and Evaluation Plan includes a set of measures with baseline information for each, and where appropriate sets targets for improvements to be made over the Plan period up to 2030, largely reflecting our SMART objectives. For example, seeking to enable 30% or more of people in North Wales to work remotely by 2030, supporting the national mode share target of 45% of journeys to be undertaken by walking, cycling and public transport by 2040, to enable at least 50% of motor vehicles and all public buses operating in North Wales to be zero emission by 2035, and seeing at least 50% of households in North Wales with an increased range of travel within 1 hour by public transport, supporting access to key employment sites and regional centres.

Our monitoring and evaluation measures also respond to our objectives for well-being as set out in our Integrated Wellbeing Appraisal, and we draw on the Wales Transport Strategy Monitoring Framework with Welsh Government and Transport for Wales published baseline data where appropriate.

Quarterly North Wales committee meetings will take place where progress updates will be provided by local authority transport officers on the progress of the implementation of the policies in our Regional Transport Plan and the schemes set out in our Regional Transport Delivery Plan. This will also help consider any changing drivers for change and priorities, such as new strategic developments or funding opportunities that may be unforeseen at the time of Plan preparation.

We will submit annual performance reports on our Regional Transport Plan to the Welsh Government each year. We will undertake in collaboration with local authorities in-year monitoring of grant spend and scheme progress, which will be the equivalent of the quarterly grants monitoring undertaken by local authorities at present. The Welsh Government's requirements and structure of reporting are being considered as part of the grants modernisation process.

A comprehensive evaluation will then be prepared after three years to assess whether our Regional Transport Plan is delivering the outcomes we want and intended, providing value for money and whether there are any unintended consequences that require a change in approach. The results will feed into the subsequent Regional Transport Plan from 2030 onwards, and the subsequent National Transport Delivery Plan.

Appendix A

How we will achieve our objectives

How our travel behaviour policies align to our objectives

	Alignment to objectives			
Regional Transport Plan Policy	**Improve digital connectivity and local services**	**Improved accessibility and transport choice**	**Enable decarbonisation through transition to a zero-emission fleet**	**Enable Sustainable Economic Growth**
Policy CB 1: Further enhancements to public transport services and active travel routes that provide access to large employment sites will be identified and progressed where funding is available. Enhancements should consider shift work patterns, seasonal working patterns, and where the biggest impact can be delivered.		■		■
Policy CB 2: A partnership approach will be taken to identify and progress schemes and initiatives that encourage sustainable travel to work at employment sites close to the border such as Deeside Industrial Park, Wrexham Industrial Estate, Airbus Broughton, Chester Business Park, and Wrexham and Chester city centres.	■	■		■
Policy CB 3: The Corporate Joint Committee will work with neighbouring Local and Combined Authorities including Cheshire West and Chester and the Liverpool City Region to ensure a complementary approach to Transport Planning, particularly in the Mersey-Dee Sub-Region. This should consider both commuting trips and freight movement.		■		■
Policy CB 4: Commuters to the Flintshire and Wrexham Investment Zone should be able to access jobs using high quality walking and cycling infrastructure, enhanced nearby rail stations, or bus services that are attractive and reflect the working patterns of employers in the Investment Zone.		■		■
Policy CB 5: Where possible, opportunities will be sought to use Investment Zone funding for sustainable transport schemes that improve access to employment and support the delivery and success of the Investment Zone.		■		■
Policy CB 6: A partnership approach will be taken to identify and progress schemes and smarter choices initiatives that facilitate a more sustainable commute to employment sites in Gwynedd and Ynys Mon.		■		■
Policy CB 7: The creation of Strategic Transport Partnerships will be investigated at large employment localities.	■	■	■	■

	Alignment to objectives			
Regional Transport Plan Policy	**Improve digital connectivity and local services**	**Improved accessibility and transport choice**	**Enable decarbonisation through transition to a zero-emission fleet**	**Enable Sustainable Economic Growth**
Policy CB8: Priority will be given to funding schemes and services that improve sustainable access to crucial and life-enhancing services such as education, health care, town centres, and community facilities. Once in place, any infrastructure that supports access to these services should be prioritised for maintenance when necessary.		■		■
Policy CB9: The introduction of a Total Services Contract in one local authority area in North Wales will be investigated, with a view to wider roll-out across the region should it be successful.		■		
Policy CB10: Further enhancements to public transport services and active travel routes that provide access to education establishments will be identified and progressed where funding is available. This includes: Higher Education sites (universities in Bangor and Wrexham, but also those in Northwest England); Further Education sites (including Grwp Llandrillo Menai and Coleg Cambria); Secondary Schools; and Primary Schools.		■		
Policy CB11: Local authorities should expand their work with schools and parents to encourage and support sustainable travel for children, parents and staff.		■		
Policy CB12: Local authorities will continue to use local datasets and policies such as Learner Travel Measure to prioritise routes to school for safety enhancements.	■	■		
Policy CB13: Opportunities will be sought to deliver the socially necessary transport improvements that prevent rural isolation. This should prioritise better connecting rural communities to: • Neighbouring communities • Nearby towns • Nearby community facilities and key services such as health, shops, and education • Transport interchanges for further travel		■		

	Alignment to objectives			
Regional Transport Plan Policy	**Improve digital connectivity and local services**	**Improved accessibility and transport choice**	**Enable decarbonisation through transition to a zero-emission fleet**	**Enable Sustainable Economic Growth**
Policy C B 14: Marketing and Communications campaigns will be developed that are meaningful and focus on raising awareness of the benefits of sustainable travel. Campaigns will use innovative techniques to target the right audience, particularly those groups that can be harder to reach. A regional approach should be taken to this where appropriate.	■	■		
Policy C B 15: The Corporate Joint Committee will work with partners and stakeholders in the tourist sector to investigate methods for encouraging visitors to North Wales to travel sustainably whilst also enhancing the visitor experience and boosting the visitor economy.	■	■		
Policy C B 16: Opportunities will be sought to support the visitor economy through management of coach and motorhome parking close to attractors in North Wales. This should consider charging opportunities for zero emission vehicles.			■	■
Policy C B 17: Opportunities will be sought to make Sherpa'r Wyddfa bus services permanent, with long term funding; and investigating how services can be integrated further with the wider bus and railway networks.		■		
Policy C B 18: Through partnership working, further improvements will be introduced to encourage visitors to Eryri to travel by means other than the car. These will include enhancement of alternatives, management of facilities, and improved information and education. These could be funded by innovative sources of funding.		■		
Policy C B 19: The Strategic Development Plan will consider land requirements for interchange facilities at gateway sites to Eryri National Park.		■		■
Policy C B 20: Innovative solutions to providing access to attractions in rural areas will be identified. This should consider, but not be limited to, seasonal bus services, e-bike and other micro-mobility hire, alongside information campaigns.	■	■	■	■

	Alignment to objectives			
Regional Transport Plan Policy	**Improve digital connectivity and local services**	**Improved accessibility and transport choice**	**Enable decarbonisation through transition to a zero-emission fleet**	**Enable Sustainable Economic Growth**
Policy C B 21: Investigation will be undertaken into the benefits of seasonal and tourist bus services in North Wales to support the visitor economy and promote integration with wider rail and bus networks. This should consider not just the journey to the resort, but onward travel to attractions.		■		■
Policy C B 22: The Corporate Joint Committee will work with partners and stakeholders in the tourist industry on the coast to identify measures that will support a shift to sustainable modes to access popular attractions whilst continuing to ensure that North Wales remains a destination of choice for holidays and daytrips.	■	■		■
Policy C B 23: A partnership approach will be taken to develop a plan for further improvement to rail services in North Wales that better supports the visitor economy.		■		■

How our bus, coach and community transport policies align to our objectives

	Alignment to objectives			
Regional Transport Plan Policy	**Improve digital connectivity and local services**	**Improved accessibility and transport choice**	**Enable decarbonisation through transition to a zero-emission fleet**	**Enable Sustainable Economic Growth**
Policy PT1: The Corporate Joint Committee and partners will work with TfW and Welsh Government to support the roll-out of bus franchising in North Wales, which should include multi-year funding that would provide certainty for the travelling public, authorities, and operators.	■			
Policy PT2: All new buses introduced in North Wales should be Zero Emission. Where new buses are a long term improvement, opportunity should be sought to re-power the existing fleet.	■	■		
Policy PT3: The Corporate Joint Committee will work with partners to seek opportunities to complement the development of hydrogen hubs in North Wales by exploring the introduction of a hydrogen bus fleet.			■	■
Policy PT4: The Bus Service Transformation Network will be rolled out in North Wales. This will include a core network of services between and within major settlements and employment sites with a frequency of two to four buses an hour extending into the evenings.		■		■
Policy PT5: Future bus services in North Wales will: • Have a high frequency and long operating hours • Have consistent/regular departure times • Have Sunday timetables as close as possible to weekday frequency to support commuting, leisure and visitor economy demand • Be coordinated to provide a well-spaced timetable • Minimise journey times between the origins and destinations with the most demand • Take direct routes that remain the same throughout the day • Be routed via transport interchanges and railway stations • Be integrated with local bus services and dynamic demand responsive transport • Be comfortable for long journeys		■		■

	Alignment to objectives			
Regional Transport Plan Policy	**Improve digital connectivity and local services**	**Improved accessibility and transport choice**	**Enable decarbonisation through transition to a zero-emission fleet**	**Enable Sustainable Economic Growth**
Policy PT6: A partnership approach involving local highway authorities, the North and Mid Wales Trunk Road Agent (NMWTRA) and TfW will be taken to identifying and implementing bus priority measures that support the roll out of the bus transformation network in North Wales. This may include the re-allocation of road space.		■		
Policy PT7: All bus stop waiting facilities will be well maintained as far as this can be achieved through local authority revenue budgets.		■		
Policy PT8: Key bus stops, such as those in village centres, those with high usage, and those where interchange between modes or services is common, will be prioritised for enhancement to include: • Dropped kerbs to access the stop • Raised kerbs to aid boarding • Lighting (environmentally sensitive) • Shelters • Seating • Real time information and onward connection information • Cycle storage	■	■		
Policy PT9: The Corporate Joint Committee supports Welsh Government's Vision of 'One Network, One Timetable, One Ticket' for a bus system which is governed and designed to serve the public interest, with the widest possible geographic coverage, fully integrated connections between different services, the highest possible service frequencies, and simple unified easy-to-use ticketing and information.	■	■		

	Alignment to objectives			
Regional Transport Plan Policy	**Improve digital connectivity and local services**	**Improved accessibility and transport choice**	**Enable decarbonisation through transition to a zero-emission fleet**	**Enable Sustainable Economic Growth**
Policy PT10: The Corporate Joint Committee will work with partners including local authorities and operators to make bus travel more accessible for people with restricted mobility or disabilities. Improvements should draw from best practice across the world but should include: • Dropped kerbs to access the stop • Raised kerbs to aid boarding • Shelters and Seating at stops • On-board Audio-Visual announcements • Information in accessible formats		■		
Policy PT11: Successful pilot Fflecsi services should be made permanent, and additional Fflecsi services should be designed with local community involvement and rolled out in other areas in line with bus transformation network proposals.		■		
Policy PT12: The Corporate Joint Committee, local authorities and TfW will collaborate with communities, particularly in rural areas, to help fund and deliver community transport services that meet otherwise unmet needs.		■		
Policy PT13: We will work with taxi and private hire vehicle providers to promote safety for passengers and drivers and help increase the availability of low emissions or non-motorised vehicles.		■	■	
Policy PT14: Opportunities will be taken to progress longer distance coach travel, both to connect North Wales and South Wales, and also east-west to connect with economic centres in England.		■		
Policy PT15: The Corporate Joint Committee is supportive of community groups who aim to enhance the rail travel experience for existing and new passengers.		■		

How our walking, wheeling and cycling policies align to our objectives

	Alignment to objectives			
Regional Transport Plan Policy	Improve digital connectivity and local services	Improved accessibility and transport choice	Enable decarbonisation through transition to a zero-emission fleet	Enable Sustainable Economic Growth
Policy AT1: The quality and extent of infrastructure that is provided for walking, wheeling and cycling in North Wales will continue to be improved in line with the Active Travel Network Maps. These could be new or upgraded existing facilities and may include the re-allocation of road space to prioritise sustainable modes.		■		
Policy AT2: In non-rural areas, priority will be given to upgrading active travel infrastructure where there is greatest potential for maximising use of the network.	■	■		
Policy AT3: Where possible, walking and cycling infrastructure should be accessible for all people, including those with mobility impairments, people in wheelchairs, and people pushing prams.		■		
Policy AT4: In rural areas, active travel infrastructure improvements will focus on the community benefit of schemes; improving safety and routes that connect smaller communities with larger settlements and services.	■	■		
Policy AT5: Where there is an active travel benefit, routes forming part of the Public Rights of Way network will be improved to a standard suitable for everyday active travel journeys.		■		
Policy AT6: The introduction of Quiet Lanes in North Wales in line with national guidance will be investigated.		■		
Policy AT7: The Corporate Joint Committee will work with partners to investigate the establishment of a North Wales Active Travel Unit.		■		
Policy AT8: The Corporate Joint Committee support multi-year funding agreements for active travel infrastructure that would facilitate the development and delivery of a multi-year programme of improvements.		■		

	Alignment to objectives			
Regional Transport Plan Policy	**Improve digital connectivity and local services**	**Improved accessibility and transport choice**	**Enable decarbonisation through transition to a zero-emission fleet**	**Enable Sustainable Economic Growth**
Policy AT9: The Corporate Joint Committee support changes to active travel funding criteria that would place more emphasis on schemes in rural areas and in residential areas.		■		
Policy AT10: The Corporate Joint Committee will investigate funding streams additional to the Active Travel Fund that support the delivery of active travel infrastructure improvements in rural areas.		■		
Policy AT11: The Corporate Joint Committee will work with partners to develop templates and toolkits to support local communities to develop and implement their own projects where government plays a facilitating and supporting rather than doing or delivering role.	■	■		
Policy AT12: The Corporate Joint Committee will work with partners including the community and voluntary sectors to support community cycle and e-cycle hire schemes that support access to employment or education.		■		■
Policy AT13: The Corporate Joint Committee will work with partners including the commercial sector to introduce a public cycle and e-cycle hire scheme at large transport interchanges or other suitable locations, and at locations where such a scheme supports the visitor economy.		■	■	■
Policy AT14: The Corporate Joint Committee will work with partners to develop methods to increase e-cycle ownership, including loan and grant schemes.		■	■	■

How our integration policies align to our objectives

	Alignment to objectives			
Regional Transport Plan Policy	**Improve digital connectivity and local services**	**Improved accessibility and transport choice**	**Enable decarbonisation through transition to a zero-emission fleet**	**Enable Sustainable Economic Growth**
Policy IN1: The Corporate Joint Committee supports the development and roll-out of Mobility Hubs and Gateway Stations to make it easier to change between sustainable transport modes on a journey.	■	■		
Policy IN2: Placemaking and wayfinding at stations and key bus stops will be improved. This should consider onward links to key attractors and be undertaken in consultation with local and community organisations, including groups representing communities with protected characteristics.		■		■
Policy IN3: Active Travel Infrastructure improvements identified on Station Network Plans will be delivered, and Station Network Plans will be developed for those stations that do not currently have one.		■		
Policy IN4: The Corporate Joint Committee will support the roll-out of integrated ticketing across transport modes that provides best value for passengers.		■		
Policy IN5: Any new park and ride schemes should first seek to encourage the whole journey to be undertaken by sustainable means, should be sited to reduce private vehicle mileage, and to be located at a place that can be served by public transport services with minimal impact.		■		
Policy IN6: Consideration for strategic park and share sites should be included in the Strategic Development Plan.		■		

How our ports and freight policies align to our objectives

	Alignment to objectives			
Regional Transport Plan Policy	**Improve digital connectivity and local services**	**Improved accessibility and transport choice**	**Enable decarbonisation through transition to a zero-emission fleet**	**Enable Sustainable Economic Growth**
Policy P F 1: The Corporate Joint Committee will work with partners to support the growth of our ports and nearby development sites in North Wales, recognising their role as a catalyst for co-location of manufacturing, energy, leisure distribution and tourism. In particular we will prioritise sustainable transport connections to the Anglesey Freeport and ports at Holyhead and Mostyn and support their plans for decarbonisation.				■
Policy P F 2: The Corporate Joint Committee will work with partners to identify vehicle access improvements at Holyhead Port. This should improve access to the port for all vehicles, including freight, but also improve sustainable access to both the port and rail station.		■		■
Policy P F 3: The Corporate Joint Committee will work with partners to enhance facilities for H G V drivers, particularly on the approach to Holyhead port.				■
Policy P F 4: The Corporate Joint Committee will work with partners to seek opportunities to complement the development of hydrogen hubs in North Wales by supporting a shift to hydrogen fuels for freight operators in the region.			■	■
Policy P F 5: The Corporate Joint Committee will work with partners to identify opportunities for the electrification of vehicles for local deliveries.			■	■
Policy P F 6: The Corporate Joint Committee will work with partners to identify solutions to the local impacts of H G V movements. This includes the development of a network of freight consolidation centre should it be demonstrated that one serving North Wales is economically viable.			■	■

	Alignment to objectives			
Regional Transport Plan Policy	**Improve digital connectivity and local services**	**Improved accessibility and transport choice**	**Enable decarbonisation through transition to a zero-emission fleet**	**Enable Sustainable Economic Growth**
Policy P F 7: The Strategic Development Plan should consider land requirements for a network of freight consolidation centres.			■	■
Policy P F 8: The Corporate Joint Committee will work with partners and the distribution sector to identify innovative solutions to reducing the environmental impact of local deliveries.	■		■	
Policy P F 9: The Corporate Joint Committee will work with partners in the rail industry to support a shift to rail for freight movement, including rail based light logistics.				■

How our roads, streets and parking policies align to our objectives

	Alignment to objectives			
Regional Transport Plan Policy	**Improve digital connectivity and local services**	**Improved accessibility and transport choice**	**Enable decarbonisation through transition to a zero-emission fleet**	**Enable Sustainable Economic Growth**
Policy RS1: The Corporate Joint Committee will work with partners to secure adequate funding for surfacing and structure maintenance that ensures the ongoing operation and resilience of existing highway assets.				■
Policy RS2: The Corporate Joint Committee will work with partners to secure funding to adapt the existing road infrastructure to better cope with climate change and enhancing biodiversity.				■
Policy RS3: The Corporate Joint Committee is supportive of Welsh Government's Vision Zero approach to road safety and will work with partners to secure adequate funding for road safety measures across North Wales.		■		
Policy RS4: The approach to road safety will include delivery of highway improvement schemes that increase safety or perceptions of safety for all road users, and continuing programmes of education aimed at encouraging safer use of the highway and transport networks.		■		
Policy RS5: The role of parking charges and controls will be considered in seeking to manage the demand for parking and discourage unnecessary single-occupancy car use.		■		■
Policy RS6: The Corporate Joint Committee will work with partners to explore options for the reallocation of existing road and car parking space in our key towns to enhance the local environment, create more attractive spaces for people to dwell, and make it easier for people to walk and cycle.	■	■		■
Policy RS7: The Corporate Joint Committee will support the transition to electric vehicles in North Wales by ensuring that fair and equitable charging infrastructure is available in urban areas and help facilitate private or community-led installation in rural areas.	■	■	■	

	Alignment to objectives			
Regional Transport Plan Policy	**Improve digital connectivity and local services**	**Improved accessibility and transport choice**	**Enable decarbonisation through transition to a zero-emission fleet**	**Enable Sustainable Economic Growth**
Policy RS8: Where possible, opportunities will be sought to unify EV charger providers – or the apps and memberships required - across North Wales to make EV charging more convenient.	■	■	■	
Policy RS9: The Corporate Joint Committee will work with partners to develop a comprehensive communications campaign to encourage EV uptake, learning from best practice.	■	■	■	
Policy RS10: The Corporate Joint Committee and partners will work with the Distribution Network Operator to seek opportunities to enhance grid capacity in locations where there is a barrier to EV charger roll-out. This should also be a key consideration of the Strategic Development Plan when identifying new developments.		■	■	
Policy RS11: The Strategic Development Plan and Local Development Plans should mandate that new residential and non-residential developments provide sufficient electric vehicle charging points to meet future demand and incentivise electric vehicle uptake.		■	■	■
Policy RS12: Opportunities will be sought to increase the number of car clubs in North Wales 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.		■	■	
Policy RS13: The travel planning process should be used to encourage care share for commuting.	■	■		■

How our surface access to aviation policies align to our objectives

	Alignment to objectives			
Regional Transport Plan Policy	**Improve digital connectivity and local services**	**Improved accessibility and transport choice**	**Enable decarbonisation through transition to a zero-emission fleet**	**Enable Sustainable Economic Growth**
Policy A V 1: The Corporate Joint Committee will support enhancements to surface access to domestic and international airports, focusing on improving public transport services.		■		■

How our digital connectivity policies align to our objectives

	Alignment to objectives			
Regional Transport Plan Policy	Improve digital connectivity and local services	Improved accessibility and transport choice	Enable decarbonisation through transition to a zero-emission fleet	Enable Sustainable Economic Growth
Policy DC1: Opportunities should be sought to work with communities and businesses to promote and facilitate remote working hubs.	■			■
Policy DC2: Digital literacy training and education should be widely available to assist North Wales residents to get online and find the information they need to make sustainable travel choices.	■			
Policy DC3: A partnership approach will be taken to rolling out digital and real time information about public transport services, prioritising digital displays at key transport interchanges, and working towards real time information at bus stops across North Wales.	■	■		

How our land use policies align to our objectives

	Alignment to objectives			
Regional Transport Plan Policy	**Improve digital connectivity and local services**	**Improved accessibility and transport choice**	**Enable decarbonisation through transition to a zero-emission fleet**	**Enable Sustainable Economic Growth**
Policy LU 1: The Corporate Joint Committee supports the principal of Transit-Orientated Development for new developments in North Wales.	■	■		■
Policy LU 2: The Sustainable Transport Hierarchy will be used to help ensure developments support walking and cycling, public transport and ultra-low emissions vehicles over other private motor vehicles.		■		■
Policy LU 3: Sustainable transport connections to key areas for future growth and economic activity will be introduced.		■		■
Policy LU 4: Developments should only be supported where they promote active travel connectivity through safeguarding, enhancing and expanding on the Active Travel Network Maps.		■		■
Policy LU 5: Development should be encouraged close to public transport facilities, and developments should be designed to help facilitate and improve public transport connectivity in both urban and rural areas.	■	■		■
Policy LU 6: The Corporate Joint Committee supports reducing the parking standards for new developments (as required by the Welsh Government), particularly in urban areas where we will be actively improving sustainable transport alternatives.		■		■

Uchelgais Gogledd Cymru
Ambition North Wales

Cyd-Bwyllgor Corfforedig
Gogledd Cymru
North Wales
Corporate Joint Committee

North Wales
Regional Transport Delivery Plan

July 2025








Regional Transport Delivery Plan Report

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1. Introduction

1.1 Our plans for transport in North Wales

Transport is an essential part of our lives in North Wales. Our transport system connects us to jobs, education, healthcare, shopping and leisure. It is vital for our local economy as it connects businesses with their customers, allows tourists to visit local attractions and resorts, and it facilitates the delivery of goods. Our choice of transport impacts on us as individuals and on our wider environment.

Llwybr Newydd, the Welsh Government's transport strategy, sets out the vision for how transport can help deliver the priorities for Wales, helping to create a more prosperous, green and equal society. Our Regional Transport Plan will help us to address current and future local and regional transport issues over the next 5 years (2025-2030) by providing a framework for decisions on future investment. It sets out how transport can support the delivery of Llwybr Newydd and contribute to the success, regeneration, and development of our region.

Our Regional Transport Plan is essential for ensuring that North Wales can contribute to the delivery of national strategies and priorities. Our Case for Change, which has been prepared to provide the evidence base in support of our Regional Transport Plan, identifies the links to Welsh Government priorities, considers relevant plans and studies, and outlines key transport challenges and opportunities.

Our Regional Transport Plan should be read alongside this Regional Transport Delivery Plan, which sets out how and when our policies and interventions will be delivered by local authorities.

This Delivery Plan and our Regional Transport Plan should also be read alongside our Integrated Well-being Appraisal, which shows how our plans will contribute to well-being, supported by the impact assessments we have undertaken to consider issues such as health, equality, and biodiversity.

Our Regional Transport Plan includes policies to support the vision and ambitions of Llwybr Newydd, The Wales Transport Strategy, and aligns with the National Transport Delivery Plan. Furthermore, our plans maximise our contributions to the measures set out in the Wales Transport Strategy Monitoring Framework. That helps to make sure we meet our transport and climate change targets. To help ensure we meet our targets, we have prepared our Monitoring and Evaluation Plan which will help us get the outcomes we want.

Over the next five years we will also produce our Strategic Development Plan, taking into account the policies and interventions set out in our Regional Transport Plan and its subsequent updates.

1.2 Who is responsible

Corporate Joint Committees (CJCs) are new regional corporate local government organisations with similar powers and duties to local authorities in Wales. Our North Wales Corporate Joint Committee includes representatives from the six councils of Conwy, Denbighshire, Flintshire, Gwynedd, Isle of Anglesey, and Wrexham, as well as Eryri National Park Authority for planning matters.

Our North Wales Corporate Joint Committee has two key duties: to develop a Regional Transport Plan; and a Strategic Development Plan. These plans are essential for spatial planning at a strategic level, ensuring that our transport infrastructure and land uses are aligned with the needs of our communities, economy and environment.

Ambition North Wales is a joint committee and decision-making body overseeing the North Wales Growth Deal, which is an agreement that will generate a total investment of over £1 billion for North Wales in order to generate over 4000 new jobs. Ambition North Wales will absorb the functions of the North Wales Corporate Joint Committee, and moving forwards we hope you will hear about us a lot more as we help shape a more vibrant, sustainable and resilient North Wales.

Ambition North Wales working with the North Wales local authorities are responsible for the delivery of this Regional Transport Delivery Plan in connection with our Regional Transport Plan.

1.3 Our vision and objectives for transport

Our vision as set out in our Regional Transport Plan is that:

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

Our vision is supported by four objectives, which will help us monitor and evaluate the success of our Plan:

1. Improve digital connectivity and local services: We will enable 30% or more of people in North Wales to work remotely by 2030 through better land use planning and improved digital connectivity, which should reduce the overall need to travel and enable shorter trips better suited to sustainable modes.
2. Improved accessibility and transport choice: We will develop infrastructure and services that provide people with a choice about how they travel for each journey and support sustainable economic growth through improved access to key settlements, employment, educational sites and tourist attractions. The accessibility of each key trip attractor should be improved, supporting the national mode share target of 45% of journeys to be undertaken by walking, cycling and public transport by 2040.
3. Enable decarbonisation through transition to a zero-emission fleet**:** We will develop supporting infrastructure and support incentives to enable at least 50% of motor vehicles and all public buses operating in North Wales to be zero emission by 2035.
4. Enable Sustainable Economic Growth**:** We will develop a resilient, safe, well-maintained, and efficient transport network that delivers sustainable economic growth by improving accessibility to existing and planned employment areas. At least 50% of households in North Wales will have an increased range of travel within 1 hour by public transport, supporting access to key employment sites and regional centres by 2030.

1.4 How we will deliver our plans for transport

Our Regional Transport Plan sets out our policies and interventions that will help us work towards achieving our vision and objectives. It clearly sets out the evidence that has shaped our policies and interventions, considering the existing and future transport network in terms of challenges and exploring what the issues and opportunities are.

Ambition North Wales as the North Wales CJC has set out a series of policy commitments through our Regional Transport Plan, which will require our resources as a regional corporate body. For example, we have committed to work with the Network North Wales board members and other key stakeholders to help progress the plans that seek to bring about significant enhancements to public transport across North Wales and beyond. Whilst such initiatives are outside the scope of this Regional Transport Delivery Plan, which focuses on schemes to be delivered by local authorities, it is important for us to acknowledge and capture such commitments that will be important to the successful implementation of our Regional Transport Plan policies. That is why we will be producing a Regional Transport Plan Action Plan for Ambition North Wales.

Our Regional Transport Plan and its supporting Monitoring and Evaluation Plan outline what we want to achieve, setting appropriate targets in line with our objectives. This Regional Transport Delivery Plan sets out how we intend to achieve the outcomes we want (considering matters such as affordability, deliverability, and management) and when (including timescales).

This Regional Transport Delivery Plan identifies a prioritised list of the schemes that the North Wales local authorities will progress over the next five years, overseen by Ambition North Wales as the North Wales Corporate Joint Committee. This will involve working closely with Transport for Wales and the Welsh Government alongside other partners as appropriate. By working collaboratively, we have considered schemes and their contribution to our objectives, and issues including likely impacts on the environment, land use planning, stakeholder acceptability and deliverability.

This has for example helped us think about how a scheme might help contribute to modal shift, decarbonisation, and what its costs and benefits might be. By taking this approach, we have identified our priorities over the next few years, in the short, medium and longer term.

The Welsh Government's funding for transport schemes to be delivered by our local authorities will be allocated based on the schemes included in this Regional Transport Delivery Plan. Importantly, the Welsh Government is progressing its plans for a grant modernisation process, which seeks to bring together several local transport grants, aligning these funding streams with the Regional Transport Plans and their Regional Transport Delivery Plans. This aims to provide us with greater decision-making capability in how local transport grant funding is spent. By allocating funding to regional transport, this will also help to reduce the administrative burden on our local authorities. We will continue to work with our partners to identify sources of funding at a local, regional, national and UK level to progress our plans for a high-quality sustainable transport network across North Wales.

2. Scheme selection and appraisal

2.1 Approach

Transport schemes to be delivered by our local authorities have been identified through a comprehensive review of relevant plans, recent and emerging funding applications, and involving planning and delivery partners including Transport for Wales. Funding sources including the Welsh Government want certainty about what schemes are likely to continue and come forward over the next five years. We all want to know what our priorities for transport are across our local communities, North Wales and Wales as a whole. This is especially important given we will soon be preparing our Strategic Development Plan for North Wales, which will need to take into account our plans for transport alongside land use and economic development. That is why we have carefully considered all the different options available to us as to how we might achieve our policies and interventions, and in turn our vision and objectives for a vibrant, sustainable, and resilient North Wales.

When considering the different options, we have considered our region's need to contribute to the delivery of the national transport priorities and ambitions, and targets for modal shift and decarbonisation. We have also considered how we want our regional and sub-regional networks to be developed and improved by responding to our unique economy, society, culture and environment in North Wales. This will help ensure that our residents and visitors benefit from more travel choices and better connectivity, while also reducing our environmental impact.

By working with Transport for Wales, we have developed and adapted for the North Wales context a prioritisation tool. The tool has helped us to select, appraise and prioritise schemes. That has involved working closely with local authorities to gather the evidence and information we need to make sure all aspects of schemes, their alignment to our objectives, likely impacts and deliverability have been taken into account.

We describe how we have addressed these challenges and opportunities in turn below.

2.2 Delivery pathways

Llwybr Newydd, The Wales Transport Strategy identifies four key areas critical to the delivery of the national transport priorities and ambitions – decarbonisation, equality, integrated journey planning and rural. These cut across the different modes and sectors. There are a wide range of commitments set out in the National Transport Delivery Plan relating to each of these throughout the Wales Transport Strategy. The North Wales Regional Transport Plan has been prepared to help deliver the national transport priorities and ambitions as well as contribute to national targets for modal shift and decarbonisation.

As set out in our Regional Transport Plan, we have identified five cross-cutting themes that will help us follow through on our wider duties and commitments and contribute to the cross-cutting delivery pathways set out in Llwybr Newydd, The Wales Transport Strategy – social value, equity, community led, integration and affordability. These also cut across the different modes and sectors in our Regional Transport Plan, shaped around policy themes based on the Wales Transport Strategy's nine mini-plans for each mode of transport, adapted for North Wales. These represent key areas of focus for our transport policies and interventions, which set the framework for schemes to be delivered by the North Wales local authorities in this Regional Transport Delivery Plan.

We are confident that in the way we have aligned our regional cross-cutting themes with the national cross-cutting delivery pathways, and the way we have framed our policy themes around the different modes and sectors reflecting the national mini-plans for each mode of transport, our regional proposals for transport will strongly contribute to achieving the national pathways whilst being fit for purpose in achieving our regional vision and objectives for transport. The National Transport Delivery Plan provides a summary of the main national initiatives that will be key to delivering each national pathway. In response, we summarise how our regional policies and interventions will be key to delivering each pathway:

Integrated journey planning pathway

Our policies and interventions will help facilitate integrated journeys by sustainable modes, which will help meet our modal shift targets. Our plan brings together a range of opportunities around public transport service design, timetabling, ticketing, information provision, infrastructure investment and planning and policy development to enable sustainable journeys to happen easily and reliably. For example, the North Wales Metro Programme is a comprehensive initiative aimed at transforming public transport and active travel across the region and aims to enhance connectivity within North Wales and strengthen links with the Northwest of England. Some of our specific Regional Transport Plan interventions that are key to this delivery pathway include:

Policy PT9: Support the Welsh Government's vision of 'One Network, One Timetable, One Ticket for a bus system which is governed and designed to serve the public interest, with the widest possible geographic coverage, fully integrated connections between different services, the highest possible service frequencies, and simple unified easy-to-use ticketing and information.

Policy LU5: Development should be encouraged close to public transport facilities, and developments should be designed to help facilitate and improve public transport connectivity in both urban and rural areas.

Policy LU6: Support reducing the parking standards for new developments, particularly in urban areas where we will be actively improving sustainable transport alternatives.

Policy IN3: Active Travel Infrastructure improvements identified on Station Network Plans will be delivered, and Station Network Plans will be developed for those stations that do not currently have one.

Policy PT4: The Bus Service Transformation Network will be rolled out in North Wales. This will include a core network of services between and within major settlements and employment sites with a frequency of two to four buses an hour extending into the evenings.

Policy RS12: Opportunities will be sought to increase the number of car clubs in North Wales 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.

Policy AV1: Support enhancements to surface access to domestic and international airports, focusing on improving public transport services.

Policy AT13: Work with partners including the commercial sector to introduce a public cycle and e-cycle hire scheme at large transport interchanges or other suitable locations, and at locations where such a scheme supports the visitor economy.

Decarbonisation pathway

Our policies and interventions that are framed around behaviour change, digital connectivity and different modes such as walking, cycling and public transport, seek to encourage people to help reduce the need to travel or make the change to sustainable low carbon transport. Our Regional Transport Plan Monitoring and Evaluation Plan also sets targets for modal shift, the efficiency of freight transport, and passenger emissions will all contribute to decarbonisation. Some of our specific Regional Transport Plan interventions that are key to this delivery pathway include:

Policy PF4: Work with partners to seek opportunities to complement the development of hydrogen hubs in North Wales by supporting a shift to hydrogen fuels for freight operators in the region.

Policy PF5: Work with partners to identify opportunities for the electrification of vehicles for local deliveries.

Policy RS6: Work with partners to explore options for the reallocation of existing road and car parking space in our key towns to enhance the local environment, create more attractive spaces for people to dwell, and make it easier for people to walk and cycle.

Policy RS9: Work with partners to develop a comprehensive communications campaign to encourage electric vehicle uptake, learning from best practice.

Policy RS11: The Strategic Development Plan and Local Development Plans should mandate that new residential and non-residential developments provide sufficient electric vehicle charging points to meet future demand and incentivise electric vehicle uptake.

Policy RS13: The travel planning process should be used to encourage care share for commuting.

Policy DC1: Opportunities should be sought to work with communities and businesses to promote and facilitate remote working hubs.

Policy DC2: Digital literacy training and education should be widely available to assist North Wales residents to get online and find the information they need to make sustainable travel choices.

Equality Pathway

Our policies and interventions have considered our legal and policy commitments on the accessibility of infrastructure and services, as well as our commitments on inclusive design. Our Regional Transport Plan Integrated Wellbeing Appraisal has explicitly considered the potential impacts of our policies and interventions on equality and people with protected characteristics. Some of our specific Regional Transport Plan interventions that are key to this delivery pathway include:

Policy CB8: Priority will be given to funding schemes and services that improve sustainable access to crucial and life-enhancing services such as education, health care, town centres, and community facilities.

Policy CB11: Local authorities should expand their work with schools and parents to encourage and support sustainable travel for children, parents and staff.

Policy CB13: Opportunities will be sought to deliver the socially necessary transport improvements that prevent rural isolation.

Policy CB14: Marketing and Communications campaigns will be developed awareness of the benefits of sustainable travel. Campaigns will use innovative techniques to target groups that can be harder to reach.

Policy PT10: Work with partners including local authorities and operators to make bus travel more accessible for people with restricted mobility or disabilities.

Policy AT3: Where possible, walking and cycling infrastructure should be accessible for all people, including those with mobility impairments, people in wheelchairs, and people pushing prams.

Policy IN2: Placemaking and wayfinding at stations and key bus stops will be improved. This should consider onward links to key attractors and be undertaken in consultation with local and community organisations, including groups representing communities with protected characteristics.

Rural Pathway

North Wales has a large rural population, and our policies and interventions aim to provide access to sustainable, safe and reliable public transport to help people access the services, employment, cultural and education opportunities to enable them to thrive. Our policies and interventions recognise that the transport needs of our communities in rural North Wales are different to those in more urban areas. Some of our specific Regional Transport Plan interventions that are key to this delivery pathway include:

Policy RS7: Support the transition to electric vehicles in North Wales by ensuring that fair and equitable charging infrastructure is available in urban areas and help facilitate private or community-led installation in rural areas.

Policy RS10: Work with the Distribution Network Operator to seek opportunities to enhance grid capacity in locations where there is a barrier to EV charger roll-out.

Policy AT4: In rural areas, active travel infrastructure improvements will focus on the community benefit of schemes; improving safety and routes that connect smaller communities with larger settlements and services

Policy AT6: The introduction of Quiet Lanes in North Wales in line with national guidance will be investigated.

Policy AT9: Support changes to active travel funding criteria that would place more emphasis on schemes in rural areas and in residential areas.

Policy AT10: Investigate funding streams additional to the Active Travel Fund that support the delivery of active travel infrastructure improvements in rural areas.

Policy AT11: Work with partners to develop templates and toolkits to support local communities to develop and implement their own projects where government plays a facilitating and supporting rather than doing or delivering role.

Policy PT11: Successful pilot Fflecsi services should be made permanent, and additional Fflecsi services should be designed with local community involvement and rolled out in other areas in line with bus transformation network proposals.

Policy PT12: Work with local authorities and Transport for Wales to collaborate with communities, particularly in rural areas, to help fund and deliver community transport services that meet otherwise unmet needs.

Policy CB17: Opportunities will be sought to make Sherpa'r Wyddfa bus services permanent, with long term funding; and investigating how services can be integrated further with the wider bus and railway networks.

Policy CB20: Innovative solutions to providing access to attractions in rural areas will be identified. This should consider, but not be limited to, seasonal bus services, e-bike and other micro-mobility hire, alongside information campaigns.

2.3 A network of systems

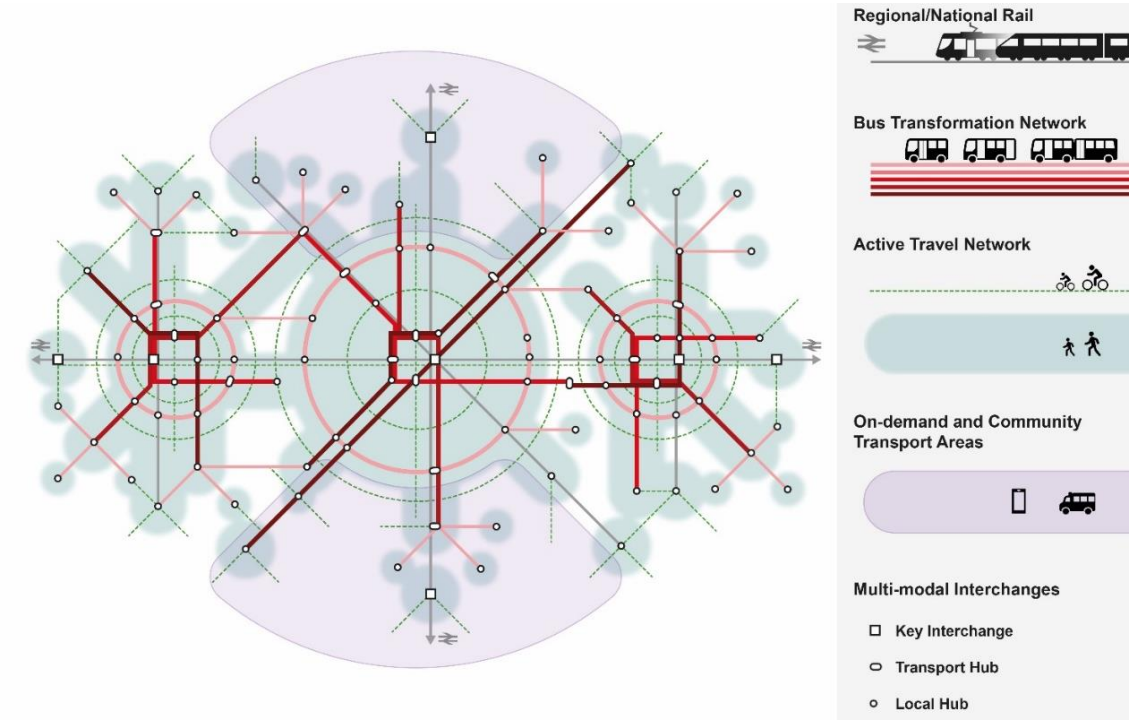
A network-based approach has been taken to our proposals, where the key focus is on providing all groups of people with more choice about how and when they travel. Interventions seek to respond to the varying geographies and populations of North Wales, considering both the more urban and rural parts of the region, seeking a totally integrated transport system across modes.

Whilst schemes will be delivered by our local authorities, it is important to recognise they should not be aligned to county boundaries and will be coordinated and prioritised at a regional level, whilst contributing to local, regional and national outcomes.

Whilst our transport system interfaces with different geographic scales as described above, our roads, streets, railways and active travel routes all cross boundaries to connect our communities, places of work and leisure. That is why we need to think about our transport routes by all modes as an interconnected network of systems. For many of us, our most familiar routes are based on our travel to work journeys, or the journeys we make to get to school, the shops, or where we like to visit in our leisure time. We often travel by different modes, from walking and cycling for shorter trips, to bus, coach, rail or car for longer distance trips.

Building on the work of the North Wales Transport Commission and the North Wales Metro Programme, we have the opportunity to put the bus transformation network at the core of our system, and the active travel network, and rail stations and services all building and connecting with each other, joined by key interchanges and transport hubs. Then we can supplement that system with more flexible travel options, such as on-demand and community transport. We can make it as easy as possible for all groups of people to access the real-time information they need and move between modes with innovative and seamless integrated technologies. We should also make it easier for people to reduce the amount they travel with local hubs, high quality broadband, and place-based transit-orientated land use planning.

Our local authority schemes respond to this opportunity and rather than thinking about them as a long list of measures, their delivery will be through the lens of a network of systems. To help illustrate this opportunity, we have produced a systems diagram:



2.4 Scheme selection and sifting

We have worked with our partners in local authorities, Transport for Wales and other stakeholders with an interest in transport in North Wales to identify schemes that will deliver our policies and interventions in a holistic and integrated way. These include a range of specific local authority plans and proposals that are either aspirational, will commence within the next five years, or continue to be delivered over the plan period up to 2030 or beyond.

Our schemes align to the different modes in our Regional Transport Plan, are shaped around our networks, and align with the policy themes that respond to the national delivery pathways and our regional cross cutting themes.

Whilst rail and strategic road network policies and interventions are considered as ambitions in our Regional Transport Plan, they are the responsibility of the Welsh Government as the as the highway authority for all trunk roads and motorways in Wales, and Network Rail or Transport for Wales with responsibilities for the upkeep, modernisation and operation of the railway network across Wales and the border counties of England.

Whilst we will work with our partners to collaboratively progress our aspirations for the strategic road network and rail network set out in our Regional Transport Plan, the Welsh Government's funding for transport schemes to be delivered by our local authorities will be allocated based on the schemes included in this Regional Transport Delivery Plan. For the reasons above, this will not include schemes relating to the rail or trunk road network.

Similarly, projects identified for national level funding, or which would require feasibility studies or associated work to be undertaken by Transport for Wales or Ambition North Wales in advance of schemes being developed by a local authority, will not be included at this stage.

It is important to consider that new or revised schemes may come forward during the plan period that are currently unknown or anticipated. Any required amendments to our plans will be raised and discussed at the earliest opportunity as part of progress update sessions led by the Corporate Joint Committee and local authorities across North Wales. These will take places around every three months.

The list of schemes taken forward for prioritisation have excluded trunk roads (motorways or A roads) and rail schemes that would not be delivered by local authorities. Aspirations relating to trunk roads and rail interventions can be found in the Regional Transport Plan.

Remaining local authority schemes have been subject to appraisal and then prioritisation using the Transport for Wales prioritisation tool, developed and adapted for the North Wales context.

2.5 Use of the prioritisation tool

The Regional Transport Delivery Plan prioritisation tool has been developed by Transport for Wales in collaboration with the Welsh Government, the Corporate Joint Committees and local authority officers across Wales. Transport for Wales has worked collaboratively across regions to develop an approach with the flexibility to be adapted to different and evolving requirements. This has resulted in the delivery of a tool that helps get from the Regional Transport Plan policies and interventions to a prioritised list of schemes in the Regional Transport Delivery Plan. Key principles for the tool are, it:

- Should respond to regional objectives
- Should provide a reliable and objective quantitative appraisal of schemes, taking advantage of data and GIS analysis
- Should provide a qualitative appraisal of schemes, to ensure nuance and human elements are captured
- Should be flexible: allowing additional criteria to be introduced as they emerge, can incorporate and be used for schemes at different stages of development, can incorporate and be used for whole programmes, and projects within those programmes, and can incorporate and be used across schemes of different types and sizes

In summary, the prioritisation tool is an Excel spreadsheet that provides a helpful appraisal framework, which has been adapted to include the North Wales Regional Transport Plan objectives.

The tool has a total of six steps:

1. Define scheme objectives and measures
2. Fill out the scheme description and summary
3. First high level sift
4. GIS analysis and objective appraisal
5. Deliverability appraisal
6. Prioritisation of schemes

Local authorities in North Wales have worked collaboratively to provide the necessary data and evidence to populate the tool's appraisal criteria and data cells. A shared working file accessed by local officers has helped ensure a consistent approach to appraisal, also benefiting from standard value options for criteria such as timescales and ranges of capital costs.

The approach to appraisal using the tool is summarised in **Annex 1**.

3. Our priorities for transport

Understanding our priorities

As required, this Regional Transport Delivery Plan lists the specific schemes that will help to achieve the vision for the Regional Transport Plan, ranked and sequenced for delivery.

The Welsh Government guidance to Corporate Joint Committees requires priority to be based on greatest impact in meeting the Wales Transport Strategy priorities). We have also based priority on the overall scores as outputs from the prioritisation tool exercise, taking into account matters of deliverability as well as alignment to the objectives of the Regional Transport Plan which reflect the national targets for modal shift and decarbonisation.

Our schemes are ranked as higher, medium or lower priority within timescales for delivery (see priorities over time, below). Thresholds have been applied to performance scores based on the outputs of the prioritisation tool, in agreement with our local authorities to help prioritise ranking in these three categories.

Higher ranked schemes are those that local authorities intend to invest in to deliver the Regional Transport Plan as a priority.

It is important to note that recognising a scheme as medium or lower priority at this regional scale does not indicate it is not of local importance, or that it should not be progressed. Rather, there are other schemes across the region that are likely to have greater impact in achieving the regional and national priorities and ambitions, and as such should be prioritised at the regional scale for investment over the anticipated time periods.

Ambition North Wales will work collaboratively with local authorities to bring forward the higher ranked schemes over the plan period as a priority, with medium and lower priority schemes to come forward subject to the availability of funding or should a higher priority scheme not come forward within the plan period as anticipated. In those cases, the performance scores based on the outputs of the prioritisation tool will help Ambition North Wales and local authorities to agree which medium and then lower priority schemes may come forward once higher ranked schemes have been delivered.

Ambition North Wales will work collaboratively with the local authorities to create annual programmes of schemes to confirm which schemes will come forward each year. This will be informed by the ranking of schemes that has considered timescales for delivery, which has helped give clarity at this stage as to which schemes will come forward in each year of the plan period.

Priorities over time

Our schemes are organised around anticipated timescales for delivery, over the:

- Short term: schemes that will be underway or with the potential to start delivery at the beginning of the 5 year programme if funding were available in Financial Year (FY) 2026/27
- Medium term: schemes with the potential to start delivery if funding were available between FY 2027/28 and FY 2029/30
- Long term: schemes with the potential to start delivery at the end of the 5 year programme if funding were in FY 2030/31
- Aspirational: No timescale currently envisaged or delivery likely beyond financial year 2030/31
- Shelved: Currently not being progressed but with potential to return with further development work

Priorities by mode

Priorities are also presented by policy themes including transport mode, to help stakeholders understand where to expect to see investment in different types of transport. This includes:

- Active travel
- Bus and coach
- Community, on demand transport and taxis
- Freight and logistics
- Integration
- Ports
- Roads, streets and parking.

This approach also helps to demonstrate the contribution of the Regional Transport Delivery Plan to the policies set out in the Regional Transport Plan. This approach has also sought to help ensure a range of modes are prioritised, seeking to ensure the delivery of a network of systems rather than see investment primarily flow to one or a limited number of modes, which may perform highly in the prioritisation tool.

Investment and funding

Within our priorities for transport, we set out anticipated capital and operating costs involved, alongside likely sources of funding. This also helps us set out how local authorities will meet the revenue consequences of the schemes.

Welsh Government funding will be made available for local authority schemes once the Regional Transport Plan is in place, on the basis that any schemes proposed for support will be identified and prioritised in an approved Regional Transport Delivery Plan. This may include via existing funding arrangements or those subject to the grant modernisation process, which seeks to bring together several local transport grants, aligning these funding streams with the Regional Transport Plans and their Regional Transport Delivery Plans across the Welsh regions.

Following the consultation on the draft Regional Transport Plan, the Welsh Government engaged with the CJCs to help clarify Welsh Government regional funding levels in connection with the emerging Regional Transport Delivery Plans across the four regions, considering the ongoing grant modernisation process.

In line with Welsh Government advice, the total cost of schemes within the 5-year programme that require regional transport funding is approximately £150m. This is a flexible figure that considers the past five years of grant awards in North Wales, with an estimated future allowance. The Welsh Government has clarified that the 5-year programme will cover financial years 2026/2027 to 2030/2031, further to the 2025/2026 local authority grant awards.

The Welsh Government has agreed that the following funding sources will form part of the new regional transport fund subject to the grant modernisation process:

- Active Travel Fund
- Local Transport Fund
- Resilient Roads Fund
- Road Safety Capital and Revenue Funds
- 20mph Policy Fund
- Safe Routes in Communities Fund
- Ultra Low Emissions Vehicle Transformation Fund
- Unadopted Roads Fund

Some of the schemes identified by local authorities that attract significant investment requirements will likely be subject to a mix of funding sources that is likely to involve sources or agreements outside of the regional transport funding. Such schemes may have greater funding uncertainty at this time. This Regional Transport Delivery Plan also identifies where schemes align to the National Transport Delivery Plan, which further helps to provide confidence in Welsh Government funding of transport interventions.

Ambition North Wales and the North Wales local authorities will continue to be creative in seeking additional funding for transport investment. This could include private sector or third-party financing, UK Government funding, or other sources. For example, Ambition North Wales is currently exploring opportunities for transport funding in connection with the:

- Growth Deal: An agreement that will generate a total investment of over £1 billion for North Wales in order to generate over 4000 new jobs and increase GVA by £2.4 billion. Targeting key economic growth sectors, including high-value manufacturing and low carbon energy, it also focuses on digital innovation and infrastructure improvements to better connect the region. In addition, it supports the development of key sites and premises to stimulate the developer market. The Deal further aims to support vital industries such as tourism and agriculture, helping them to develop sustainably for the future.

- Flintshire and Wrexham Investment Zone: An investment of up to £160m over 10 years. As a joint commitment by both UK and Welsh Governments, the investment zone aims to enhance and grow a globally significant advanced manufacturing cluster. It will unleash further potential for Flintshire and Wrexham, which are already home to high-value manufacturing operations and strategic industrial sites, by offering a unique blend of support, infrastructure and targeted incentives designed to attract and sustain business. Benefits will be far reaching, extending across North Wales and beyond.

- Anglesey Freeport: To bring regeneration and high-quality job creation, trade, inward investment of up to £1bn and innovation to Anglesey and North Wales. It will build on the Energy Island programme (EIP), an existing cooperation between public, private and third-sector stakeholders. The EIP's vision is to 'create a once-in-a-lifetime opportunity for jobs, economic growth and prosperity through capitalising on a number of transformational projects in Anglesey'. It also fully aligns to the goals of the North Wales Economic Ambition Board's Growth Strategy. The vision of the Anglesey Freeport is to become a hub for innovation, low carbon energy and international trade.

- Network North Wales: A hugely ambitious and transformative programme of work to better connect communities, with more rail and bus services, new stations, new transport routes, new trains, new buses and new technology. At its heart will be the North Wales metro

services. This will take a cross-border approach to transforming public transport in the Mersey-Dee area, including metro style services on the North Wales mainline and a new, direct rail link between Wrexham and Liverpool. The Welsh Government has already committed an investment of over £13m to begin delivery immediately and will draw on other funding streams to make the vision a reality. Plans include:

- Commencing work on the line between Wrexham and Liverpool as the crucial first phase of delivering metro services direct between the two cities.
- Doubling train services between Wrexham and Chester next May.
- Bringing forward the introduction of 50% more services across the North Wales mainline from December 2026 to next May - resulting in a new service from Llandudno to Liverpool and extending the Manchester Airport service to Holyhead in place of Llandudno.
- Upon completion of rail line works at Padeswood, increase train services between Wrexham and Bidston to 2 trains per hour within the next three years, ahead of the introduction of 4 trains per hour that will run direct between Wrexham and Liverpool by 2035.
- The existing Borderlands Line will also be renamed the Wrexham - Liverpool line.
- Key stations on the Wrexham - Liverpool line will be improved in the next 12 months.
- Trains operating on the Wrexham - Liverpool line will be wrapped to reflect the communities and football clubs they serve.
- Introducing Pay as You Go tap in tap out technology - covering connections between Gobowen and Rhyl, and along the full length of the Wrexham -Liverpool line
- Working with Network Rail to determine the feasibility of a rapid delivery of a new test railway station at Deeside Industrial Park, to gauge demand for permanent services to the park.
- A new, multi-million pound electrification innovation fund to develop a plan to decarbonise the railway in North Wales and enable more frequent metro services and additional stations
- Match funding for step-free access at Shotton and Ruabon stations.
- Working with local authorities to develop plans for Gateway multi-modal interchanges at Holyhead, Bangor, Caernarfon and Wrexham.
- A new T13 bus service - connecting Rhyl, Ruthin, Denbigh and Wrexham.
- Examining options to re-open stations and build new stations to serve employment growth areas.
- A new bus network specifically designed to link communities with industrial estates in the Flintshire and Wrexham Investment Zone.

Affordability

Ambition North Wales has worked collaboratively with the Welsh Government to consider the affordability of the priorities set out in this Regional Transport Delivery Plan. An exercise has been undertaken with local authorities to review and refresh Capex and Opex estimates alongside likely sources of funding and timescales for delivery. This will continue over the

course of the plan period to help ensure costs are carefully considered and forecast as accurately as possible.

It is acknowledged that the Welsh Government's grant modernisation process is ongoing, and that whilst the Regional Transport Delivery Plan includes schemes totalling approximately £150m over its 5-year period in line with Welsh Government advice, the amount of funding that will be provided to Ambition North Wales and local authorities each year is yet to be confirmed.

While a guide to the potential spending profile is provided in the Delivery Plan summary table below, the requirement for annual programmes of schemes will facilitate Ambition North Wales working with local authorities to agree the higher priority and any other schemes as they may come forward seeking Welsh Government regional transport funding when budgets are known for each year of the 5-year plan period.

As part of this Regional Transport Delivery Plan, Welsh Government confidence is required in the affordability of the higher priority local authority schemes that require investment within the plan period and where Welsh Government regional funding will be the primary source of funding.

Ambition North Wales has worked with local authorities to confirm that the required levels of funding for those schemes totals approximately £150m inclusive of funding allocated during the financial year 2025/26. As such, the Welsh Government and other stakeholders can have a great degree of confidence that the priorities are affordable.

This allows flexibility for some medium and lower priority schemes to come forward over the plan period, also acknowledging that some schemes will not require Welsh Government funding, whilst other sources of funding are also available as identified within this Regional Transport Delivery Plan.

Ambition North Wales will work collaboratively with the local authorities to create annual programmes of schemes, including those seeking Welsh Government funding, which will facilitate ongoing reviews of priorities and affordability, which will respond to any annual budgets that the Welsh Government may clarify over the plan period.

Managing change

It may be that priorities change over time, for example an unanticipated investment, funding opportunity or incident may require priorities to change. Our Regional Transport Plan Monitoring and Evaluation Plan explains how quarterly North Wales committee meetings will take place where progress updates will be provided by local authority transport officers on the progress of the implementation of the Regional Transport Plan and the Regional Transport Delivery Plan. This will also help consider any changing priorities.

Changing priorities may also be driven by the availability of funding. This will be closely monitored by Ambition North Wales, who will collaborate with local authorities to consider and agree annual programmes of schemes considering the priorities set out in the Regional Transport Delivery Plan, and any external or unforeseen factors that could require change.

As set out above, the performance scores based on the outputs of the prioritisation tool will help Ambition North Wales and local authorities to agree which medium and then lower priority schemes may come forward once higher ranked schemes have been delivered.

We will also submit annual performance reports on our Regional Transport Plan to the Welsh Government each year and a comprehensive evaluation will then be prepared after three years to assess whether our Regional Transport Plan is delivering the outcomes we want and intended, providing value for money and whether there are any unforeseen issues or unintended consequences that require a change in approach. The results will feed into the

subsequent Regional Transport Plan from 2030 onwards, and the subsequent National Transport Delivery Plan.

Delivery Plan

Our higher priority schemes over the 5-year plan period are presented below, ordered by timescale for planned works (subject to availability of funding). Likely primary sources of funding are identified and colour coded accordingly.

Scheme No.	Scheme Name	Policy Theme	Lead Local Authority	Timescale	Potential Funding Source	Priority
76	Safe Routes in communities/ home to school transport, Conwy	Active Travel	Conwy	Short-term	Welsh Regional Transport Fund	Higher
81	Nant Hall Road, Prestatyn	Active Travel	Denbighshire	Short-term	Welsh Regional Transport Fund	Higher
82	Brook Street/ Maes Pengwern	Active Travel	Denbighshire	Short-term	Welsh Regional Transport Fund	Higher
83	Hylas Lane/ Castle Street, Rhuddlan	Active Travel	Denbighshire	Short-term	Welsh Regional Transport Fund	Higher
89	Lenten Pool, Denbigh	Active Travel	Denbighshire	Short-term	Welsh Regional Transport Fund	Higher
100	Implement the bus transformation network Gwynedd	Bus and Coach	Gwynedd	Short-term	Other	Higher
147	Llanbedr Transport Improvements	Roads, Streets and Parking	Gwynedd	Short-term	Other	Higher
159	Highway maintenance and improvements (including innovative maintenance trials), Wrexham	Roads, Streets and Parking	Wrexham	Short-term	Welsh Regional Transport Fund	Higher
162	Highway maintenance and improvements, Gwynedd	Roads, Streets and Parking	Gwynedd	Short-term	Welsh Regional Transport Fund	Higher
168	Freight Alternative Fuels (Hydrogen at Holyhead)	Ports	Ynys Mon	Short-term	UK Government Funding	Higher
175	Penrhyn Bay Active Travel	Active Travel	Conwy	Short-term	Welsh Regional Transport Fund	Higher
177	Dolgarrog Active Travel	Active Travel	Conwy	Short-term	Welsh Regional Transport Fund	Higher

Scheme No.	Scheme Name	Policy Theme	Lead Local Authority	Timescale	Potential Funding Source	Priority
188	A548 route safety enhancement	Roads, Streets and Parking	Conwy	Short-term	Welsh Regional Transport Fund	Higher
193	A470 Overline Bridge Llandudno Junction	Roads, Streets and Parking	Conwy	Short-term	Welsh Regional Transport Fund	Higher
196	Colwyn Bay Promenade - Rotary Way to Porth Eirias	Active Travel	Conwy	Short-term	Welsh Regional Transport Fund	Higher
197	Bagillt To Greenfield	Active Travel	Flintshire	Short-term	Welsh Regional Transport Fund	Higher
199	Lower Aston Hall Lane	Active Travel	Flintshire	Short-term	Welsh Regional Transport Fund	Higher
202	Ewloe Roundabout Active Travel Improvements	Active Travel	Flintshire	Short-term	Welsh Regional Transport Fund	Higher
203	Wylfa Roundabout Active travel improvements	Active Travel	Flintshire	Short-term	Welsh Regional Transport Fund	Higher
239	Chwilog to Afonwen Active Travel Route	Active Travel	Gwynedd	Short-term	Welsh Regional Transport Fund	Higher
250	Tywyn to Aberdyfi Active Travel Route	Active Travel	Gwynedd	Short-term	Welsh Regional Transport Fund	Higher
253	A5 Resilience Road Project (Pentre Berw)	Roads, Streets and Parking	Ynys Mon	Short-term	Welsh Regional Transport Fund	Higher
256	Active Travel Llanfairpwll (Lon Refail to Lon Graig)	Active Travel	Ynys Mon	Short-term	Welsh Regional Transport Fund	Higher
257	Active Travel Malltraeth to Newborough	Active Travel	Ynys Mon	Short-term	Welsh Regional Transport Fund	Higher
258	Active Travel Benllech	Active Travel	Ynys Mon	Short-term	Welsh Regional Transport Fund	Higher
276	RTI infrastructure at various bus hubs, Denbighshire	Integration	Denbighshire	Short-term	Welsh Regional Transport Fund	Higher
103	Regional rural bus and coach network, Flintshire	Bus and Coach	Flintshire	Short-term	Other	Higher

Scheme No.	Scheme Name	Policy Theme	Lead Local Authority	Timescale	Potential Funding Source	Priority
105	Regional rural bus and coach network Gwynedd	Bus and Coach	Gwynedd	Short-term	Other	Higher
268	Public EV charging in public car parks and information coordination, Wrexham	Roads, Streets and Parking	Wrexham	Short-term	Welsh Regional Transport Fund	Higher
163	Public EV charging in public car parks and information coordination, Flintshire	Roads, Streets and Parking	Flintshire	Short-term	Welsh Regional Transport Fund	Higher
164	Public EV charging in public car parks and information coordination, Ynys Mon	Roads, Streets and Parking	Ynys Mon	Short-term	Welsh Regional Transport Fund	Higher
165	Enhance Public EV charging and information coordination, Gwynedd	Roads, Streets and Parking	Gwynedd	Short-term	Welsh Regional Transport Fund	Higher
166	Public EV charging in public car parks and information coordination, Conwy	Roads, Streets and Parking	Conwy	Short-term	Welsh Regional Transport Fund	Higher
9 (A&B)	Integration with strategic public transport services: Improved access to Ruabon Station and Gwersyllt Station	Integration	Wrexham	Medium-term	UK Government Funding	Higher
10	Integration with strategic public transport services: Public transport infrastructure improvements, Flintshire	Integration	Flintshire	Medium-term	Welsh Regional Transport Fund	Higher
34	Garden City Interchange	Integration	Flintshire	Medium-term	Welsh Regional Transport Fund	Higher
43	Connect both bridges to local communities with comprehensive and comfortable active travel networks	Active Travel	Ynys Mon	Medium-term	Welsh Regional Transport Fund	Higher

Scheme No.	Scheme Name	Policy Theme	Lead Local Authority	Timescale	Potential Funding Source	Priority
55	Caia Park Active Travel	Active Travel	Wrexham	Medium-term	Welsh Regional Transport Fund	Higher
61	Gwersyllt Mold Road Active Travel Corridor	Active Travel	Wrexham	Medium-term	Welsh Regional Transport Fund	Higher
74	Safe Routes in communities/ home to school transport, Gwynedd	Active Travel	Gwynedd	Medium-term	Welsh Regional Transport Fund	Higher
87	H-Bridge, Rhyl	Active Travel	Denbighshire	Medium-term	Welsh Regional Transport Fund	Higher
98	Implement the Bus Transformation Network, Flintshire	Bus and Coach	Flintshire	Medium-term	Other	Higher
99	Implement the bus transformation network Ynys Mon	Bus and Coach	Ynys Mon	Medium-term	Other	Higher
154	Porth Caernarfon (Gateway) Project	Roads, Streets and Parking	Gwynedd	Medium-term	Other	Higher
178	Mor i'r Mynydd/ Coast to Valley Strategic Active Travel route	Active Travel	Conwy	Medium-term	Welsh Regional Transport Fund	Higher
185	A547 route improvement	Roads, Streets and Parking	Conwy	Medium-term	Welsh Regional Transport Fund	Higher
190	A547 Old Colwyn/Llanddulas Bridges	Roads, Streets and Parking	Conwy	Medium-term	Welsh Regional Transport Fund	Higher
205	Enhancements to Deeside park and ride bus service - decarbonisation	Bus and Coach	Flintshire	Medium-term	Unknown	Higher
218	Lon Las Improvement. Improving and enhancing existing off road cycle routes, Lon las Ogwen, Lon Las Menai and Lon Eifion	Active Travel	Gwynedd	Medium-term	UK Government Funding	Higher

Scheme No.	Scheme Name	Policy Theme	Lead Local Authority	Timescale	Potential Funding Source	Priority
220	Llanberis to Caernarfon Active Travel Route	Active Travel	Gwynedd	Medium-term	Welsh Regional Transport Fund	Higher
262	Implement the bus transformation network Wrexham	Bus and Coach	Wrexham	Medium-term	Other	Higher
272	Ruthin Road, Ystrad Road, Denbigh	Active Travel	Denbighshire	Medium-term	Welsh Regional Transport Fund	Higher
167	Public EV charging in public car parks and information coordination, Denbighshire	Roads, Streets and Parking	Denbighshire	Medium-term	Other	Higher
71	Active travel as home to school transport, Wrexham	Active Travel	Wrexham	Long-term	Welsh Regional Transport Fund	Higher
207	Local Active Travel improvement in main settlements (Bangor, Porthmadog, Caernarfon, Pwllheli, Tywyn, Bala, Blaenau Ffestiniog, Dolgellau, Felinheli, Bethesda, Abermaw)	Active Travel	Gwynedd	Long-term	Welsh Regional Transport Fund	Higher

A full schedule of 247 schemes included in the delivery plan is presented for reference in **Appendix A**[1] grouped in higher, medium and lower priority categories. **Appendix A** is available as an interactive spreadsheet with filter options to help all involved identify and plan for detailed annual programmes.

Our delivery plan is also presented through a range of visual diagrams in **Appendix B**. This helps to show our priorities from different perspectives, by showing the data through different lenses. This allows us to present our priorities in more technical and non-technical ways, aimed at different levels of interest and expertise in transport planning. You can see our priorities set out as follows:

- Appendix B1: Total perspective (this may be of most interest to the Welsh Government, providing a view of priorities by timescale for delivery, capital cost, funding source, and mode)
- Appendix B2: Local authority delivery perspective (this may be of most interest to the local authorities, providing a view of priorities by lead responsible authority, capital cost and timescale for delivery)
- Appendix B3: Funding source perspective (this may be of most interest to Transport for Wales, providing a view of priorities by funding source, capital cost and timescale for delivery)
- Appendix B4: Customer perspective (this may be of most interest to the public and users of transport services, providing a view of priorities by mode, timescale for delivery and capital cost)

The Appendix B diagrams show:

- There is a larger cluster of 33 higher priority short-term schemes, focused on low to higher cost active travel improvements, bus, freight and roads and streets schemes. Schemes are spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund, UK Government sources and other sources.
- There is a medium cluster of 20 higher priority medium-term schemes, focused on low to medium cost active travel schemes, complemented by bus, roads and streets, and integration schemes, spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund, UK Government and other sources, and sources not yet defined.
- There is a small cluster of 2 higher priority long-term schemes, focused on low to medium cost active travel schemes, spread across Wrexham and Gwynedd authority areas. Funding sources connect to the Welsh Government Regional Transport Fund.
- There is a small cluster of 7 higher priority aspirational schemes, focused on low to medium cost bus schemes, complemented by roads and streets, taxi and private hire, and active travel schemes, spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund and other sources.

[1] Each scheme has been allocated a unique reference number as shown in Appendix A, and some numbers have not been used further to amalgamation or deletion as part of development work and consultation feedback.

In summary, our priorities (and their estimated Capex over the plan period) are distributed over time as follows:

Priority level / Timescale	Higher
Short term no. (FY 2026/27)	33 (£163.6m)
Medium term no. (FYs 2027-30)	20 (£96.9m)
Long term no. (FY 2030/31)	2 (£9.5m)
TOTAL	55 (269.5m)

Of the Capex totals presented above, the following table provides the anticipated amount of Welsh Government regional transport funding required to meet the overall Capex figures set out above:

Priority Level / Timescale	Higher
Short term (FY 2026/27)	£113.5m (69.6%)
Medium term (FYs 2027-30)	£28.9m (29.8%)
Long term (FY 2030/31)	£9.3m (97.9%)
TOTAL	£151.7m (56.3%)

This information is also available for our medium and lower priority schemes, as well as for aspirational or shelved timescales in **Appendix C**.

Whilst the information shown above indicates that the majority of schemes could commence in the short term, it is recognised that spend for those schemes will continue in the medium and even long term, especially for larger budget schemes. Also, it is recognised that Welsh Government regional transport funding may not be front loaded or multi-year based, at least in the near future. As such, the procedure set out above in relation to annual programmes of schemes would seek to adjust spend in timescales to reflect actual scheme spending profiles aligned to clear Welsh Government annual awards, which when known will ensure the higher ranked schemes continue to come forward over the 5-year period as planned.

Monitoring and Evaluation

Our Regional Transport Plan is supported by our Monitoring and Evaluation Plan, which will help to show our regional progress in achieving the national priorities and ambitions set out in the Wales Transport Strategy. It sets out how the success of this Plan will be monitored, measured and evaluated, considering the objectives we have set for transport and associated well-being outcomes. For example, this will help us demonstrate our region's contribution to national decarbonisation and modal shift targets.

As part of the monitoring and evaluation process, quarterly North Wales committee meetings will take place where progress updates will be provided by local authority transport officers on the progress of the implementation of the policies in our Regional Transport Plan and the schemes set out in our Regional Transport Delivery Plan. This will also help consider any changing drivers for change and priorities, such as new strategic developments or funding opportunities that may be unforeseen at the time of Plan preparation.

Ambition North Wales as the North Wales CJC and its Transport Subcommittee will be considering the progress of schemes in connection with the performance management of Welsh Government devolved funding to the CJC alongside other funding awards from alternative sources, which may be awarded directly to local authorities. As such Ambition North Wales will undertake in collaboration with local authorities in-year monitoring of grant spend and scheme progress, which will be the equivalent of the quarterly grants monitoring undertaken by local authorities at present. The Welsh Government's requirements and structure of reporting are being considered as part of the grants modernisation process.

We will submit annual performance reports on our Regional Transport Plan to the Welsh Government each year. A comprehensive evaluation will then be prepared after three years to assess whether our Regional Transport Plan is delivering the outcomes we want and intended, providing value for money and whether there are any unintended consequences that require a change in approach. The results will feed into the subsequent Regional Transport Plan from 2030 onwards, and the subsequent National Transport Delivery Plan.

Appendix A - Schedule of schemes (REDACTED)

A.1 Higher priority schemes

Scheme No.	Scheme Name	Scheme Description	Policy Theme	Policy Alignment	Lead Local Authority	Timescale	Estimated CAPEX Cost Level	Estimated OPEX Cost Level	Potential Funding Source	How revenue costs are/met be met (where information is available)	NTDP Alignment	Priority
9 (a & b)	Integration with strategic public transport services: Improved access to Ruabon Station and Gwersyllt Station	A package of measures aimed at improving accessibility to rail services to cater for both existing and forecast demands for rail travel from this strategically placed location. Measures include additional car parking capacity, improved bus passenger interchange facilities, improved disabled access to north/south bound platforms, improved access by walking and cycling. Stations will be delivered independently of each other.	Integration	IN3	Wrexham	Medium-term	[redacted]	[redacted]	UK Government Funding		Rail 5 -Addition of lifts at Ruabon and Whitchurch, Shropshire during NR CP7 (2025 - 2027 and beyond funded by others)	Higher
10	Integration with strategic public transport services: Public transport infrastructure improvements, Flintshire	Ongoing bus infrastructure improvements, including bus priority measures, bus boarding improvements, signage, bus stops and shelter provision.	Integration	IN3	Flintshire	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Higher
34	Garden City Interchange	Deliver a new interchange at Garden City to link Hawarden Bridge Station, the Northern Gateway Development, Deeside Industrial Park and the core bus network. The facility would also benefit the Northern Gateway spine road.	Integration	IN1	Flintshire	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Flintshire County Council Core Budget	NWM 3E1-3 - Development, design and delivery of further Public Transport Interchange hubs (2025-2027 and beyond)	Higher
43	Connect both bridges to local communities with comprehensive and comfortable active travel networks	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	Active Travel	AT1	Ynys Mon	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Isle of Anglesey County Council Highway Maintenance Revenue Budget	N/A	Higher
55	Caia Park Active Travel	Caia Park active travel area improvements	Active Travel	AT1	Wrexham	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Higher
61	Gwersyllt Mold Road Active Travel Corridor	Gwersyllt Mold Road Active Travel Corridor Improvements	Active Travel	AT1	Wrexham	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Higher
68	Holt Road and Borras Road - Wrexham Active Travel	Holt - Wrexham Active Travel link	Active Travel	AT1	Wrexham	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Higher

Scheme No.	Scheme Name	Scheme Description	Policy Theme	Policy Alignment	Lead Local Authority	Timescale	Estimated CAPEX Cost Level	Estimated OPEX Cost Level	Potential Funding Source	How revenue costs are/met be met (where information is available)	NTDP Alignment	Priority
71	Active travel as home to school transport, Wrexham	Active travel to support home to school transport	Active Travel	AT1	Wrexham	Long-term	[redacted]	[redacted]	Welsh Regional Transport Fund		AT 10 - Develop and roll-out school/active travel plans (2022-2027 and beyond)	Higher
74	Safe Routes in communities/ home to school transport, Gwynedd	Safe routes in communities/ home to school transport across the county	Active Travel	AT1	Gwynedd	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		AT 10 - Develop and roll-out school/active travel plans (2022-2027 and beyond)	Higher
76	Safe Routes in communities/ home to school transport, Conwy	Safe routes in communities/ home to school transport across the county	Active Travel	AT1	Conwy	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		AT 10 - Develop and roll-out school/active travel plans (2022-2027 and beyond)	Higher
81	Nant Hall Road, Prestatyn	Route connecting residential areas and primary school with Town Centre including Bus and Rail Stations	Active Travel	AT1	Denbighshire	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	N/A	Higher
82	Brook Street/ Maes Pengwern	Route connecting linking residential areas and schools to Town Centre	Active Travel	AT1	Denbighshire	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	N/A	Higher
83	Hylas Lane/ Castle Street, Rhuddlan	Route to improve active travel access to primary school Ysgol y Castell	Active Travel	AT1	Denbighshire	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	AT 10 - Develop and roll-out school/active travel plans (2022-2027 and beyond)	Higher
87	H-Bridge, Rhyl	Provision of safe active travel route over Chester-Holyhead railway line, connecting existing AT networks on either side of the railway	Active Travel	AT1	Denbighshire	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	N/A	Higher
89	Lenten Pool, Denbigh	Improvements to existing mini-roundabout junction to make it more user-friendly for Non-Motorised Users	Active Travel	AT5	Denbighshire	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	N/A	Higher
98	Implement the Bus Transformation Network, Flintshire	Bus Transformation Network supported by multi-year funding 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. Enhancements to Traws Cymru routes, service frequencies and hours of operation are carried out in the short term	Bus and Coach	PT1	Flintshire	Medium-term	[redacted]	[redacted]	Other		Bus 12 - Roll-out of a new bus network design across Wales (2026-2027 and beyond)	Higher

Scheme No.	Scheme Name	Scheme Description	Policy Theme	Policy Alignment	Lead Local Authority	Timescale	Estimated CAPEX Cost Level	Estimated OPEX Cost Level	Potential Funding Source	How revenue costs are/met be met (where information is available)	NTDP Alignment	Priority
99	Implement the bus transformation network Ynys Mon	Bus-Transformation Network supported by multi-year funding 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. Enhancements to Traws Cymru routes, service frequencies and hours of operation are carried out in the short term	Bus and Coach	PT1	Ynys Mon	Medium-term	[redacted]	[redacted]	Other	Combination of Isle of Anglesey County Council Core Funds (currently 33%), Grants from Welsh Government / TfW (currently 67%)	Bus 12 - Roll-out of a new bus network design across Wales (2026-2027 and beyond)	Higher
100	Implement the bus transformation network Gwynedd	Bus-Transformation Network supported by multi-year funding 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. Enhancements to Traws Cymru routes, service frequencies and hours of operation are carried out in the short term	Bus and Coach	PT1	Gwynedd	Short-term	[redacted]	[redacted]	Other		Bus 12 - Roll-out of a new bus network design across Wales (2026-2027 and beyond)	Higher
101	Implement the bus transformation network Conwy	Bus-Transformation Network supported by multi-year funding 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. Enhancements to Traws Cymru routes, service frequencies and hours of operation are carried out in the short term	Bus and Coach	PT1	Conwy	Aspirational	[redacted]	[redacted]	Other	Offset by ticket revenue	Bus 12 - Roll-out of a new bus network design across Wales (2026-2027 and beyond)	Higher
102	Implement the bus transformation network Denbighshire	Bus-Transformation Network supported by multi-year funding 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. Enhancements to Traws Cymru routes, service frequencies and hours of operation are carried out in the short term	Bus and Coach	PT1	Denbighshire	Aspirational	[redacted]	[redacted]	Other	Local Transport Fund (LTF)	Bus 12 - Roll-out of a new bus network design across Wales (2026-2027 and beyond)	Higher

Scheme No.	Scheme Name	Scheme Description	Policy Theme	Policy Alignment	Lead Local Authority	Timescale	Estimated CAPEX Cost Level	Estimated OPEX Cost Level	Potential Funding Source	How revenue costs are/met be met (where information is available)	NTDP Alignment	Priority
103	Regional rural bus and coach network, Flintshire	Introduce a network of regional rural Fflecsi services with an hourly service frequency extending into the evenings that link rural settlements and are operated by a fleet of Fflecsi bus and coaches that are comfortable for longer journeys.	Bus and Coach	PT11	Flintshire	Short-term	[redacted]	[redacted]	Other		Bus 24 - Evaluate the current ongoing Fflecsi pilots taking place across Wales and produce guidance and delivery framework for further schemes, which will support future franchising plans. Expand Fflecsi services in areas where they will deliver greatest benefit. (2022-2025) Bus 25 - Introduce additional fflecsi services where appropriate based on pilot findings and developing delivery framework (2024-2027 and beyond).	Higher
105	Regional rural bus and coach network Gwynedd	Introduce a network of regional rural Fflecsi services with an hourly service frequency extending into the evenings that link rural settlements and are operated by a fleet of Fflecsi bus and coaches that are comfortable for longer journeys. Funding will also support the Sherpa'r Wyddfa bus routes and the G23 service, which offers services along the Abermaw-Harlech-Porthmadog route.	Bus and Coach	PT11	Gwynedd	Short-term	[redacted]	[redacted]	Other		Bus 24 - Evaluate the current ongoing Fflecsi pilots taking place across Wales and produce guidance and delivery framework for further schemes, which will support future franchising plans. Expand Fflecsi services in areas where they will deliver greatest benefit. (2022-2025) Bus 25 - Introduce additional fflecsi services where appropriate based on pilot findings and developing delivery framework (2024-2027 and beyond).	Higher
107	Regional rural bus and coach network Conwy	Introduce a network of regional rural Fflecsi services with an hourly service frequency extending into the evenings that link rural settlements and are operated by a fleet of Fflecsi bus and coaches that are comfortable for longer journeys.	Bus and Coach	PT11	Conwy	Aspirational	[redacted]	[redacted]	Other	Offset by ticket revenue	Bus 24 - Evaluate the current ongoing Fflecsi pilots taking place across Wales and produce guidance and delivery framework for further schemes, which will support future franchising plans. Expand Fflecsi services in areas where they will deliver greatest benefit. (2022-2025) Bus 25 - Introduce additional fflecsi services where appropriate based on pilot findings and developing delivery framework (2024-2027 and beyond).	Higher
108	Regional rural bus and coach network Denbighshire	Introduce a network of regional rural Fflecsi services with an hourly service frequency extending into the evenings that link rural settlements and are operated by a fleet of Fflecsi bus and coaches that are comfortable for longer journeys.	Bus and Coach	PT11	Denbighshire	Aspirational	[redacted]	[redacted]	Other	Local Transport Fund (LTF)	Bus 24 - Evaluate the current ongoing Fflecsi pilots taking place across Wales and produce guidance and delivery framework for further schemes, which will support future franchising plans. Expand Fflecsi services in areas where they will deliver greatest benefit. (2022-2025) Bus 25 - Introduce additional fflecsi services where appropriate based on pilot findings and developing delivery framework (2024-2027 and beyond).	Higher

Scheme No.	Scheme Name	Scheme Description	Policy Theme	Policy Alignment	Lead Local Authority	Timescale	Estimated CAPEX Cost Level	Estimated OPEX Cost Level	Potential Funding Source	How revenue costs are/met be met (where information is available)	NTDP Alignment	Priority
115	Subsidised taxi rides in rural areas to fill "gaps" in public transport in Denbighshire	Subsidised taxi services to fill gaps in service, as a back-up system that allows users to access taxis at a very low cost to cater for space and time “gaps”. The gaps can be times of day when public transport is unavailable or remote rural areas not yet served by public transport.	Community, on demand transport and taxis	PT13	Denbighshire	Aspirational	[redacted]	[redacted]	Other	Local Transport Fund (LTF)	N/A	Higher
147	Llanbedr Transport Improvements	Cyngor Gwynedd is collaborating with partners to identify transport solutions to improve access and alleviate transport problems in Llanbedr. This is being progressed through the WelTAG process.	Roads, Streets and Parking	RS1	Gwynedd	Short-term	[redacted]	[redacted]	Other		N/A	Higher
154	Porth Caernarfon (Gateway) Project	As part of a wider regeneration programme a review of infrastructure in the Pen Llyn area of Caernarfon to include a flyover, multi storey car park and bus interchange. The intention being to implement a project which re-defines the area as a key, attractive, contemporary gateway to access the town.	Roads, Streets and Parking	RS6	Gwynedd	Medium-term	[redacted]	[redacted]	Other		N/A	Higher
156	Resilience Lairds Sites Beaumaris Road	The Lairds Beaumaris Road scheme involves improvements to the B5109 road, which connects Llangoed to Beaumaris	Roads, Streets and Parking	RS1	Ynys Mon	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund	Isle of Anglesey County Council Highway Maintenance Revenue Budget	N/A	Higher

Scheme No.	Scheme Name	Scheme Description	Policy Theme	Policy Alignment	Lead Local Authority	Timescale	Estimated CAPEX Cost Level	Estimated OPEX Cost Level	Potential Funding Source	How revenue costs are/met be met (where information is available)	NTDP Alignment	Priority
159	Highway maintenance and improvements (including innovative maintenance trials), Wrexham	Highway maintenance and improvements: A range of schemes involving capacity and safety enhancements/ pinch point improvements and Transport Network resilience improvements, with specific measures including, but not limited to street lighting renewal, flood risk alleviation, greener maintenance methods and active travel route improvements. Maintenance work presets significant costs to all local authorities in the region and Wrexham Council will trail methods of resurfacing which are greener and help us reduce our carbon contribution. This could help us address issues on rural roads which many get overlooked currently based on the need to prioritise strategic routes. Wrexham will also trial a jet-patcher, which will allow additional maintenance without having to do a full resurface scheme, which would allow more maintenance work within a typical year. These innovations, if successful, could bring efficiencies across the region, over and beyond the plan period.	Roads, Streets and Parking	RS2	Wrexham	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Higher
162	Highway maintenance and improvements, Gwynedd	Highway maintenance and improvements: A range of schemes involving capacity and safety enhancements/ pinch point improvements and Transport Network resilience improvements, with specific measures including, but not limited to street lighting renewal and flood risk alleviation.	Roads, Streets and Parking	RS2	Gwynedd	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Higher

Scheme No.	Scheme Name	Scheme Description	Policy Theme	Policy Alignment	Lead Local Authority	Timescale	Estimated CAPEX Cost Level	Estimated OPEX Cost Level	Potential Funding Source	How revenue costs are/met be met (where information is available)	NTDP Alignment	Priority
163	Public EV charging in public car parks and information coordination, Flintshire	Produce a strategy for public electric vehicle charging, which will look at providing schemes of charge points in all public car parks. Coordinate between Local Authorities to share information about where charge points are, whether they are operational and how much they cost to charge. This could be through regular updates in collaboration with third party providers, such as Zap Maps.	Roads, Streets and Parking	RS8	Flintshire	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		EV1 - Public Sector Workplace Charging – roll-out of EV charging points to support staff to move to Evs (2022-2026) EV 2 - Tourism and Destination Charging – roll-out of EV charging points at public sector sites to support visitors to move to Evs (2022-2026) EV 3 - Rail Station Fast Charging – roll-out of EV charging points at rail station car parks to support users to move to EV (2022-2027 and beyond) EV 5 - Strategic Road Network Rapid Charging phase 2: To provide charging points at least every 20 miles of the SRN (2022 - 2023)	Higher
164	Public EV charging in public car parks and information coordination, Ynys Mon	Produce a strategy for public electric vehicle charging, which will look at providing schemes of charge points in all public car parks. Coordinate between Local Authorities to share information about where charge points are, whether they are operational and how much they cost to charge. This could be through regular updates in collaboration with third party providers, such as Zap Maps.	Roads, Streets and Parking	RS8	Ynys Mon	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Isle of Anglesey County Council - Revenue Activities to be funded from Income generated	EV1 - Public Sector Workplace Charging – roll-out of EV charging points to support staff to move to Evs (2022-2026) EV 2 - Tourism and Destination Charging – roll-out of EV charging points at public sector sites to support visitors to move to Evs (2022-2026) EV 3 - Rail Station Fast Charging – roll-out of EV charging points at rail station car parks to support users to move to EV (2022-2027 and beyond) EV 5 - Strategic Road Network Rapid Charging phase 2: To provide charging points at least every 20 miles of the SRN (2022 - 2023)	Higher
165	Enhance Public EV charging and information coordination, Gwynedd	Produce a strategy for public electric vehicle charging, which will look at providing schemes of charging points. Coordinate between Local Authorities to share information about where charge points are, whether they are operational and how much they cost to charge. This could be through regular updates in collaboration with third party providers, such as Zap Maps.	Roads, Streets and Parking	RS8	Gwynedd	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		EV1 - Public Sector Workplace Charging – roll-out of EV charging points to support staff to move to Evs (2022-2026) EV 2 - Tourism and Destination Charging – roll-out of EV charging points at public sector sites to support visitors to move to Evs (2022-2026) EV 3 - Rail Station Fast Charging – roll-out of EV charging points at rail station car parks to support users to move to EV (2022-2027 and beyond) EV 5 - Strategic Road Network Rapid Charging phase 2: To provide charging points at least every 20 miles of the SRN (2022 - 2023)	Higher

Scheme No.	Scheme Name	Scheme Description	Policy Theme	Policy Alignment	Lead Local Authority	Timescale	Estimated CAPEX Cost Level	Estimated OPEX Cost Level	Potential Funding Source	How revenue costs are/met be met (where information is available)	NTDP Alignment	Priority
166	Public EV charging in public car parks and information coordination, Conwy	Produce a strategy for public electric vehicle charging, which will look at providing schemes of charge points in all public car parks. Coordinate between Local Authorities to share information about where charge points are, whether they are operational and how much they cost to charge. This could be through regular updates in collaboration with third party providers, such as Zap Maps.	Roads, Streets and Parking	RS8	Conwy	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		EV1 - Public Sector Workplace Charging – roll-out of EV charging points to support staff to move to Evs (2022-2026) EV 2 - Tourism and Destination Charging – roll-out of EV charging points at public sector sites to support visitors to move to Evs (2022-2026) EV 3 - Rail Station Fast Charging – roll-out of EV charging points at rail station car parks to support users to move to EV (2022-2027 and beyond) EV 5 - Strategic Road Network Rapid Charging phase 2: To provide charging points at least every 20 miles of the SRN (2022 - 2023)	Higher
167	Public EV charging in public car parks and information coordination, Denbighshire	Produce a strategy for public electric vehicle charging, which will look at providing schemes of charge points in all public car parks. Coordinate between Local Authorities to share information about where charge points are, whether they are operational and how much they cost to charge. This could be through regular updates in collaboration with third party providers, such as Zap Maps.	Roads, Streets and Parking	RS7	Denbighshire	Medium-term	[redacted]	[redacted]	Other	From EV Charging Income	EV1 - Public Sector Workplace Charging – roll-out of EV charging points to support staff to move to Evs (2022-2026) EV 2 - Tourism and Destination Charging – roll-out of EV charging points at public sector sites to support visitors to move to Evs (2022-2026) EV 3 - Rail Station Fast Charging – roll-out of EV charging points at rail station car parks to support users to move to EV (2022-2027 and beyond) EV 5 - Strategic Road Network Rapid Charging phase 2: To provide charging points at least every 20 miles of the SRN (2022 - 2023)	Higher
168	Freight Alternative Fuels (Hydrogen at Holyhead)	Ambition North Wales to explore opportunities with the IACC to develop a fuelling distribution centre in connection with Holyhead Hydrogen Hub located at Parc Cybi, in collaboration with Menter Môn	Ports	PF8	Ynys Mon	Short-term	[redacted]	[redacted]	UK Government Funding	North Wales Growth Bid/UK Gov	N/A	Higher
175	Penrhyn Bay Active Travel	Improvements at Toll Bar junction to change the mini roundabout to a signal-controlled junction to improve AT use and reduce RTC. Also includes AT pathways linking Coleg Llandrillo and Ysgol Glanwydden.	Active Travel	AT1	Conwy	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Higher
177	Dolgarrog Active Travel	Continuation of the TfW/DCWW funded bridge scheme. Providing AT compliant connections to the bridge and improved access between the Railway station to the village.	Active Travel	AT1	Conwy	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Higher

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178	Mor i'r Mynydd/ Coast to Valley Strategic Active Travel route	Long distance AT connecting the Urban settlement of the Llandudno junction area in the north to Betws y Coed in the south. Mainly following the A470 corridor.	Active Travel	AT1	Conwy	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Higher
185	A547 route improvement	Improvement to the structural integrity, road safety, active travel provision, public transport infrastructure and traffic management facilities along the route between Conwy and Kinmel Bay.	Roads, Streets and Parking	AT4	Conwy	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Higher
188	A548 route safety enhancement	Road safety improvement to reduce RTCs along the route. Works include improvements to Signs, lines, HFS, minor works.	Roads, Streets and Parking	AT4	Conwy	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Higher
190	A547 Old Colwyn/Llanddulas Bridges	Old Colwyn Bridge and Llanddulas Quarry Bridge - strengthening/refurbishment to provide a resilient route and for A55 trunk road diversion resilience	Roads, Streets and Parking	AT1	Conwy	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Higher
193	A470 Overline Bridge Llandudno Junction	LCR Overline Bridge, 3 span bridge over county roads and Railway - provisionally sub-standard bridge due to bearing failure. To provide a resilient route to Llandudno.	Roads, Streets and Parking	AT1	Conwy	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Higher
196	Colwyn Bay Promenade - Rotary Way to Porth Eirias	Combined resilient road/active travel and coastal defence improvements to protect critical infrastructure including A55 and Chester to Holyhead mainline	Active Travel	AT1	Conwy	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Higher
197	Bagillt To Greenfield	Conduct a comprehensive review and enhancement of the Active Travel Route between Bagillt and Greenfield to improve safety, accessibility, and connectivity for pedestrians and cyclists. This scheme will focus on upgrading infrastructure, addressing safety concerns, and ensuring compliance with national active travel standards. The goal is to promote sustainable transportation, reduce dependency on motor vehicles, and encourage healthier lifestyles.	Active Travel	AT5	Flintshire	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Flintshire County Council Core Budget	N/A	Higher
199	Lower Aston Hall Lane	Active Travel route linking Aston and Hawarden Communities. Providing safer walking and cycling links	Active Travel	AT4	Flintshire	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Higher

Scheme No.	Scheme Name	Scheme Description	Policy Theme	Policy Alignment	Lead Local Authority	Timescale	Estimated CAPEX Cost Level	Estimated OPEX Cost Level	Potential Funding Source	How revenue costs are/met be met (where information is available)	NTDP Alignment	Priority
202	Ewloe Roundabout Active Travel Improvements	Enhancements to pedestrian and cycling infrastructure at the Interchange, with aspects on the Highway Authority road network.	Active Travel	AT1	Flintshire	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Higher
203	Wylfa Roundabout Active travel improvements	Enhancements to pedestrian and cycling infrastructure at the Interchange, with aspects on the Highway Authority road network.	Active Travel	AT1	Flintshire	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Higher
205	Enhancements to Deeside park and ride bus service - decarbonisation	Develop and implement improvements to the Deeside Park and Ride bus service to support decarbonisation efforts. The scheme focuses on reducing carbon emissions through enhanced public transport options, making commuting more sustainable for workers and visitors to the Deeside Industrial Park.	Bus and Coach	PT2	Flintshire	Medium-term	[redacted]	[redacted]	Unknown		N/A	Higher
207	Local Active Travel improvement in main settlements (Bangor, Porthmadog, Caernarfon, Pwllheli, Tywyn, Bala, Blaenau Ffestiniog, Dolgellau, Felinheli, Bethesda, Abermaw)	Improve Walking and cycling provision within the designated settlement.	Active Travel	AT2	Gwynedd	Long-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Higher
218	Lon Las Improvement. Improving and enhancing existing off road cycle routes, Lon las Ogwen, Lon Las Menai and Lon Eifion	Continue the planned programme of works to improve and enhance the existing off road walking and cycling network, Lon las Menai, Lon Las Eifion and Lon las Ogwen	Active Travel	AT1	Gwynedd	Medium-term	[redacted]	[redacted]	UK Government Funding		N/A	Higher
220	Llanberis to Caernarfon Active Travel Route	Create a 6.4km multiuser path alongside an existing highway between Caernarfon and Llanrug. The scheme will complete the active travel route between Llanberis and the designated settlement.	Active Travel	AT4	Gwynedd	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Higher
239	Chwilog to Afonwen Active Travel Route	Create a 1KM Multiuser path which connect Chwilog with the wider active travel network	Active Travel	AT1	Gwynedd	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Higher

Scheme No.	Scheme Name	Scheme Description	Policy Theme	Policy Alignment	Lead Local Authority	Timescale	Estimated CAPEX Cost Level	Estimated OPEX Cost Level	Potential Funding Source	How revenue costs are/met be met (where information is available)	NTDP Alignment	Priority
250	Tywyn to Aberdyfi Active Travel Route	Create a new 3Km Multiuser path to complete the walking and cycling route between Tywyn and Aberdyfi.	Active Travel	AT4	Gwynedd	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Higher
253	A5 Resilience Road Project (Pentre Berw)	Improvements along the A5 between Lon Las Cefni and Pentre Berw	Roads, Streets and Parking	RS1	Ynys Mon	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Isle of Anglesey County Council Highway Maintenance Budget	N/A	Higher
256	Active Travel Llanfairpwll (Lon Refail to Lon Graig)	To facilitate modal shift to sustainable modes for current and future journeys to key trip attractors such as Llanfairpwll Train Station and Ysgol Llanfairpwll, as well as onward travel to Menai Bridge and Ysbyty Gwynedd and Bangor University on the mainland, by providing 0.6km of safe, attractive active travel provision between Lon Graig and Lon Refail, upon the delivery of the scheme.	Active Travel	AT1	Ynys Mon	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Isle of Anglesey County Council Highway Maintenance Revenue Budget	N/A	Higher
257	Active Travel Malltraeth to Newborough	Provide safe connection between Malltraeth and Newborough to connect communities as well as providing a suitable link to extend the Lon Las Cefni to meet the Glasffordd Mon vision.	Active Travel	AT4	Ynys Mon	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Isle of Anglesey County Council Highway Maintenance Revenue Budget	N/A	Higher
258	Active Travel Benllech	AT improvements that will also provide significant road safety improvements in the tourist village of Benllech.	Active Travel	AT5	Ynys Mon	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Isle of Anglesey County Council Highway Maintenance Revenue Budget	N/A	Higher
262	Implement the bus transformation network Wrexham	Bus-Transformation Network supported by multi-year funding 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. Enhancements to Traws Cymru routes, service frequencies and hours of operation are carried out in the short term, other operations to follow,	Bus and Coach	PT4	Wrexham	Medium-term	[redacted]	[redacted]	Other		Bus 12 - Roll-out of a new bus network design across Wales (2026-2027 and beyond)	Higher

Scheme No.	Scheme Name	Scheme Description	Policy Theme	Policy Alignment	Lead Local Authority	Timescale	Estimated CAPEX Cost Level	Estimated OPEX Cost Level	Potential Funding Source	How revenue costs are/met be met (where information is available)	NTDP Alignment	Priority
268	Public EV charging in public car parks and information coordination, Wrexham	Produce a strategy for public electric vehicle charging, which will look at providing schemes of charge points in all public car parks. Coordinate between Local Authorities to share information about where charge points are, whether they are operational and how much they cost to charge. This could be through regular updates in collaboration with third party providers, such as Zap Maps.	Roads, Streets and Parking	RS7	Wrexham	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		EV1 - Public Sector Workplace Charging – roll-out of EV charging points to support staff to move to Evs (2022-2026) EV 2 - Tourism and Destination Charging – roll-out of EV charging points at public sector sites to support visitors to move to Evs (2022-2026) EV 3 - Rail Station Fast Charging – roll-out of EV charging points at rail station car parks to support users to move to EV (2022-2027 and beyond) EV 5 - Strategic Road Network Rapid Charging phase 2: To provide charging points at least every 20 miles of the SRN (2022 - 2023)	Higher
272	Ruthin Road, Ystrad Road, Denbigh	Junction improvements and new sections of ATR	Active Travel	AT1	Denbighshire	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	N/A	Higher
276	RTI infrastructure at various bus hubs, Denbighshire	Looking to bid for LTF to be able to supply real time information displays at main bus hubs within Denbighshire.	Integration	IN2	Denbighshire	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Local Transport Fund (LTF)	N/A	Higher

A.2 Medium priority schemes

Scheme No.	Scheme Name	Scheme Description	Policy Theme	Policy Alignment	Lead Local Authority	Timescale	Estimated CAPEX Cost Level	Estimated OPEX Cost Level	Potential Funding Source	How revenue costs are/met be met (where information is available)	NTDP Alignment	Priority
3	Wrexham General Station: Access and Movement Development	Part of Wrexham Gateway Masterplan aiming to provide a framework of proposals to deliver a transformative mixed-use area of regeneration of the area, delivering 7000 sqm of new office space, supporting business investment and a multi modal transport hub. Masterplan will link active travel, placemaking, public realm and community transport projects.	Integration	IN2	Wrexham	Medium-term	[redacted]	[redacted]	UK Government Funding		NWM 3A1 - Wrexham Gateway Access and Movement Development (2022-2025) NMW 3A2 - Wrexham Gateway Access and Movement Delivery (2024-2027)	Medium
5	Eryri Access Improvement	Access improvements to Eryri through a range of measures including: Arosfan overnight motorhome and campervan pilot scheme; delivering of active travel routes including Glan Conwy to Llandudno Junction, Betws y Coed to Llanrwst and Bethesda to Zip World, and improvements to Pen y Pass, Oqwen, Nangwynant and Geirionydd.	Integration	IN1	Gwynedd/ Conwy	Medium-term	[redacted]	[redacted]	UK Government Funding		N/A	Medium
6	Holyhead Transport Masterplan	Bus & Train Interchange (TfW led Project) - modal shift	Integration	IN1	Ynys Mon	Medium-term	[redacted]	[redacted]	Other	TfW	N/A	Medium
7	Integration with strategic public transport services: Abergele Park and Ride (Abergele Station)	Provision of a park and ride facility at Abergele rail station with good connections to the A55 to encourage transfer from road to rail for longer distance work trips, such as to Wylfa nuclear new build	Integration	IN5	Conwy	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
8	Integration with strategic public transport services: Colwyn Bay station integrated transport integration	Proposed improvements to provide an overall more accessible station with better passenger facilities, including improved cyclist provision. This will reinforce regeneration initiatives in the Colwyn Bay area.	Integration	IN1	Conwy	Aspirational	[redacted]	[redacted]	Third Party Funding		N/A	Medium
11	Integration with strategic public transport services: Public transport infrastructure improvements in Ynys Mon	Ongoing bus infrastructure improvements, including bus priority measures, bus boarding improvements, signage, bus stops and shelter provision.	Integration	IN5	Ynys Mon	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Isle of Anglesey County Council highways and transport	N/A	Medium

Scheme No.	Scheme Name	Scheme Description	Policy Theme	Policy Alignment	Lead Local Authority	Timescale	Estimated CAPEX Cost Level	Estimated OPEX Cost Level	Potential Funding Source	How revenue costs are/met be met (where information is available)	NTDP Alignment	Priority
14	Integration with strategic public transport services: Public transport infrastructure improvements in Conwy	Ongoing bus infrastructure improvements, including bus priority measures, bus boarding improvements, signage, bus stops and shelter provision.	Integration	IN5	Conwy	Long-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
15	Integration with strategic public transport services: Public transport infrastructure improvements in Denbighshire	Ongoing bus infrastructure improvements, including bus priority measures, bus boarding improvements, signage, bus stops and shelter provision.	Integration	IN5	Denbighshire	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Local Transport Fund (LTF)	N/A	Medium
19	Improved links to employment: A55 Transport hub/ park and ride for Wylfa	Work to manage traffic on the network during construction of Wylfa Newydd subject to development coming forward during plan period	Integration	IN5	Ynys Mon	Shelved	[redacted]	[redacted]	Other	s.106 with Wylfa Newydd Developer	SRN 6f - Trunk Road Modal Shift Programme: 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	Medium
36	Penyffordd Station Park and Ride	Create a Park and Ride facility at the existing Penyffodd Railway Station with access to Wrexham-Liverpool Line for travel to/from the DIP, Wrexham and Liverpool for employment.	Integration	IN5	Flintshire	Long-term	[redacted]	[redacted]	Welsh Regional Transport Fund		NWM 3F1 - Study and development of potential park and ride and park and share opportunities to reduce low occupancy car journeys (2022-2025)	Medium
42	Encouraging sustainable travel: Anglesey cycling strategy	Delivery of the Anglesey Cycling Strategy, including several schemes to improve cycling provision and take up on the island including NCN routes. The scheme looks to construct additional off-highway cycle paths.	Active Travel	AT1	Ynys Mon	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Isle of Anglesey County Council highways and transport	AT 12 - Enhance cycle parking provision across Wales and Cross Borders network (2022-2027 and beyond)	Medium
45	Improved links to employment: Active travel route - Kinmel Bay to Tir llwyd Industrial Estate	Provision of Active Travel Route extending the existing walking and cycling provision on St Asaph Avenue, Kinmel Bay (which starts at the A548 and ends at Cader Avenue) to Tir Llwyd Industrial Estate and linking to other walking and cycling provision up to the roundabout with the A547 and beyond. The improvement is likely to include the widening of the existing footway(s) along St Asaph Avenue to provide additional capacity as a shared use cycling and walking route	Active Travel	AT1	Conwy	Long-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium

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46	Improved links to employment: B5129 Sandycroft to Chester and Broughton via AirBus and coach cycleway	Extension of existing cycleway linking Sandycroft to Airbus – further linking to Saltney Ferry, Broughton and Chester	Active Travel	AT1	Flintshire	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Flintshire County Council Core Budget	N/A	Medium
48	Access to Services: Wrexham City Centre Accessibility	Delivery of a programme of infrastructure improvements and traffic management measures to improve the overall accessibility of Wrexham City Centre. This will include provision of new and enhanced pedestrian crossing facilities, measures to improve physical accessibility of the pedestrianised area for those with impaired mobility, implementation of innovative parking management schemes to improve the ease, availability and affordability of parking in the City Centre and implementation of a City Centre destination management signing strategy to improve ease of navigation.	Active Travel	AT1	Wrexham	Medium-term	[redacted]	[redacted]	Other		N/A	Medium
49	Encouraging sustainable travel: A5025/ B5420 Four Crosses Roundabout improvement	A scheme to improve provision for active travel at a roundabout that links to national cycle routes, will improve capacity, entry width lanes, public transport use.	Active Travel	AT1	Ynys Mon	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Isle of Anglesey County Council Highway Maintenance Revenue Budget	AT 12 - Enhance cycle parking provision across Wales and Cross Borders network (2022-2027 and beyond)	Medium
51	Encouraging sustainable travel: Improved pedestrian crossing facilities in Wrexham	Provision on new and enhanced pedestrian crossing facilities at identified sites where traffic volumes present a barrier to safe and sustainable movement by walking and cycling. Ruabon Road, Wrexham Town Hill, Wrexham, Grosvenor Road/Powell Road, Wrexham, Chester Road, Wrexham etc, as well as in other built-up areas of Wrexham County	Active Travel	AT1	Wrexham	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
52	Mold Road (City centre) active travel corridor	Construction of phase 1. Continue with design & engagement on Phase 2 &3 and later build	Active Travel	AT1	Wrexham	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
58	Rhostyllen area active travel	Rhostyllen area active travel improvements	Active Travel	AT1	Wrexham	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium

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59	Wrexham City Centre Active Travel	Wrexham City Centre Active Travel Improvements	Active Travel	AT1	Wrexham	Medium-term	[redacted]	[redacted]	UK Government Funding		N/A	Medium
60	Moss Valley Active Travel	Moss Valley AT Improvements	Active Travel	AT1	Wrexham	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
62	Chester Road	Chester Road Active travel routes	Active Travel	AT1	Wrexham	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
63	Kingsmill Road	Kingsmill Road active travel routes	Active Travel	AT1	Wrexham	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
65	Gwersyllt - Llay Active travel Corridor	Gwersyllt - Llay Active travel Corridor improvements	Active Travel	AT1	Wrexham	Long-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
72	Safe Routes in communities/ home to school transport, Flintshire	Safe routes in communities/ home to school transport across the county	Active Travel	AT4	Flintshire	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Flintshire County Council Core Budget	AT 10 - Develop and roll-out school/active travel plans (2022-2027 and beyond)	Medium
73	Safe Routes in communities/ home to school transport, Ynys Mon	Safe routes in communities/ home to school transport across the county	Active Travel	AT4	Ynys Mon	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Isle of Anglesey County Council Highway Maintenance Revenue Budget	AT 10 - Develop and roll-out school/active travel plans (2022-2027 and beyond)	Medium
75	Safe Routes in communities/ home to school transport, Denbighshire	Safe routes in communities/ home to school transport across the county	Active Travel	AT4	Denbighshire	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	AT 10 - Develop and roll-out school/active travel plans (2022-2027 and beyond)	Medium
77	Encouraging sustainable travel: Gaerwen - Amlwch Line Corridor	Protect the Gaerwen-Amlwch alignment as a transport corridor Gaerwen-Llangefni scheme currently with Welsh Government and Network Rail	Active Travel	AT1	Ynys Mon	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund	Welsh Government	N/A	Medium
84	Bridge Road, Prestatyn	Route to connect rail station and bus station in Prestatyn Town Centre	Active Travel	AT1	Denbighshire	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	NWM 2A2-2C3 - Active Travel to Stations (Local Connectivity) Phases 1, 2 & 3 (2023-2027 funded by others)	Medium
85	Phase 2 of Corwen to Cynwyd	Second and final phase of route connecting employment and residential areas.	Active Travel	AT1	Denbighshire	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	N/A	Medium

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86	River Clwyd Railway Bridge, Rhyl/ Kinmel Bay	Use of redundant span of railway bridge to provide a route connecting residential areas on both sides of the river with employment areas and a Further Education site	Active Travel	AT1	Denbighshire	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	N/A	Medium
88	Grove Road to Colomendy Industrial Estate, Denbigh	Route connecting residential areas with retail areas and education sites	Active Travel	AT1	Denbighshire	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	N/A	Medium
90	Llanrhydd Street, Ruthin	Accessibility improvements to entrance at rear of existing secondary school, Ysgol Brynhyfryd	Active Travel	AT1	Denbighshire	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	N/A	Medium
91	Rhyl East Active Travel Masterplan	Series of schemes being developed for the Rhyl East area	Active Travel	AT1	Denbighshire	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	N/A	Medium
92	Rhyl Central Active Travel Masterplan	Series of schemes being developed for the Rhyl Central area	Active Travel	AT1	Denbighshire	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	N/A	Medium
93	Llangollen Active Travel Masterplan	Series of schemes being developed for the Llangollen area	Active Travel	AT1	Denbighshire	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	N/A	Medium
94	Rhuddlan Active Travel Masterplan	Series of schemes being developed for the Rhuddlan area	Active Travel	AT1	Denbighshire	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	N/A	Medium
104	Regional rural bus and coach network Ynys Mon	Introduce a network of regional rural Fflecsi services with an hourly service frequency extending into the evenings that link rural settlements and are operated by a fleet of Fflecsi bus and coaches that are comfortable for longer journeys.	Bus and Coach	PT11	Ynys Mon	Long-term	[redacted]	[redacted]	Other	Combination of Isle of Anglesey County Council Core Funds, Grants from Welsh Government / TfW.	Bus 24 - Evaluate the current ongoing Fflecsi pilots taking place across Wales and produce guidance and delivery framework for further schemes, which will support future franchising plans. Expand Fflecsi services in areas where they will deliver greatest benefit. (2022-2025) Bus 25 - Introduce additional fflecsi services where appropriate based on pilot findings and developing delivery framework (2024-2027 and beyond).	Medium

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112	Subsidised taxi rides in rural areas to fill "gaps" in public transport in Ynys Mon	Subsidised taxi services to fill gaps in service, as a back-up system that allows users to access taxis at a very low cost to cater for space and time “gaps”. The gaps can be times of day when public transport is unavailable or remote rural areas not yet served by public transport.	Community, on demand transport and taxis	PT13	Ynys Mon	Short-term	[redacted]	[redacted]	Other	Combination of Isle of Anglesey County Council Core Funds, Grants from Welsh Government / TfW.	N/A	Medium
113	Subsidised taxi rides in rural areas to fill "gaps" in public transport in Gwynedd	Subsidised taxi services to fill gaps in service, as a back-up system that allows users to access taxis at a very low cost to cater for space and time “gaps”. The gaps can be times of day when public transport is unavailable or remote rural areas not yet served by public transport.	Community, on demand transport and taxis	PT13	Gwynedd	Aspirational	[redacted]	[redacted]	Other		N/A	Medium
114	Subsidised taxi rides in rural areas to fill "gaps" in public transport in Conwy	Subsidised taxi services to fill gaps in service, as a back-up system that allows users to access taxis at a very low cost to cater for space and time “gaps”. The gaps can be times of day when public transport is unavailable or remote rural areas not yet served by public transport.	Community, on demand transport and taxis	PT13	Conwy	Aspirational	[redacted]	[redacted]	Other	Offset by ticket revenue	N/A	Medium
117	HGV parking in Holyhead, A55 and Pont Britannia Bridge	Provide HGV parking in Holyhead, along the A55 and at both sides of the Pont Britannia.	Freight and Logistics	PF6	Ynys Mon	Medium-term	[redacted]	[redacted]	Other	Isle of Anglesey County Council Highway Maintenance Revenue Budget	N/A	Medium
118	Strategic re-routing of HGVs on Trunk Road Network away from Llangollen	Strategic re-routing of HGVs on Trunk Road Network away from Llangollen	Freight and Logistics	PF6	Denbighshire	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund)	Denbighshire County Council Revenue Budget	N/A	Medium
119	Transport Network Resilience Improvements: Bridge strengthening at Gwynedd pinch points	The proposed scheme is to re-deck, refurbish or strengthen the bridges that have substandard load capacity and are subject to monitoring regimes in order to minimise disruption to the local communities. This will be implemented in a phased programme according to priority	Roads, Streets and Parking	RS1	Gwynedd	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium

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121	Capacity and safety enhancements/ pinch point improvements: Collision Cluster sites Ynys Mon	The proposed scheme involves an annual analysis of collision data to identify cluster sites and corridors in order to identify any need for future individual schemes to reduce the number of accidents at these sites and overall, within the region. Specific focus should be on locations with disproportionate numbers of casualties, specifically schemes that target vulnerable groups as identified in the Welsh Government's road safety framework. Specific schemes should include interactive signing and the alleviation of flood risk on connections where access to employment and services are impacted.	Roads, Streets and Parking	RS4	Ynys Mon	6Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Isle of Anglesey County Council Highway Maintenance Revenue Budget	N/A	Medium
122	Capacity and safety enhancements/ pinch point improvements: Collision Cluster sites Gwynedd	The proposed scheme involves an annual analysis of collision data to identify cluster sites and corridors in order to identify any need for future individual schemes to reduce the number of accidents at these sites and overall, within the region. Specific focus should be on locations with disproportionate numbers of casualties, specifically schemes that target vulnerable groups as identified in the Welsh Government's road safety framework. Specific schemes should include interactive signing and the alleviation of flood risk on connections where access to employment and services are impacted.	Roads, Streets and Parking	RS4	Gwynedd	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
129	Capacity and safety enhancements/ pinch point improvements: B4366 Pengelli to Bethel Road improvements	Road widening scheme, between Caernarfon and Tyddyn Hen roundabout. The scheme would provide improvement to a short section of the B4366 in line with the design standards of the remaining road section. This may include multiuser path provision as part of the scheme	Roads, Streets and Parking	RS4	Gwynedd	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
131	Improved links to employment: Local strategic links to Deeside Industrial Park/EZ	Improved flow and capacity at Queensferry roundabout to reduce impact on current Strategic Network and improvement to existing cycling and walking network.	Roads, Streets and Parking	RS1	Flintshire	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium

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136	Access to Services: Access to Maelor Hospital	To improve the resilience and ease of bus, taxi and emergency vehicle access to the main hospitals. As an example, measures for Wrexham Maelor Hospital would include infrastructure improvement schemes: Additional vehicular access/egress points from the network for emergency services and buses, junction control measures to improve existing vehicular access for emergency vehicles and buses, additional walking and cycling infrastructure to improve sustainable access/egress. This scheme can be phased to address key hospitals in the first instance then Minor Injury Units such as Holywell, in the future.	Roads, Streets and Parking	RS1	Wrexham	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
144	Chester-Broughton growth corridor	The scheme involves construction of a dual or single-carriageway road with associated active travel and public transport infrastructure	Roads, Streets and Parking	RS1	Flintshire	Shelved	[redacted]	[redacted]	Other		N/A	Medium
148	Integration with strategic public transport services: A525 accessibility improvements	Building upon the A525 Rhyl to Denbigh Route Management Strategy (RMS) there is the potential for further improvements along this transport corridor including capacity enhancements, a new bus terminus in Denbigh, options for a St Asaph relief road and tourist signing.	Roads, Streets and Parking	RS1	Denbighshire	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	N/A	Medium
151	Transport Network Resilience Improvements: A499 Penrhos Road flood alleviation improvements	A499 Penrhos Road flood alleviation improvements	Roads, Streets and Parking	RS2	Gwynedd	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
152	Improved links to employment: Congestion and parking review in Gwynedd	Review of paid for and free on and off street parking arrangements to optimise the available resources, support and facilitate access and modal shift.	Roads, Streets and Parking	RS1	Gwynedd	Medium-term	[redacted]	[redacted]	Unknown		S&P 8 - Continue to develop parking policies in that support equality and modal shift (2022-2025)	Medium
155	Improved links to employment: A5025 Valley to Amlwch	Work to improve the A5025 for all vehicles including active travel in preparation for the construction of Wylfa Newydd	Roads, Streets and Parking	RS1	Ynys Mon	Shelved	[redacted]	[redacted]	Other	s.106 with Wylfa Newydd Developer	N/A	Medium

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157	Highway maintenance and improvements, Flintshire	Highway maintenance and improvements: A range of schemes involving capacity and safety enhancements/ pinch point improvements and Transport Network resilience improvements, with specific measures including, but not limited to street lighting renewal and flood risk alleviation.	Roads, Streets and Parking	RS1	Flintshire	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
158	Highway maintenance and improvements, Ynys Mon	Highway maintenance and improvements: A range of schemes involving capacity and safety enhancements/ pinch point improvements and Transport Network resilience improvements, with specific measures including, but not limited to street lighting renewal and flood risk alleviation.	Roads, Streets and Parking	RS1	Ynys Mon	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Isle of Anglesey County Council Highway Maintenance Revenue Budget	N/A	Medium
160	Highway maintenance and improvements, Denbighshire	Highway maintenance and improvements: A range of schemes involving capacity and safety enhancements/ pinch point improvements and Transport Network resilience improvements, with specific measures including, but not limited to street lighting renewal and flood risk alleviation.	Roads, Streets and Parking	RS1	Denbighshire	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Resilient Roads Fund and Denbighshire County Council Revenue Budget	N/A	Medium
161	Highway maintenance and improvements, Conwy	Highway maintenance and improvements: A range of schemes involving capacity and safety enhancements/ pinch point improvements and Transport Network resilience improvements, with specific measures including, but not limited to street lighting renewal and flood risk alleviation.	Roads, Streets and Parking	RS1	Conwy	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium

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170	North Wales Bus Infrastructure Enhancements - bus priority measures in North Wales	Delivery of bus priority infrastructure across six local authorities to support the planned routes as part of the bus transformation network. Identification of delay hotspots and proposals for bus priority infrastructure in these locations to reduce journey times, improve reliability, and minimise delays. A study is currently being undertaken which will identify potential congestion locations that will impact on planned future bus network, determining the likely causes of these delays and developing options to address them, and evaluating these options and providing recommendations for which should be taken forward. Potential intervention types include but are not limited to improvements to stop and shelter provision, bus lane, segregated routes, supporting traffic regulation orders, and technological enhancements (e.g. signal technology). TfW will support in the delivery of this scheme.	Bus and Coach	PT4	All	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
171	North Wales Express Coach - provision of an express coach service along the A55 corridor between Port of Holyhead and Liverpool	Delivery of an express coach service between Port of Holyhead and Liverpool identified within the Union Connectivity Review and North Wales Transport Commission. A study is currently being undertaken to identify a preferred service pattern/ design, vehicle propulsion and specifications, bus priority measures required to address delays, and enhancements to interchanges at 19no. potential stopping locations to serve the proposed service, enhance customer experience, and improve multi-modal interchange capabilities. Potential supporting infrastructure includes bus priority measures, infrastructure to support vehicle propulsion/ depots, and new or enhanced interchanges at stopping locations. TfW will support in the delivery of this scheme	Bus and Coach	PT14	All	Medium-term	[redacted]	[redacted]	Other		N/A	Medium

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172	Wrexham City Strategic Transport Plan	Development of a Strategic Transport Plan to ensure the synergy of transport projects within Wrexham City	Integration	All	Wrexham	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
176	Towyn to Rhyl Strategic Active Travel Route	Continuation of the AT route from Towyn Park to Kinmel Bay and into Rhyl. The route follows the NRW water course and crosses the River Clwyd via the old railway bridge which connects Conwy with Denbighshire	Active Travel	AT1	Conwy	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
179	Pont Conwy Active Travel	Re-design of the existing road bridge with the introduction of a canter levier section in order to provide a wider pathway for AT use along the NCN5 over the river Conwy.	Active Travel	AT1	Conwy	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
180	Colwyn Bay Town Centre Active Travel	Active travel links into and within the town centre. Includes streetscape improvements within the core town centre area (station forecourt) and new parking provisions.	Active Travel	AT1	Conwy	Medium-term	[redacted]	[redacted]	Other		N/A	Medium
181	Llandudno Railway station Active Travel links	Create active travel route from Llanrhos to Llandudno Railway station via the B5115, A470 Conway Road and Vaughn Street. Forms part of the TfW active travel links to Railway Stations strategy.	Active Travel	AT1	Conwy	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
184	Llandudno Junction Railway station Active Travel links	Active travel routes to Llandudno Junction Railway station via the B5115, A547 and A546. Forms part of the TfW active travel links to Railway Stations strategy.	Active Travel	AT1	Conwy	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
186	B5106 route improvement	Improvement to the structural integrity, road safety, active travel provision, public transport infrastructure and traffic management facilities along the route between Conwy and Betws y Coed.	Roads, Streets and Parking	RS1	Conwy	Long-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
187	B5381 route safety enhancement	Road safety improvement to reduce RTCs along the route. Works include improvements to Signs, lines, HFS, minor works.	Roads, Streets and Parking	RS4	Conwy	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium

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189	B5106 Bridge strengthening	Tal y Cafn Bridge - 3 span steel truss bridge with main span of 49.5m. Strengthen provisionally sub-standard 3T GVW bridge to provide resilient route and for A55 trunk road diversion resilience.	Roads, Streets and Parking	RS1	Conwy	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
191	A547 Penmaenhead Viaduct	Penmaenhead Viaduct - 15 span reinforced concrete bridge, 17T GVW substandard structure, strengthening/refurbishment to provide a resilient route and for A55 trunk road diversion resilience	Roads, Streets and Parking	RS1	Conwy	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
192	A547 Raynes viaduct	Raynes Viaduct - 27 span reinforced concrete bridge, with 67m main arch span, 17T GVW substandard structure, strengthening/refurbishment to provide a resilient route and for A55 trunk road diversion resilience	Roads, Streets and Parking	RS1	Conwy	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
194	NCN 5 Pensarn to Belgrano and Blue Bridge to Baysville	Widening and improving NCN5 route to Active Travel standards	Active Travel	AT1	Conwy	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
195	NCN 5 Old Colwyn to Rainbow Bridge	Widening and improving NCN5 route to Active Travel standards	Active Travel	AT1	Conwy	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
198	Active Travel links to A494 River Dee Bridge	Identify and implement localised active Travel Links in connection with the River Dee Crossing	Active Travel	AT1	Flintshire	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
200	Bagillt to Flint	Conduct a comprehensive review and enhancement of the Active Travel Route between Bagillt and Flint to improve safety, accessibility, and connectivity for pedestrians and cyclists. This scheme will focus on upgrading infrastructure, addressing safety concerns, and ensuring compliance with national active travel standards. The goal is to promote sustainable transportation, reduce dependency on motor vehicles, and encourage healthier lifestyles.	Active Travel	AT1	Flintshire	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Flintshire County Council Core Budget	N/A	Medium

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201	Flint to Connahs Quay	Conduct a comprehensive review and enhancement of the Active Travel Route between Flint and Connah's Quay to improve safety, accessibility, and connectivity for pedestrians and cyclists. This scheme will focus on upgrading infrastructure, addressing safety concerns, and ensuring compliance with national active travel standards. The goal is to promote sustainable transportation, reduce dependency on motor vehicles, and encourage healthier lifestyles.	Active Travel	AT1	Flintshire	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Flintshire County Council Core Budget	N/A	Medium
204	Highway Improvements at Alexandra St in connection to Shotton Interchange Improvements	Implement highway related proposals to support the Development proposals at Shotton Station to create a high quality and fully accessible integration between the Wrexham-Liverpool Line and North Wales Main Line to improve active travel and public transport access.	Integration	IN1	Flintshire	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		Rail 1 - Access for all - programme of step free access; Abergavenny, Shotton, Newtown, Tenby, Flint, Cwmbran, Caerphilly, Ludlow, Llanelli, Barry, Treforest, Cathays (2022-2025 joint funded)	Medium
219	Bethel to Caernarfon Active Travel Route	Create a 2.1km multiuser path alongside an existing highway between Caernarfon bypass and Arfon Leisure Centre, Caernarfon. The scheme will complete the active travel route between Bethel and the designated settlement.	Active Travel	AT1	Gwynedd	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
224	Llanrug to Bethel Active Travel Route	Create an active travel route which connects Bethel and Llanrug.	Active Travel	AT1	Gwynedd	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
225	Nantlle to Penygroes Active Travel Route	Create an active travel route which connects communities along the Nantlle corridor with Caernarfon	Active Travel	AT1	Gwynedd	Long-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
226	Caeathro to Caernarfon Active Travel Route	Create an active travel route which connects Caeathro and Caernarfon.	Active Travel	AT1	Gwynedd	Long-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
228	Llanberis to Bangor Active Travel Route	Create an active travel route to completes the active travel offer between Llanberis and Bangor.	Active Travel	AT1	Gwynedd	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
229	Mynydd Llandygai Active Travel enhancement	Local Active Travel improvements in Mynydd Llandygai area	Active Travel	AT1	Gwynedd	Long-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium

Scheme No.	Scheme Name	Scheme Description	Policy Theme	Policy Alignment	Lead Local Authority	Timescale	Estimated CAPEX Cost Level	Estimated OPEX Cost Level	Potential Funding Source	How revenue costs are/met be met (where information is available)	NTDP Alignment	Priority
231	Edern to Nefyn Active Travel Route	Create an active travel route between Edern and Nefyn	Active Travel	AT1	Gwynedd	Long-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
235	Pwllheli to Mynytho Active Travel Route	Create a walking a cycling route which connect Mynytho to the proposed Active Travel route between Llanbedrog and Pwllheli	Active Travel	AT1	Gwynedd	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
236	Efailnewydd to Pwhelli Route	Create a multiuser path between Efailnewyd and Pwllheli	Active Travel	AT1	Gwynedd	Long-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
238	A499 Pwllheli to Porthmadog Active Travel route enhancement and Improvement	Improve the existing walking and cycling route between Pwllheli and Porthmadog	Active Travel	AT1	Gwynedd	Long-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
240	Cricieth Active Travel Improvement	Improve and enhance active travel provision in Cricieth	Active Travel	AT1	Gwynedd	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
242	Porthmadog to Llanfrothen Active Travel Route	Create a new 2K Muti user path which connects Y Garreg Llanfrothen with Penrhyndeudraeth along the A4085 and enhance the existing walking and cycling provision between Boston lodge and Minffordd.	Active Travel	AT1	Gwynedd	Long-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
248	Corris Uchaf to Corris Active Travel route	Improve and enhance existing active travel provision between Corris Uchaf and Corris	Active Travel	AT1	Gwynedd	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
249	Tywyn to Machynlleth Active Travel Route	Create a new 1. 3Km Multiuser path between Cwrt andPennal and a 3Km Multiuser path between Esgairgoch and Machynlleth along the A493 to complete the walking and cycling route between Tywyn Machynlleth.	Active Travel	AT1	Gwynedd	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
254	Transport Interchange Newborough	Transport and Access Scheme in partnership with NRW	Integration	IN1	Ynys Mon	Medium-term	[redacted]	[redacted]	Other		NWM 3E1-3 - Development, design and delivery of further Public Transport Interchange hubs (2025-2027 and beyond)	Medium

Scheme No.	Scheme Name	Scheme Description	Policy Theme	Policy Alignment	Lead Local Authority	Timescale	Estimated CAPEX Cost Level	Estimated OPEX Cost Level	Potential Funding Source	How revenue costs are/met be met (where information is available)	NTDP Alignment	Priority
259	Active Travel Gaerwen	AT improvements that will provide improved opportunity for walking and cycling in the village and to outer settlements including Llanddaniel. The improvements will enable safer travel to school as well as more attractive routes through the industrial estate which is currently dominated by HGV travel.	Active Travel	AT1	Ynys Mon	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Isle of Anglesey County Council Highway Maintenance Revenue Budget	N/A	Medium
260	Active Travel Valley	Enable connectivity from RAF Valley Campus to Valley Train Station by incorporating key destinations along the route including primary schools at Caergeiliog and Llanfihangel-yn-Nhywyn.	Active Travel	AT1	Ynys Mon	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Isle of Anglesey County Council Highway Maintenance Revenue Budget	N/A	Medium
261	Active Travel Amlwch (Phase 1 and Phase 2 on B5111)	Improve connectivity from Amlwch Port to Amwch Secondary School and Leisure Centre and link to town centre	Active Travel	AT1	Ynys Mon	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Isle of Anglesey County Council Highway Maintenance Revenue Budget	N/A	Medium
263	Subsidised taxi rides in rural areas to fill "gaps" in public transport in Wrexham	Subsidised taxi services to fill gaps in service, as a back-up system that allows users to access taxis at a very low cost to cater for space and time “gaps”. The gaps can be times of day when public transport is unavailable or remote rural areas not yet served by public transport.	Community, on demand transport and taxis	PT13	Wrexham	Aspirational	[redacted]	[redacted]	Other		N/A	Medium
265	Capacity and safety enhancements/ pinch point improvements: B5425/ Plas Acton Road junction capacity/ safety improvement, especially for active travel and buses	Junction improvement scheme to improve the overall capacity and safety.	Roads, Streets and Parking	RS4	Wrexham	Long-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Medium
266	Capacity and safety enhancements/ pinch point improvements: Cemmaes to B5111 improvements	Improvements to Class 3 road between Cemmaes (Llanfechell/Rhosgoch) to B5111 Llanerch y Medd to Rhosybol Road	Roads, Streets and Parking	RS4	Ynys Mon	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund	Isle of Anglesey County Council Highway Maintenance Revenue Budget	N/A	Medium

Scheme No.	Scheme Name	Scheme Description	Policy Theme	Policy Alignment	Lead Local Authority	Timescale	Estimated CAPEX Cost Level	Estimated OPEX Cost Level	Potential Funding Source	How revenue costs are/met be met (where information is available)	NTDP Alignment	Priority
269	Bastion Road, Station Road, Coronation Gardens, Prestatyn	Junction improvements and new sections of ATR	Active Travel	AT1	Denbighshire	Short-term	[redacted]	[redacted]	Other	Denbighshire County Council Revenue Budget	N/A	Medium
275	B4501 to St David's Lane, Denbigh	Improvements to existing public footpath to make it accessible and suitable for active travel	Active Travel	AT1	Denbighshire	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	N/A	Medium
277	Central Promenade accessibility improvement, Rhyl	Improvement of connections between the beach and the Town Centre for pedestrians and cyclists. Reconfiguration of carriageway layout to reduce crossing distances and reduce traffic speeds, whilst decluttering and improving quality of the public realm.	Active Travel	AT1	Denbighshire	Short-term	[redacted]	[redacted]	UK Government Funding	Denbighshire County Council Revenue Budget	N/A	Medium
278	Improved links: Congestion and parking review in Wrexham	Review of paid for and free on and off-street parking arrangements in town centres to optimise the available resources, support and facilitate access and modal shift.	Roads, Streets and Parking	RS5	Wrexham	Medium-term	[redacted]	[redacted]	Unknown		S&P 8 - Continue to develop parking policies in that support equality and modal shift (2022-2025)	Medium
279	Road Safety Revenue: Educational Interventions	Educational interventions to primary school pupils to teach importance of road safety. Educational intervention to teach the next generation on life-skills in respect of safe walking and cycling. To be delivered by Road Safety Coordinator and Cycling Instruction	Active Travel	AT12	All Local Authorities	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		AT 10 - Develop and roll-out school/active travel plans (2022-2027 and beyond)	Medium
280	Road Safety Capital: Highway Incident Improvements	Highway improvements to overcome corridors that have a number of incidents including KSI and where reported problems are identified by NWP	Roads, Streets and Parking	RS4	Ynys Mon	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Isle of Anglesey County Council Highway Maintenance Revenue Budget	N/A	Medium
281	Dolgellau Bus Interchange	Introduce a bus interchange facility at Dolgellau to improve safety, integration and co-ordination of bus services	Bus and Coach	PT4	Gwynedd	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		NWM 3E3 - Delivery of further Public Transport Interchange hubs (2026-2027 and beyond)	Medium
283	Bridge Route South Active Travel (Connected to Wrexham Industrial Estate)	Routes 1-5, Byn Road, Cefn road and Bangor on Dee connections, as well as minor works at Bryn Estyn, Erlas and Redwither lanes,	Active Travel	AT1	Wrexham	Medium-term	[redacted]	[redacted]	UK Government Funding		N/A	Medium

A.3 Lower priority schemes

Scheme No.	Scheme Name	Scheme Description	Policy Theme	Policy Alignment	Lead Local Authority	Timescale	Estimated CAPEX Cost Level	Estimated OPEX Cost Level	Potential Funding Source	How revenue costs are/met be met (where information is available)	NTDP Alignment	Priority
1	Shotton Integration Improvements	Develop and implement proposals at Shotton Station to create a high quality and fully accessible integration between the Wrexham-Liverpool Line and North Wales Main Line to improve active travel and public transport access.	Integration	IN1	Flintshire	Medium-term	[redacted]	[redacted]	UK Government Funding		NWM 7A1 - Shotton Integrated Station Outline Design (2023-2025 joint funded) NWM - 7A2 - Shotton Integrated Station Detailed design and construction (2024 - 2027 and beyond joint funded) Rail 3 - Changing places toilet and tactile paving installations to be installed at Shotton (2022-2025 joint funded)	Lower
4	Bangor Gateway Station Area transport integration	TfW have identified an opportunity at Bangor Station to improve the welcome into the city of Bangor and improve interchange with onward modes of transport.	Integration	IN1	Gwynedd	Medium-term	[redacted]	[redacted]	Other		NWM 3B1 - Bangor Gateway Station Area transport integration Development (2022 - 2025) NWM 3B2 - Bangor Gateway Transport integration Delivery (2024-2027)	Lower
12	Integration with strategic public transport services: Public transport infrastructure improvements in Gwynedd	Ongoing bus infrastructure improvements, including bus priority measures, bus boarding improvements, signage, bus stops and shelter provision.	Integration	IN2	Gwynedd	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
13	Integration with strategic public transport services: Public transport infrastructure improvements in Wrexham	Ongoing bus infrastructure improvements, including bus priority measures, bus boarding improvements, signage, bus stops and shelter provision.	Integration	IN2	Wrexham	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
16	Chirk Railway Interchange Hub	Chirk Railway station as a potential interchange hub - especially for more rural communities that could link by Fflecsi/ local bus/ active travel/ community transport	Integration	IN1	Wrexham	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		NWM 3E3 - Delivery of further Public Transport Interchange hubs (2026-2027 and beyond)	Lower
18	Integration with strategic public transport services: Llandudno Junction Station transport integration	Proposed improvements to provide an overall more accessible station with better passenger facilities, including improved car parking, cyclist provision and extended footbridge from station to create a new link to employment and leisure sites to the south of the station.	Integration	IN1	Conwy	Long-term	[redacted]	[redacted]	Third party funding		NWM 3E3 - Delivery of further Public Transport Interchange hubs (2026-2027 and beyond)	Lower

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20	Introduce a free tourist/visitors public transport	The Konus card giving free public transport to tourists/visitors and paid for (partly) by a tourist tax	Integration	IN4	Gwynedd/ Conwy	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
21	Mobility Hub in Wrexham	A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets	Integration	IN1	Wrexham	Aspirational	[redacted]	[redacted]	UK Government Funding		NWM 3E1-3 - Development, design and delivery of further Public Transport Interchange hubs (2025-2027 and beyond)	Lower
22	Mobility Hub in Rhyl	A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets	Integration	IN1	Denbighshire	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund	Local Transport Fund (LTF)	NWM 3E1-3 - Development, design and delivery of further Public Transport Interchange hubs (2025-2027 and beyond)	Lower
25	Mobility Hub in Prestatyn	A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets	Integration	IN1	Denbighshire	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund	Local Transport Fund (LTF)	NWM 3E1-3 - Development, design and delivery of further Public Transport Interchange hubs (2025-2027 and beyond)	Lower
26	Mobility Hub in Buckley	A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets	Integration	IN1	Flintshire	Aspirational	[redacted]	[redacted]	Other		NWM 3E1-3 - Development, design and delivery of further Public Transport Interchange hubs (2025-2027 and beyond)	Lower
27	Mobility Hub in Llangefni	A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets	Integration	IN1	Ynys Mon	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund	Isle of Anglesey County Council Highways and transport	NWM 3E1-3 - Development, design and delivery of further Public Transport Interchange hubs (2025-2027 and beyond)	Lower
28	Mobility Hub in Connah's Quay	A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets	Integration	IN1	Flintshire	Aspirational	[redacted]	[redacted]	Other		NWM 3E1-3 - Development, design and delivery of further Public Transport Interchange hubs (2025-2027 and beyond)	Lower
29	Mobility Hub in Bangor	A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets	Integration	IN1	Gwynedd	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		NWM 3E1-3 - Development, design and delivery of further Public Transport Interchange hubs (2025-2027 and beyond)	Lower
30	Mobility Hub in Holyhead	A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets	Integration	IN1	Ynys Mon	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund	Isle of Anglesey County Council highways and transport	NWM 3E1-3 - Development, design and delivery of further Public Transport Interchange hubs (2025-2027 and beyond)	Lower

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31	Mobility Hub in Menai Bridge	A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets	Integration	IN1	Ynys Mon	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund	Isle of Anglesey County Council highways and transport	NWM 3E1-3 - Development, design and delivery of further Public Transport Interchange hubs (2025-2027 and beyond)	Lower
32	Mobility Hub in Flint	A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets	Integration	IN1	Flintshire	Aspirational	[redacted]	[redacted]	Other		NWM 3E1-3 - Development, design and delivery of further Public Transport Interchange hubs (2025-2027 and beyond)	Lower
35	Deeside Industrial Park	Development of new railway station with connecting bus route	Integration	IN1	Flintshire	Long-term	[redacted]		UK Government Funding		NWM 6A - Deeside Station Detailed Design and Construction (2022-2026 joint funded)	Lower
37	Improved access to Rhyl Rail and Bus station	Improve active travel links, cycle parking and storage, integrated car park ticketing	Integration	IN1	Denbighshire	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	NWM 2A2-2C3 - Active Travel to Stations (Local Connectivity) Phases 1, 2 & 3 (2023-2027 funded by others)	Lower
38	Improved access to Prestatyn Rail Station	Improve active travel links, cycle parking and storage, integrated car park ticketing	Integration	IN1	Denbighshire	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	NWM 2A2-2C3 - Active Travel to Stations (Local Connectivity) Phases 1, 2 & 3 (2023-2027 funded by others)	Lower
39	Develop the NCN Route 85/84 and the rural network of active travel routes to connect with NCN route 5 and an inter-urban route between Deeside and Wrexham.	Develop the NCN 84/85 as well as routes connecting to the NCN 5. This includes planning and developing the rural network of routes that connect with National Cycle Network Route 5 on the north coast, and an inter-urban route between Deeside and Wrexham. Cycle route infrastructure through WCBC from Trevor to Lavister (and onward to Chester) as well from Shropshire to Mold, Flintshire. Associated facilities and parking strategy at key interchanges including urban centres, railway stations and bus stations	Active Travel	AT1	Wrexham	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		AT 12 - Enhance cycle parking provision across Wales and Cross Borders network (2022-2027 and beyond)	Lower

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47	Improved links to employment: A547 Active Travel, Safety and Capacity Improvements	Provision of Active Travel Route and capacity enhancement along Gors Road, Towyn (1.5 miles) linking the A548 and the A547, linking to other walking and cycling provision along the A547 and beyond including Rhuddlan Road (3.5 miles) to Towyn and Kinmel Bay, and Rhuddlan to Borth Roundabout, complementing other active travel routes being promoted by Denbighshire County Council.	Active Travel	AT1	Conwy	Long-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
54	Scheme Development: Wrexham Industrial Estate Routes 1 to 5 and surrounding area	Routes 1-5, Byn Road, Cefn road and Bangor on Dee connections, as well as minor works at Bryn Estyn, Erlas and Redwither lanes,	Active Travel	AT1	Wrexham	Medium-term	[redacted]	[redacted]	UK Governme nt Funding		N/A	Lower
56	Cefn Mawr active travel	Cefn Mawr active travel improvements	Active Travel	AT1	Wrexham	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
57	Cefn Road Active Travel	Cefn Road Active Travel improvements	Active Travel	AT1	Wrexham	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
64	Coedpoeth to Wrexham	Coedpoeth to Wrexham Active travel routes	Active Travel	AT1	Wrexham	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
66	Stansty Road Active Travel Route	Stansty Road Active Travel Route improvements	Active Travel	AT1	Wrexham	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
67	Wrexham - Gwersyllt via Rhosrobin	Wrexham - Gwersyllt via Rhosrobin Active travel pedestrian corridor	Active Travel	AT1	Wrexham	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
69	Wrexham Active travel Southern Routes	Active Travel route improvements linking Wrexham-Rhostyllen-Johnstown-Ruabon (links to Rhosllannerchrugog and Penycae) and onward to Cefn Mawr/ Trevor.	Active Travel	AT1	Wrexham	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
70	Chirk to Trevor Active travel route	Chrik to Trevor Active travel route development	Active Travel	AT1	Wrexham	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower

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78	Vale of Clwyd Sustainable Transport Package (continuation)	Provide a continuous active travel route between Ruthin and St Asaph, thereby providing a continuous route from Ruthin to Rhyl where it will connect to the existing coastal route, (National Cycle Network Route 5) and a continuous active travel route of 19 miles from Rhyl to Ruthin. Strengthening of existing bus services along the Vale including connections to employment and residential centres.	Active Travel	AT1	Denbighshire	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	AT 12 - Enhance cycle parking provision across Wales and Cross Borders network (2022-2027 and beyond)	Lower
95	Ronaldsway Active Travel route, Bodelwyddan	Route between Rhuddlan and Borth Roundabout, connecting to St Asaph Avenue AT route	Active Travel	AT1	Denbighshire	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	N/A	Lower
106	Regional rural bus and coach network Wrexham	Introduce a network of regional rural Fflecsi services with an hourly service frequency extending into the evenings that link rural settlements and are operated by a fleet of Fflecsi bus,coaches and community transport vehicles that are comfortable for longer journeys.	Bus and Coach	PT11	Wrexham	Aspirational	[redacted]	[redacted]	Other		Bus 24 - Evaluate the current ongoing Fflecsi pilots taking place across Wales and produce guidance and delivery framework for further schemes, which will support future franchising plans. Expand Fflecsi services in areas where they will deliver greatest benefit. (2022-2025) Bus 25 - Introduce additional fflecsi services where appropriate based on pilot findings and developing delivery framework (2024-2027 and beyond).	Lower
116	Car Clubs	Local Authorities will collaborate to regionally coordinate and promote car sharing clubs across North Wales. This may involve a joined up approach working with the Welsh Government and external providers for example utilising platforms like Lift share and TrydaN. TfW will support in the delivery of this scheme.	Roads, streets and parking	RS12	All	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		Third 10 - develop frameworks for car clubs and other shared mobility solutions to be used by community groups (2022 - 2025)	Lower

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120	Capacity and safety enhancements/ pinch point improvements: Collision Cluster sites, Flintshire	The proposed scheme involves an annual analysis of collision data to identify cluster sites and corridors in order to identify any need for future individual schemes to reduce the number of accidents at these sites and overall, within the region. Specific focus should be on locations with disproportionate numbers of casualties, specifically schemes that target vulnerable groups as identified in the Welsh Government's road safety framework. Specific schemes should include interactive signing and the alleviation of flood risk on connections where access to employment and services are impacted.	Roads, Streets and Parking	RS4	Flintshire	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Flintshire County Council Core Budget	N/A	Lower
123	Capacity and safety enhancements/ pinch point improvements: Collision Cluster sites Wrexham	The proposed scheme involves an annual analysis of collision data to identify cluster sites and corridors in order to identify any need for future individual schemes to reduce the number of accidents at these sites and overall, within the region. Specific focus should be on locations with disproportionate numbers of casualties, specifically schemes that target vulnerable groups as identified in the Welsh Government's road safety framework. Specific schemes should include interactive signing and the alleviation of flood risk on connections where access to employment and services are impacted.	Roads, Streets and Parking	RS4	Wrexham	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower

Scheme No.	Scheme Name	Scheme Description	Policy Theme	Policy Alignment	Lead Local Authority	Timescale	Estimated CAPEX Cost Level	Estimated OPEX Cost Level	Potential Funding Source	How revenue costs are/met be met (where information is available)	NTDP Alignment	Priority
125	Capacity and safety enhancements/ pinch point improvements: Collision Cluster sites Denbighshire	The proposed scheme involves an annual analysis of collision data to identify cluster sites and corridors in order to identify any need for future individual schemes to reduce the number of accidents at these sites and overall, within the region. Specific focus should be on locations with disproportionate numbers of casualties, specifically schemes that target vulnerable groups as identified in the Welsh Government's road safety framework. Specific schemes should include interactive signing and the alleviation of flood risk on connections where access to employment and services are impacted.	Roads, Streets and Parking	RS4	Denbighshire	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	N/A	Lower
126	Capacity and safety enhancements/ pinch point improvements: street lighting renewal	The renewal of street lighting columns across the region, making them suitable to be fitted with new low energy LED lanterns	Roads, Streets and Parking	RS4	All	Medium-term	[redacted]	[redacted]	Other		N/A	Lower
130	Improved links to employment: Coastal Denbighshire access to employment	Improve access to employment in North Denbighshire and adjacent areas of Conwy, including improvements to junction capacity on the A547 near Rhuddlan, and links between deprived areas such as West Rhyl and employment areas such as St Asaph Business Park, Tir Llwyd Industrial Estate in Kimmel Bay	Roads, Streets and Parking	RS1	Denbighshire	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	N/A	Lower
132	Abergele link road	Construction of a link road from the Rhuddlan Road roundabout (A55 J24) to St George Road. This will provide access to land allocated for employment and housing purposes in the Local Development Plan (LDP) as well as direct links to the trunk road junction. Funding for development work required.	Roads, Streets and Parking	RS1	Conwy	long-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower

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133	Improved links to employment: Rhyl Town Centre accessibility improvements	Improve traffic management within Rhyl Town Centre with the purpose of improving the flow of traffic through the town centre, including the ease with which traffic navigates to parking spaces and other destinations such as tourist attractions. It will also include improved bus transport links to the Royal Alexandra Hospital on East Parade which is due to be redeveloped. There is potential for improvements as part of future regeneration projects	Roads, Streets and Parking	RS1	Denbighshire	Medium-term	[redacted]	[redacted]	Other	Denbighshire County Council Revenue Budget	N/A	Lower
134	Access to Services: Access to Glan Clwyd Hospital	To improve the resilience and ease of bus, taxi and emergency vehicle access to the main hospitals. As an example, measures for Wrexham Maelor Hospital would include infrastructure improvement schemes: Additional vehicular access/egress points from the network to the main car parks, junction control measures to improve existing vehicular access and egress to the site, additional walking and cycling infrastructure to improve sustainable access/egress. This scheme can be phased to address key hospitals in the first instance then Minor Injury Units such as Holywell, in the future.	Roads, Streets and Parking	RS1	Denbighshire	Medium-term	[redacted]	[redacted]	Other	Denbighshire County Council Revenue Budget	N/A	Lower
138	Access to Services: Access to Denbigh Community Hospital	To improve the resilience and ease of bus, taxi and emergency vehicle access to the main hospitals. As an example, measures for Wrexham Maelor Hospital would include infrastructure improvement schemes: Additional vehicular access/egress points from the network to the main car parks, junction control measures to improve existing vehicular access and egress to the site, additional walking and cycling infrastructure to improve sustainable access/egress. This scheme can be phased to address key hospitals in the first instance then Minor Injury Units such as Holywell, in the future.	Roads, Streets and Parking	RS1	Denbighshire	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	N/A	Lower

Scheme No.	Scheme Name	Scheme Description	Policy Theme	Policy Alignment	Lead Local Authority	Timescale	Estimated CAPEX Cost Level	Estimated OPEX Cost Level	Potential Funding Source	How revenue costs are/met be met (where information is available)	NTDP Alignment	Priority
139	Access to Services: Access to Ruthin Community Hospital	To improve the resilience and ease of bus, taxi and emergency vehicle access to the main hospitals. As an example, measures for Wrexham Maelor Hospital would include infrastructure improvement schemes: Additional vehicular access/egress points from the network to the main car parks, junction control measures to improve existing vehicular access and egress to the site, additional walking and cycling infrastructure to improve sustainable access/egress. This scheme can be phased to address key hospitals in the first instance then Minor Injury Units such as Holywell, in the future.	Roads, Streets and Parking	RS1	Denbighshire	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	N/A	Lower
140	Access to Services: A499 to Nefyn Link (B4417)	Road improvements to the B4417 between the town of Nefyn and the A499 at Llanaelhaearn. Scheme to include road widening and realignment which would provide improved safer links, vehicular and active travel, for Nefyn and also the community of Llithfaen to the A499.	Roads, Streets and Parking	RS1	Gwynedd	Medium-term	[redacted]	[redacted]	Other		N/A	Lower
141	Access to Services: A4086 Cibyn to Pontrug Road Improvements	Improvements to the A4086 between Llanrug and Caernarfon. The scheme would comprise of road widening, alignment and junction improvement. This would provide improved connectivity to the proposed Caernarfon by-pass scheme for the outlying villages.	Roads, Streets and Parking	RS1	Gwynedd	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
142	Access to Services: Dinas Dinlle Link to A499	Upgrade of the existing Class III road which forms a link between Caernarfon airport and the A499 which in conjunction with the Allt Goch proposal would create an improved transport link from the A487(T) nr Penygroes. The scheme would consist of road widening and re-alignment with junction improvement on the A499.	Roads, Streets and Parking	RS1	Gwynedd	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
145	Warren Hall (mixed use development site)	Mixed use development site	Roads, Streets and Parking	RS1	Flintshire	Aspirational	[redacted]	[redacted]	Other		N/A	Lower

Scheme No.	Scheme Name	Scheme Description	Policy Theme	Policy Alignment	Lead Local Authority	Timescale	Estimated CAPEX Cost Level	Estimated OPEX Cost Level	Potential Funding Source	How revenue costs are/met be met (where information is available)	NTDP Alignment	Priority
149	B5102/ B5373 Crown Crossroads, Llay	Scheme identified as part of a supporting scheme for the improvements to strategic transport network	Roads, Streets and Parking	RS1	Wrexham	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
169	Surface access improvements and associated works to overcome Transport constraints to access to the Anglesey Freeport Sites, Ynys Môn	Schemes to identify and progress surface access improvements and associated works to Anglesey Freeport Sites, including but not limited to works to address transport constraints on development on the Rhosgoch site as well as other Freeport locations including Llangefni, Gaerwen and Holyhead."	Ports	PF2	Ynys Mon	Short-term	[redacted]	[redacted]	UK Government Funding	Isle of Anglesey County Council highways maintenance revenue budget	N/A	Lower
174	Improvements to infrastructure in the vicinity of Junction 4 and Western Gateway	Infrastructure improvements and associated behaviour change to ensure maximisation of sustainable travel in the area.	Roads, Streets and Parking	RS1	Wrexham	Medium-term	[redacted]	[redacted]	Uknown		N/A	Lower
182	Llysfaen Active Travel	Improved AT links from Llysfaen to Colwyn Bay schools including new route on Clobryn Road which links the village to the A547	Active Travel	AT1	Conwy	Short-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
183	Penmaenmawr & Llanfarfechan Active Travel	Improved AT links in Penmaenmawr and Llanfairfechan, focussing on schemes already developed by the cancelled A55 J15-J16 project	Active Travel	AT1	Conwy	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
206	Upper Bangor Access Improvements	Review opportunities to re-establish a multi modal link between the A487 and Belmont Avenue to improve access for local and longer distance travel options and mitigate congestion.	Active Travel	AT1	Gwynedd	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
221	Rhosgadfan to Caernarfon Active Travel Route	Create an active travel route which connects Rhosgadfan with the wider active travel network	Active Travel	AT1	Gwynedd	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
222	Caernarfon to Rhyd ddu Active Travel Route	Create an active travel route which connects Rhydd ddu to Caernarfon, part of Eryri Access Improvement	Active Travel	AT1	Gwynedd	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
223	Llanberis to Nant Peris Active Travel Route	Create an active travel route which connects Nant Peris to Llanberis, part of Eryri Access Improvement	Active Travel	AT1	Gwynedd	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower

Scheme No.	Scheme Name	Scheme Description	Policy Theme	Policy Alignment	Lead Local Authority	Timescale	Estimated CAPEX Cost Level	Estimated OPEX Cost Level	Potential Funding Source	How revenue costs are/met be met (where information is available)	NTDP Alignment	Priority
227	Rhiwlas to Bangor Active Travel Route	Create an active travel route which connects Rhiwlas and Bangor.	Active Travel	AT1	Gwynedd	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
230	Pistyll to Nefyn Active travel route	Create an active travel route between Pistyll and Nefyn	Active Travel	AT1	Gwynedd	Long-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
232	Aberdaron Active travel Route	Create a local active travel route in Aberdaron	Active Travel	AT1	Gwynedd	Long-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
233	Sarn Mellteryn Active Travel Route	Create a multiuser path, which connects a rural housing estate with the centre of the Sarn Mellteryn Village	Active Travel	AT1	Gwynedd	Long-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
234	Pwllheli to Abersoch Active Travel Route	Create a multiuser path along the A499 between Abersoch and Llanbedrog and an off-road walking and cycling provision between Llanbedrog and Pwllheli	Active Travel	AT1	Gwynedd	Long-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
237	A499 Caenrnarfon to Pwllheli active Travel Route	Create a 11Km Multiuser path along the A499 to complete the 32Km Walking and cycling route between Caernarfon and Pwllheli.	Active Travel	AT1	Gwynedd	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
241	Beddgelert Active Travel improvement	Improve and enhance active travel provision in Beddgelert	Active Travel	AT1	Gwynedd	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
243	Ardudwy Green Corridor Active Travel Routes	Create a walking and cycling route which connects the communities along the A496 corridor between Penrhyndeudraeth and Barmouth	Active Travel	AT1	Gwynedd	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
244	Trawsfynydd Active Travel Route	Improve walking and cycling provision in Trawsfynydd	Active Travel	AT1	Gwynedd	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
245	Frongoch to Bala Active Travel Route	Create a new walking and cycling route which connects the White-water centre at Frongoch with Bala along the old railway line	Active Travel	AT1	Gwynedd	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
246	Rhos y Gwaliau to Bala Active Travel Route	Enhance the existing active travel provision between Rhos y Gwailiau and Bala	Active Travel	AT1	Gwynedd	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower

Scheme No.	Scheme Name	Scheme Description	Policy Theme	Policy Alignment	Lead Local Authority	Timescale	Estimated CAPEX Cost Level	Estimated OPEX Cost Level	Potential Funding Source	How revenue costs are/met be met (where information is available)	NTDP Alignment	Priority
247	Llandderfel to Bala Active Travel Route	Create a new Active Travel route which connects Llandderfel with Bala	Active Travel	AT1	Gwynedd	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
251	Tywyn to Llanegryn Active Travel Route	Create a 3Km multiuser path between Llanegryn and Bryncrug to enhance the existing active travel provision in the area.	Active Travel	AT1	Gwynedd	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
252	Gaerwen Indsutrial Estate Road	Strategic re-routing of HGVs on the A5, Gaerwen to provide improved access / exit to and from Gaerwen Industrial Estate (largest industrial estate on the Island)	Roads, Streets and Parking	RS6	Ynys Mon	Long-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Isle of Anglesey County Council Highway Maintenance Revenue Budget	N/A	Lower
255	Access to Freeport sites (including Rhosgoch)	Transport and Access Scheme	Ports and Freight	PF1	Ynys Mon	Aspirational	[redacted]	[redacted]	UK Governme nt Funding	Isle of Anglesey County Council Highway Maintenance Revenue	N/A	Lower
264	Capacity and safety enhancements/ pinch point improvements: A5152 Smithfield Road junction capacity and safety improvements, in particular for active travel and bus	Alterations to the existing roundabout junction to improve safety and traffic throughout by making more efficient use of the available road space.	Roads, Streets and Parking	RS4	Wrexham	Long-term	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower
267	Improved links to employment: Improved access to Llay Industrial Estate	To improve the overall accessibility of Llay Industrial Estate, whilst mitigating as far as is practicable the impacts of HGV movements on local communities. Measures will include: New infrastructure connecting the estate with the existing wider network walking and cycling network, improvements to the existing Crown Crossroads junction to improve capacity and provision for sustainable walking and cycling movements, and traffic and speed management measures to mitigate the impacts on local communities of HGV movements between the estate and strategic network	Roads, Streets and Parking	RS1	Wrexham	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund		N/A	Lower

Scheme No.	Scheme Name	Scheme Description	Policy Theme	Policy Alignment	Lead Local Authority	Timescale	Estimated CAPEX Cost Level	Estimated OPEX Cost Level	Potential Funding Source	How revenue costs are/met be met (where information is available)	NTDP Alignment	Priority
270	Upper Denbigh Road, St Asaph	Introduction of controlled crossing and footway widening	Active Travel	AT1	Denbighshire	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	N/A	Lower
271	Park Street, St David's Lane, Denbigh	Junction improvements and new sections of ATR	Active Travel	AT1	Denbighshire	Medium-term	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	N/A	Lower
273	Ysbyty Glan Clwyd, Bodelwyddan	Junction improvements and new sections of ATR	Active Travel	AT1	Denbighshire	Aspirational	[redacted]	[redacted]	Welsh Regional Transport Fund	Denbighshire County Council Revenue Budget	N/A	Lower
282	Improve public transport connectivity and travel options for St Asaph Business Park	A package of measures to improve the connectivity and accessibility of public transport options for St Asaph Business Park to support the Council's emerging Economic Strategy.	Bus and Coach	PT4	Denbighshire	Medium-term	[redacted]	[redacted]	Other	Local Transport Fund (LTF)	N/A	Lower

Appendix B - Delivery Plan Priority Diagrams (REDACTED)

Higher priority schemes

The diagrams show that there is a larger cluster of 33 higher priority short-term schemes, focused on low to high cost active travel improvements, bus, freight and roads and streets schemes. Schemes are spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund, UK Government sources and other sources.

The diagrams show there is a medium cluster of 20 higher priority medium-term schemes, focused on low to medium cost active travel schemes, complemented by bus, roads and streets, and integration schemes, spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund, UK Government and other sources, and sources not yet defined.

The diagrams show there is a small cluster of 2 higher priority long-term schemes, focused on low to medium cost active travel schemes, spread across Wrexham and Gwynedd authority areas. Funding sources connect to the Welsh Government Regional Transport Fund.

The diagrams show there is a small cluster of 7 higher priority aspirational schemes, focused on low to medium cost bus schemes, complemented by roads and streets, taxi and private hire, and active travel schemes, spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund and other sources.

Medium priority schemes

The diagrams show that there is a medium cluster of 22 medium priority short-term schemes, focused on low to medium cost active travel improvements, complemented by roads and streets, taxi and private hire, and integration schemes, spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund and UK Government or other sources.

The diagrams show there is a large cluster of 49medium priority medium-term schemes, focused on low to high cost active travel schemes, roads and streets, bus and integration schemes, spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund UK Government and other sources.

The diagrams show there is a medium cluster of 14 medium priority long-term schemes, focused on low to medium cost active travel schemes, complemented by roads and streets, and bus schemes, spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund and sources yet to be defined.

The diagrams show there is a medium cluster of 20 medium priority aspirational schemes, focused on low to medium cost active travel schemes, complemented by roads and streets, taxi and private hire and bus schemes, spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund, third party, other or and sources yet to be defined.

The diagrams show there is a small cluster of 3 medium priority shelved schemes, which may come forward during the plan period, focused on low to medium cost roads and streets, and bus schemes, spread across Flintshire (1) and Ynys Mon (2) authority areas, connected to other funding sources.

Lower priority schemes

The diagrams show that there is a small cluster of 6 lower priority short-term schemes, focused on low to medium cost active travel improvements, bus, freight and roads and streets schemes, spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund and UK Government sources.

The diagrams show that there is a larger cluster of 23 lower priority medium-term schemes, focused on low to medium cost active travel improvements, bus, freight and roads and streets schemes, spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund, UK Government sources and sources yet to be defined

The diagrams show there is a small cluster of 20 lower priority long-term schemes, focused on low to medium cost active travel schemes, complemented by roads and streets, and integration schemes, spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund, third party and UK Government sources.

The diagrams show there is a larger cluster of 39 lower priority aspirational schemes, focused on low to high cost active travel and integration schemes, complemented by roads and streets, freight and bus schemes, spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund, UK Government and other sources.

B.1 Priority Diagram – Total Perspective

B.2 Priority Diagram – Local authority delivery perspective

B.3 Priority Diagram – Funding source perspective

B.4 Priority Diagram – Customer perspective

Appendix C Schemes and costs over time

Our priorities (and their estimated Capex over the plan period) are distributed over time as follows:

Priority level / Timescale	Lower	Medium	**Higher**
Short term no. (FY 2026/27)	6 (£24.78m)	22 (£50.38m)	**33** **(£163.58m)**
Medium term no. (FYs 2027-30)	23 (£182.2m)	47 (£234.4m)	**20** **(£96.9m)**
Long term no. (FY 2030/31)	10 (£47.93m)	14 (£9.35m)	**2** **(£9.5m)**
Aspirational no. (FY 2031/32+)	39 (£243.9m)	19 (£70.24m)	7 (£16.3m)
Shelved no.	0	3 (£45.5m)	0

Of the Capex totals presented above, the following table provides the anticipated amount of Welsh Government regional transport funding required to meet the overall Capex figures set out above:

Priority Level / Timescale	Lower	Medium	**Higher**
Short term (FY 2026/27)	£21.78m (87.9%)	£43.53m (86.4%)	**£113.51m (69.6%)**
Medium term (FYs 2027-30)	£23.15m (12.7%)	£93.35m (39.8%)	**£28.9m (29.8%)**
Long term (FY 2030/31)	£5.43m (11.3%)	£8.85m (94.6%)	**£9.25m (97.3%)**
Aspirational (FY 2031/32+)	£232.9m (95.5%)	£54.65m (77.8%)	£8m (49%)
Shelved	0	0	0

Annex 1 The approach to appraisal using the prioritisation tool

Step 1: Define Scheme objectives and measures

Based on the four Regional Transport Plan (SMART) objectives, relevant metrics have been chosen to help enable GIS analysis to be undertaken for each scheme. Table 0-1 shows the metrics selected and applied.

Table 0-1: Metrics for Regional Transport (SMART) Objectives

Objective	Objective Description	Measures		
OB1	Improve digital connectivity and local services	Broadband Speed (Ofcom[2])	Distance Travelled to Work (Census[3])	Mode type for work travel (Census)
OB2	Improved accessibility and transport choice	Access to Health (WIMD[4])	Access to Employment (WIMD)	Access to Services (WIMD)
OB3	Enable decarbonisation through transition to a zero-emission fleet	Levels of air pollution from the transport sector (Transport for Wales data)	Existing levels of EV Infrastructure (ZapMap[5])	Levels of ultra-low emission ownership (UK Government data)
OB4	Enable sustainable economic growth	Access to Employment (WIMD)	Mode type for work travel (Census)	Economic Activity status (Census)

Step 2: Fill out the scheme description and summary

Descriptions and summaries of each scheme are added to the Scheme description & Screening sheet using the appropriate dropdowns in each column. The sheet will contain the scheme number and description alongside details within the categories including:

- Summary of work undertaken to date
- Scheme interdependencies
- Connectivity
- Anticipated delivery timescale
- Local Authority (lead / others)
- Transport Modes
- Capital expenditure (CapEx) Cost level
- Operating expenses (OpEx) Cost Level
- Potential Funding Source/s

Estimated scheme capital and ongoing operating costs are added during this step. The estimated costs are not used as a direct metric to inform the overall prioritisation, however it is considered that the impact of more expensive and complex schemes will be reflected in the appraisal against the deliverability criteria in Step 5.

Step 3: First High Level Sift

This step is used to sift out schemes that may have a large adverse impact on the objectives or be undeliverable due to environmental or legal constraints. Schemes are scored at this stage using professional judgement informed by the evidence inputs, with further details provided in the justification column.

[2] Ofcom is the regulator for the communications services.

[3] The census is an official periodic count of a population including general demographic information.

[4] The Welsh Index of Multiple Deprivation (WIMD) is the Welsh Government's official measure of relative deprivation for small areas in Wales.

[5] Zapmap is a UK-wide map of electric car charging points.

Step 4: GIS analysis and objective appraisal

Step 4 involves the carrying out of GIS analysis of the quantitative metrics identified for each of the four objectives identified in Step 1.

Each intervention is appraised against each objective. The appraisal is supported by data where it is relevant, and an overall written justification is provided to accompany the scores using a seven-point scale, as is a familiar method applied in Welsh Transport Appraisal Guidance (WelTAG).

The datasets and GIS analysis are used to supplement an appraisal justification score. The application of the data is optional on a scheme-by-scheme basis depending on whether spatial analysis is appropriate for different types of schemes, for example it may not be for schemes that do not involve development that can cordoned to points, lines or polygons. Where GIS cannot be applied, qualitative appraisal is undertaken based on professional judgement.

Maintaining a consistent approach to all schemes within the tool is important and a peer-review process is used to compare and validate similar appraisal scores to maintain consistency.

Step 5: Deliverability appraisal

The deliverability appraisal sheet is used to appraise each scheme using key deliverability criteria. The same is used in Step 3 *First High Level Shift*; the key difference between Step 5 and Step 3 is that clear justification of the score is required to complete the Deliverability tab.
Criteria include:

- Environmental Impact/issues
- Land issues
- Planning Consent and legal
- Stakeholder acceptability
- Consultation
- Constructability
- Disruption

Step 6: Prioritisation of schemes

A summary of the appraisal scores is included in an Appraisal Summary sheet. Separate scores are provided for objectives and deliverability performance. These can be used to inform a prioritised list of schemes. The resultant prioritisation score is supported by a justification that summaries the overall appraisal.

Cyd-Bwyllgor Corfforedig
Gogledd Cymru
North Wales
Corporate Joint Committee

North Wales Regional Transport Plan

Integrated Wellbeing Appraisal
Non-Technical Summary

July 2025








Integrated Well-being Appraisal

Non-Technical Summary

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1. Non-Technical Summary

1.1 Purpose of the Non-Technical Summary

This document presents a summary, in non-technical language, of the Integrated Well-being Appraisal (IWBA) of the North Wales Regional Transport Plan (NWRTP).

1.2 What is the North Wales Regional Transport Plan (NWRTP)?

The NWRTP aims to solve transport problems in the North Wales area over the next 5 years (2025 - 2030). It will guide decisions on where to invest to address current and future local and regional transport issues. The plan shows how transport can support the delivery of the Llwybr Newydd, The Wales Transport Strategy and encourages growth and regeneration of the region.

The NWRTP includes policies to support the vision and ambitions of Llwybr Newydd, The Wales Transport Strategy.

A Monitoring and Evaluation Plan has been developed alongside the NWRTP to help ensure transport and climate change targets are met, while also contributing to measures set out in the Wales Transport Strategy Monitoring Framework.

The NWRTP should be read alongside the Regional Transport Delivery Plan (RTDP) which sets out local authority schemes that will be progressed to help deliver the NWRTP.

1.2.1 The vision

The vision that has been developed for the NWRTP states:

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

The vision is supported by four objectives, which will help monitor and evaluate the success of NWRTP:

1. Improve digital connectivity and local services: We will enable 30% or more of people in North Wales to work remotely by 2030 through better land use planning and improved digital connectivity, which should reduce the overall need to travel and enable shorter trips better suited to sustainable modes.
2. Improved accessibility and transport choice**:** We will develop infrastructure and services that provide people with a choice about how they travel for each journey and support sustainable economic growth through improved access to key settlements, employment, educational sites and tourist attractions. The accessibility of each key trip attractor should be improved, supporting the national mode share target of 45% of journeys to be undertaken by walking, wheeling, cycling and public transport by 2040.
3. Enable decarbonisation through transition to a zero-emission fleet: We will develop supporting infrastructure and support incentives to enable at least 50% of motor vehicles and all public buses operating in North Wales to be zero emission by 2035.
4. Enable Sustainable Economic Growth**:** We will develop a resilient, safe, well-maintained, and efficient transport network that delivers sustainable economic growth by improving accessibility to existing and planned employment areas. At least 50% of households in North Wales will have an increased range of travel within 1 hour by public transport, supporting access to key employment sites and regional centres by 2030.

1.2.2 Transport policies

The policies that have been developed for the NWRTP are based around policy themes which include:

- Enabling changes to travel behaviour
- Bus
- Coach, demand responsive and community transport
- Walking, wheeling and cycling
- Integration between modes
- Ports and freight
- Roads, streets, and parking
- Surface access to aviation
- Digital connectivity
- Land use planning

There are two further policy themes including rail and the strategic road network (including A roads). However, Ambition North Wales and local authorities have no direct control over these areas so there are no explicit policies in the NWRTP but aspirations instead.

1.3 What is the Integrated Wellbeing Appraisal (IWBA)?

Any transport policies, plans and programmes funded by the Welsh Government must include an integrated well-being appraisal that shows how it promotes well-being in Wales, contributing to the four well-being ambitions and the specific targets for transport. The IWBA guidance set out as part of Welsh Transport Appraisal Guidance (WelTAG) identifies a set of four questions to be asked when developing policies or projects. These are listed below along with topics that are considered under each of the questions:

1. How will it benefit **people** and **communities**? (equality, health and safety and confidence)
2. How will it benefit the **environment**? (reducing carbon emissions, benefitting biodiversity and ecosystems resilience and reducing waste)
3. How will it benefit **places** and the **economy**? (place-making, innovation, freight)
4. How will it benefit **culture** and the **Welsh language**? (arts and sport, the historic environment and opportunities to use and promote the Welsh language)

IWBA can be used for assessing the potential social, cultural, economic, and environmental impacts of a plan, and places sustainable development at the centre of decision making. It does not replace the need for statutory assessments (such as those required by the law) and so the IWBA is supported by different impact assessments including those relating to the environment, well-being, Welsh language, children's rights, equality, natural resources, health, rural proofing, climate change and ecology / habitats.

1.4 Engagement and consultation

The NWRTP adopts a collaborative and involved approach, considering the requirements of the Well-being of Future Generations (Wales) Act. Engagement with stakeholders has helped shape the NWRTP, for example the Welsh Government, local authorities and Transport for Wales have told us about what they want to see for the transport system in North Wales.

An IWBA scoping report was prepared and submitted to statutory consultees (including Natural Resources Wales and Cadw) for a 5-week period from 15th October until 19th November 2024. The scoping report outlined an approach to the impact assessments as part of the IWBA, the baseline data, relevant international, national and regional plans, policies and sustainability objectives, and the assessment methodology. It also suggested IWBA objectives to set a framework for assessment (the IWBA Framework).

A draft IWBA was submitted alongside a draft NWRTP for consultation for a period of 12 weeks (from 20 January to 14th April 2025).

Comments received have been carefully considered and, where necessary changes made to address comments. The final NWRTP documents will be adopted and published alongside a Post Adoption Statement that explains how the IWBA and feedback has shaped the documents.

1.5 Scope of the IWBA

The geographical scope of the IWBA is aligned with the North Wales region, i.e. the local authority areas of Isle of Anglesey, Wrexham, Conwy, Flintshire, Denbighshire, and Gwynedd (see Figure 1).

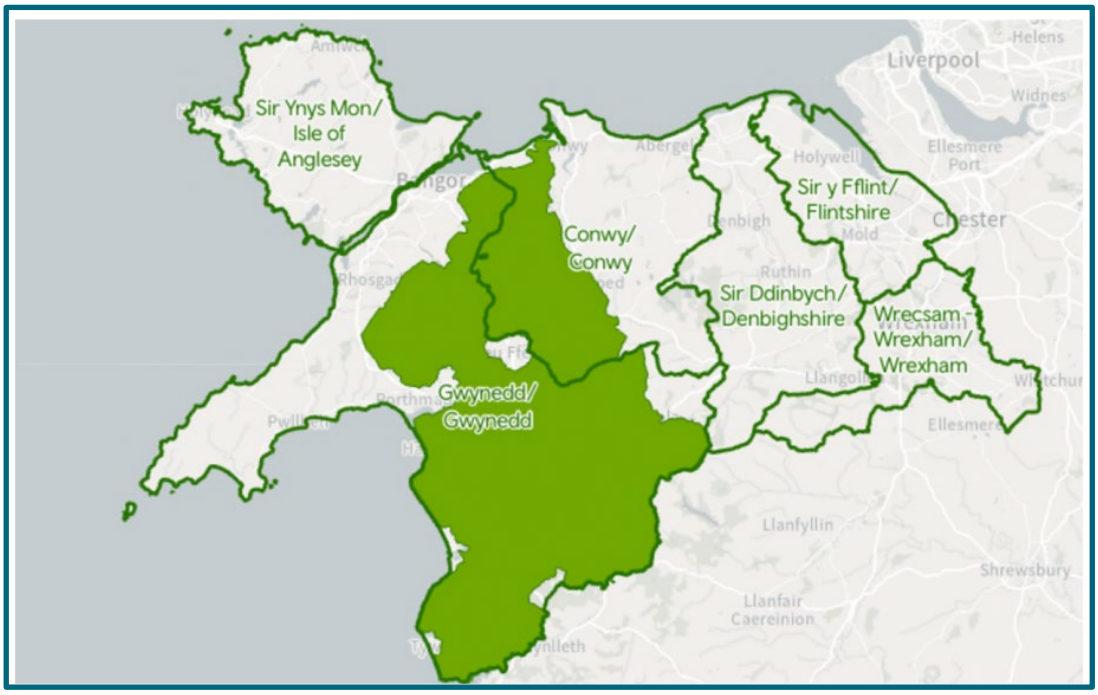


Figure 1: Local Authorities Covered By The North Wales Regional Transport Plan (With Eryri National Park In Green)

Consideration is also given to neighbouring areas of Wales and England, in particular Chester and Liverpool as there is significant migration both ways across the border in relation to employment, services (e.g. health) and education. The presence of coastal areas within study area also indicates that both terrestrial and relevant marine effects are possible and will need to be considered in the IWBA.

In terms of timescales, the NWRTP sets the 5-year plan for the region (2025-2030) which from a well-being appraisal perspective is 'short term'. The appraisal has identified that impacts resulting from the policies of the NWTRP would likely result in effects that extend beyond this five-year time frame and have been identified as 'long-term'.

1.6 IWBA objectives

The IWBA Framework encompasses a set of objectives that have been developed to assess to the sustainability of the polices (or group of policies) set out in the NWRTP. These are complementary to the NWRTP four objectives and the IWBA objectives are required to provide a means by which the environmental performance of the plan can be assessed.

The IWBA objectives, listed in Table 1 alongside the appraisal questions, were initially identified at scoping stage and have been created to take account the following:

- **NWRTP Context**: key themes from the Plans, Programmes and [sustainability] Objectives (PPO) review (IWBA Report, Section 3.2) and the key sustainability issues and opportunities from the baseline data review (IWBA Report, Section 4.2), have been used develop appraisal objectives specific to the NWRTP.

- **Well-being Goals**: The Wales Transport Strategy's (WTS) well-being ambitions are closely tied to the goals of the Well-being of Future Generations Act 2015. This legislation emphasises long-term well-being, environmental protection, and social progress.
- **Statutory assessments** – the appraisal objectives have been developed to encompass the requirements of the statutory assessments outlined in Section 1.3 above and their relevant regulations.

In summary, the IWBA Framework provides a structured approach to ensure that the NWRTP aligns with broader well-being goals and contributes to sustainable development in North Wales.

Each of the questions outlined in Section 1.3 have been answered considering the IWBA objectives to consider a wide range of potential effects of the NWRTP policies. Table 1 identifies which IWBA objective is of relevance to each of the IWBA topics scoped into the appraisal, as well as which WTS ambition they aim to address.

Table 1 - IWBA objectives, appraisal questions and how they align with each IWBA topic and overarching theme

IWBA Objective	How will we test if the objective has been met? Will the NWRTP……	Relevant IWBA Topic	WTS ambition alignment
1. Support the delivery of housing and local services to meet the needs of local communities	• Support the creation of communities which offer viable and sustainable transport options within and between locations? • Improve access to local services?	Population Human health Infrastructure Economy	People and Communities
2. Reduce inequality and promote community cohesion	• Improve environmental conditions and quality of life for the most deprived communities? • Support the needs of members of society who have protected characteristics? • Improve the accessibility of public transport and active travel for all members of society? • Engage with stakeholders, partners and local communities? • Create opportunities for community participation? • Support the transport needs of children?	Population Human health Cultural heritage Transport Economy	People and communities

IWBA Objective	How will we test if the objective has been met? Will the NWRTP……	Relevant IWBA Topic	WTS ambition alignment
3. Improve the health and well-being of the local population, including with respect to physical and mental health	• Encourage uptake in active travel? • Improve connectivity between local communities, particularly within rural areas? • Reduce social isolation? • Reduce physical damage and improve the safety of transport services and infrastructure? • Improve access to key health services? • Improve access to recreation activities? • Improve public access to green spaces?	Population Human health Land use and landscape Air quality Noise Economy	People and communities
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	• Cause harm or any deterioration in the condition of any designated sites? • Result in the loss of valuable habitats? • Deliver opportunities to restore or create semi-natural habitats? • Deliver net benefit for biodiversity and contribute to ecosystem resilience?	Biodiversity Ground conditions Water environment	Environment
5. Protect and enhance local landscape character, designations and visual amenity	• Cause harm to any designated or protected landscapes? • Result in the enhancement to the condition and character of any protected or designated landscapes? • Reduce the adverse impacts of road traffic and parking on landscapes and designations? • Result is loss of amount of Best and Most Versatile (BMV) land? • Contribute to the efficient management of travel in tourist areas during peak periods?	Land use and landscape Cultural heritage Economy	Places and economy

IWBA Objective	How will we test if the objective has been met? Will the NWRTP.....	Relevant IWBA Topic	WTS ambition alignment
6. Protect and enhance the local cultural heritage, including the Welsh language	• Cause direct or indirect harm to designated heritage assets? • Enhance the condition or setting of designated heritage assets? • Provide measures to avoid and/or mitigate harm to non-designated heritage assets? • Support Welsh speaking communities? • Include initiatives to implement and encourage use of Welsh language?	Population Cultural heritage	Culture and Welsh language
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	• Have a negative impact on water resources used for water abstraction? • Have a negative impact on the quality of water resources? • Have a negative impact on the general health of waterbodies? • Help to achieve the WFD water body measures and support WFD waterbodies achieve 'good' ecological status?	Ground conditions Water environment	Environment
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	• Help meet Wales targets to be 'net zero' by 2050? • Increase modal shift from private cars to public transport and active travel. • Include opportunities to support decarbonisation of the transport section? • Support an uptake in the use of cleaner fuels for transport, including electric vehicles? • Include measures to increase the resilience of existing and new infrastructure to the effects of climate change? • Reduce the impact of extreme weather events on the transport network? • Reduce the need to travel to access key amenities and services?	Climatic factors Transport	Environment

IWBA Objective	How will we test if the objective has been met? Will the NWRTP.....	Relevant IWBA Topic	WTS ambition alignment
9. Protect and enhance local air quality.	• Improve air quality for communities? • Cause any deterioration in air quality? • Include initiatives to encourage the uptake of active travel and public transport?	Human health Air quality	Environment
10. Reduce disturbance from transport related noise and vibration to local communities.	• Improve the local soundscapes? • Result in a reduction in noise pollution? • Include initiatives to encourage the uptake of active travel and public transport?	Human health Noise	People and communities
11. Incorporate circular economy principles to reduce the use of raw materials.	• Use sustainably sourced materials and ensure materials and resources are used efficiently? • Include transport initiatives and infrastructure that enable recycling and waste to be collected, transported, sorted and managed effectively? • Support the transition of waste collection fleets to cleaner fuels, such as use of EV? • Encourage use of locally sourced material?	Resources and waste Economy	Environment
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	• Increase the land available for employment development? • Support equitable access to employment, education and training opportunities? • Improve the reliance and resilience of the transport network to better support businesses and workers? • Encourage regeneration and investment, particularly in more deprived areas? • Improve access between England and North Wales and improve access between North and South Wales? • Encourage sustainable access to tourist facilities and attractions? • Support the rural economy? • Protect and enhance the natural beauty of the area?	Population Economy Transport	Places and economy

1.7 Appraisal scoring

The NWRTP options are assessed against the IWBA objectives using the corresponding questions identified in Table 2.

A score has been assigned to each objective using the criteria outlined in Table 2 depending on the type and level of effect that the NWRTP policy, or group of policies, is likely to have on the objective. This is accompanied by a qualitative appraisal (non-numerical) which describes the identified likely effects, providing references where appropriate.

Table 2: IWBA scoring criteria

IWBA Score	Definition
++	Likely significant positive effect
+	Likely minor positive effect
0	Likely negligible effect
-	Likely minor negative effect
--	Likely significant negative effect
?	Likely effect uncertain
+/-	Likely to be a mix of positive and negative effects

1.8 Appraisal outcomes

The IWBA Report and its appendices present the full and detailed assessment results for the NWRTP. A summary of the IWBA assessment scores is presented in Table 3 followed by an assessment narrative in response to the four ambitions of the WTS in Section 1.9.

Table 3 – IWBA scores for each policy/policy group against each IWBA Objective

IWBA Objectives	1. Delivery of housing and local services	2. Reduce inequality and promote community cohesion	3. Health and Well-being	4. Biodiversity	5. Landscape character areas and designated sites	6. Welsh culture and language	7. Water health	8. Decarbonisation	9. Air quality	10. Noise and local soundscapes	11. Circular economy and reduced raw material use	12. Economic prosperity
WTS ambition / Policy group	People & communities	People & communities	People & communities	Environment	Places and Economy	Culture & Welsh language	Environment	Environment	Environment	People & communities	Environment	Places & Economy
Enabling changes to travel behaviour												
Policy CB1 – CB7: Providing people with a choice about how they commute	++	?	++	?	+/-	+	+	+	+	+	+	++
Policy CB8 – CB12: Providing people with choices about how they access services and education	++	++	++	?	0	+	+	++	+	+	+	+
Policy CB13: Providing people with choices in rural and semi urban areas	+	++	++	+	0	+	+	+	+	+	+	+
Policy CB14 - CB23: Providing people with information to make more sustainable travel choices & supporting the tourism sector	0	++	+	+	+	+	+	+	+	+	+	+
Bus, coach and community transport												
Policy PT1: Bus Franchising	+	++	+	+	+	+	+	+	+	+	+	++

IWBA Objectives	1. Delivery of housing and local services	2. Reduce inequality and promote community cohesion	3. Health and Well-being	4. Biodiversity	5. Landscape character areas and designated sites	6. Welsh culture and language	7. Water health	8. Decarbonisation	9. Air quality	10. Noise and local soundscapes	11. Circular economy and reduced raw material use	12. Economic prosperity
WTS ambition / Policy group	People & communities	People & communities	People & communities	Environment	Places and Economy	Culture & Welsh language	Environment	Environment	Environment	People & communities	Environment	Places & Economy
Policy PT2 - PT3: Decarbonising the bus fleet	0	+	+	+	0	0	+/-	++	+	0	+	0
Policy PT4 – PT5: Bus Transformation Network	+	++	+	+	+	+	+	+	+	+	+	++
Policy PT6 – PT8: Improving bus infrastructure	+	++	+	+	+	+	+/-	+	+	+	+	+
Policy PT9 – PT10: Making bus travel easier	+	++	+	+	+	+	+	+	+	+	+	+
Coach, demand responsive and community transport												
Policy PT11 – PT12: Fflecsi and Ring & Ride services	++	++	+	+	0	+	+	?	?	+	+	+
Policy PT13: Taxi	+	+	+	+	0	+	0	+	+	0	+	+
Policy PT14: Longer distance coach services	0	+	+	0	0	+	+	+	+	+	+	+
Policy PT15: Community involvement in rail	+	+	+	+	0	+	0	+	+	0	+	+

IWBA Objectives	1. Delivery of housing and local services	2. Reduce inequality and promote community cohesion	3. Health and Well-being	4. Biodiversity	5. Landscape character areas and designated sites	6. Welsh culture and language	7. Water health	8. Decarbonisation	9. Air quality	10. Noise and local soundscapes	11. Circular economy and reduced raw material use	12. Economic prosperity
WTS ambition / Policy group	People & communities	People & communities	People & communities	Environment	Places and Economy	Culture & Welsh language	Environment	Environment	Environment	People & communities	Environment	Places & Economy
Walking, Wheeling and Cycling												
Policy AT1 – AT2: Further improving infrastructure	+	++	++	+/-	0	+	+	++	+	+	+	+
Policy AT4 – AT6: Making active travel more attractive	+	++	++	+/-	0	+	+	++	+	+	?	+
Policy AT7 – AT11: Leadership and funding	+	+	+	0	0	+	+	+	+	+	+	+
Policy AT12 – AT14: Cycle hire, E-bikes and E-scooters	+	++	+	0	0	+	0	0	0	0	0	+
Integration between modes												
Policy IN1 – IN3: Mobility hubs and Gateway stations	+	+	+	+	+	+	+	+	+	+	+	+
Policy IN4: Integration	+	++	++	+	+	+	+	+	+	+	+	++
Policy IN5 – IN6: Park & ride or Park & share schemes	+	+/-	0	+/-	+	+	+	+	0	0	+	+/-

IWBA Objectives	1. Delivery of housing and local services	2. Reduce inequality and promote community cohesion	3. Health and Well-being	4. Biodiversity	5. Landscape character areas and designated sites	6. Welsh culture and language	7. Water health	8. Decarbonisation	9. Air quality	10. Noise and local soundscapes	11. Circular economy and reduced raw material use	12. Economic prosperity
WTS ambition / Policy group	People & communities	People & communities	People & communities	Environment	Places and Economy	Culture & Welsh language	Environment	Environment	Environment	People & communities	Environment	Places & Economy
Ports and Freight												
Policy PF1 – PF2: Ports	+	+	+/-	--	+	+	?	+/-	+/-	+/-	-	++
Policy PF3: Road freight	+	+	+	?	?	+	-	?	+/-	+	0	0
Policy PF4: Low Emission HGVs	0	+	+	0	0	0	+/-	++	+	0	+	+
Policy PF5 – PF8: Local deliveries	+	+	+/-	?	?	?	+/-	+	+	+	+	+
Policy PF9: Rail freight	0	+/-	+	0	0	0	+	+	+	+	+	+
Roads, Streets and Parking												
Policy RS1 – RS2: Maintenance	+	+	+	+	+	+	0	+	0	+	0	+
Policy RS3 – RS4: Road Safety	++	+	+	0	0	0	0	+	+	+	+	+
Policy RS5 – RS6: Public car parking in towns and cities	+/-	+/-	+/-	+	+	0	+	+	+	+	+	+
Policy RS7 – RS11: Low emission vehicles	+	+	+	+	0	0	+	+	+	0	+	+

IWBA Objectives	1. Delivery of housing and local services	2. Reduce inequality and promote community cohesion	3. Health and Well-being	4. Biodiversity	5. Landscape character areas and designated sites	6. Welsh culture and language	7. Water health	8. Decarbonisation	9. Air quality	10. Noise and local soundscapes	11. Circular economy and reduced raw material use	12. Economic prosperity
WTS ambition / Policy group	People & communities	People & communities	People & communities	Environment	Places and Economy	Culture & Welsh language	Environment	Environment	Environment	People & communities	Environment	Places & Economy
Policy RS12 – RS13: Car clubs / sharing	+	++	+	0	0	0	0	+	+	0	+	+
Surface access to aviation												
Policy AV1: Surface access to aviation	+	+	0	0	0	0	0	--	+	0	+	+
Digital Connectivity												
Policy DC1: Digital connectivity	+	+	+	+	0	+	+	++	+	+	+	+
Land use planning												
Policy CB19 – LU6	The Strategic Development Plan for North Wales is also the responsibility of the North Wales Corporate Joint Committee. However, as it will itself require various statutory assessments, this has not been included within this IWBA.											

1.9 Wales's Well-being Ambitions

The well-being ambitions set out in the Wales Transport Strategy contribute to the goals in the Well-being of Future Generations (Wales) Act 2015. Each of the objectives in the appraisal contribute to the four well-being ambitions. These are explored in more detail in this section. Full appraisals and associated references are included in the IWBA report and associated appendices.

1.9.1 How will the NWRTP benefit people and communities?

IWBA Objectives 1, 2, 3 and 10 assess impacts of the NWRTP on equality, health and safety, catering directly to the well-being of people and communities. The policies play a key role in creating a transport system that promotes better health outcomes and fosters greater equality across Wales, aligning with Welsh Government's Accessible and Inclusive Public Transport Objectives[1], the priorities set out in the Action on Disability[2] framework and Connected Communities[3] and Age friendly Wales[4] strategies.

Objective 1 - Support the delivery of housing and local services to meet the needs of local communities

The appraisal identifies that policies (AT1-AT14) would promote active travel infrastructure, encouraging healthier lifestyles by making it easier to walk and cycle to essential services such as healthcare and education. Increased physical activity through active travel also helps reduce rates of obesity and over 20 chronic conditions such as coronary heart disease, stroke, type 2 diabetes in local communities, helping meet commitments according to 'Healthy Weight: Healthy Wales' Strategy[5].

Improved local delivery systems and reduced congestion (PF1-PF9) benefit the environment and local amenity, contributing to better public health as a result of improved air quality, reduced noise and lower anxiety caused by busy roads.

Enhancements (PT1-PT15) would contribute to more reliable access to essential services, particularly benefitting deprived areas and rural communities. Improved ticketing, journey times, and service reliability make public transport more accessible. Flexible, community-led transport solutions would be designed to meet specific local needs, fostering social inclusion and cohesion.

Policies (DC1-DC2) encourage remote working and access to services, increasing employment opportunities, (particularly for groups who are less able to travel for work (e.g. disabled people, carers, and people with no access to private transport) and digital literacy, which helps more people use public transport confidently.

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[1] Welsh Government, Policy Statement: Accessible and Inclusive Public Transport Objectives, December 2017. Available online at: https://www.gov.wales/sites/default/files/publications/2017-12/policy-statement-accessible-and-inclusive-public-transport-objectives.pdf [Accessed 02/12/2024]

[2] Welsh Government, Action on Disability: The Right to Independent Living, 2019. Available online at: action-on-disability-the-right-to-independent-living-framework-and-action-plan.pdf [Accessed 02/12/2024]

[3] Welsh Government, Connected Communities Strategy, 2020. Available online at: https://www.gov.wales/sites/default/files/publications/2020-02/connected-communities-strategy-document.pdf [Accessed 02/12/2024]

[4] Welsh Government, Age friendly Wales: our strategy for an ageing society, 2021. Available online at: https://www.gov.wales/age-friendly-wales-our-strategy-ageing-society-html [Accessed 02/12/2024]

[5] Welsh Government, Healthy Weight Strategy, 2019. Available online at: https://www.gov.wales/sites/default/files/publications/2019-10/healthy-weight-healthy-wales_0.pdf [Accessed 02/12/2024]

Improvements to the road infrastructure (RS1-RS13) make roads climate-resilient and safer, reducing the risk of accidents and associated costs. Encouraging sustainable transport options through controlled parking charges and reallocating space from parking (RS5-RS6) aims to reduce reliance on private vehicles, potentially lowering accident rates.

Overall, these policies aim to create a more inclusive, healthier, and safer transport system by improving public transport, active travel routes, and road infrastructure, while also addressing the specific needs of local communities.

Objective 2 - Reduce inequality and promote community cohesion

The appraisal finds that the enhancement of public transport services would create a transport system that promotes health, equality, and safety. These policies focus on improving access to essential services, employment, education, and recreational opportunities, particularly benefitting socio-economically disadvantaged people, younger and older individuals, disabled people, and those from global ethnic majority groups. By fostering an integrated transport network and encouraging active travel modes like walking, wheeling and cycling, these policies enhance social interactions, reduce isolation, and improve community well-being.

The policies prioritise connecting rural areas to essential services, thereby reducing inequality of opportunity for rural communities. Flexible, community-led transport solutions and the promotion of safe taxi services further support vulnerable populations such as older people, children and disabled people. They also benefit those groups at higher risk of hate crimes such as women, racialised groups and people from the LGBTQ+ community and who are more likely to use taxis as they are deemed safer than standard public transport.

Improvements in active travel infrastructure and multimodal transport would make walking, wheeling, cycling, and public transport more accessible for everyone, reducing transport inequality. Furthermore, policies that promote port development and enhance public transport services to these ports would boost economic prosperity for coastal communities in North Wales, which face higher levels of deprivation compared to other parts of the region. Promoting low-emission vehicles would offer health benefits, especially for vulnerable groups sensitive to air pollution (e.g. children, pregnant women, older people, people with respiratory disease).

Overall, NWRTP policies would contribute to the enhancement of community bonds, promote economic development and improve equality of opportunity for communities throughout North Wales.

Objective 3 - Improve the health and well-being of the local population, including with respect to physical and mental health

The appraisal highlights that the policies aim to develop a transport system that enhances health and safety by improving public transport and active travel routes. This encourages physical activity thereby reducing the risk of obesity and other chronic diseases. The policies focus on creating sustainable, accessible transport that reduces social isolation and improves connectivity to healthcare, recreation, and community facilities. These improvements would result in health benefits for everyone but would particularly benefit more vulnerable groups who rely more on public transport, such as older people, disabled people and people experiencing socioeconomic deprivation.

Enhancements to the bus network and demand-responsive transport in rural areas would also provide more sustainable transport options and improve access for those without a private vehicle in these areas to essential services. This would enhance social connectivity, and promote physical activity, resulting in improved physical and mental health outcomes.

Integrated transport networks simplify transitions between modes, encouraging public transport uptake with improved ticketing systems and making it easier to navigate whilst also potentially reducing costs for passengers. This would help people who are more nervous travellers, or those who find existing systems overly complicated and not user friendly. The improvements in affordability would also be disproportionately beneficial for people experiencing socio-economic deprivation, and those living in more rural areas, reducing social isolation and increasing access to employment and training which are strong determinants of both physical and mental health.

Port development policies are likely to result in mixed health outcomes, balancing sustainable transport options, and improved connectivity to employment, with potential air quality issues from increased HGVs in the area. Road and street policies improve safety and support public transport initiatives, while digital connectivity policies reduce travel needs, alleviating stress and improving employment access, particularly for people with caring responsibilities (such as parents of young children) or people with disabilities.

Objective 10 - Reduce disturbance from transport related noise and vibration to local communities

NWRTP's policies aim to enhance sustainable transport options and improve accessibility and connectivity, leading to a shift from private car use to active travel and public transport. This shift is expected to reduce traffic and subsequently reduce levels of noise and vibration, benefitting noise priority zones and residential areas (particularly residential areas along stretches of the stretches of the A55, A47, A4087, A547, A5119, A494, A550, A483 and A5152).

Enhancements of port facilities and subsequent increases in freight movements may increase noise locally, although careful site selection can mitigate this. Policies aimed at improving facilities for HGVs (and their drivers) include the development of freight consolidation centres and specific parking areas/services for HGVs that are away from town centres and residential areas. This, along with encouraging more rail freight would reduce HGV traffic in town centres which, along with increased EV use, would further decrease noise disturbances. Road maintenance and safety policies would reduce noise that can be a problem along poorly maintained roads. Additionally, digital connectivity initiatives will reduce the need to travel, particularly for work, and improve access to public transport information. This promotes sustainable travel and reduces private vehicle use, contributing to a quieter, healthier, and safer transport system

1.9.2 How will the NWRTP benefit the Environment?

IWBA Objectives 4, 7, 8, 9 and 11 assess impacts of the NWRTP on the environment, incorporating aspects relating to reducing greenhouse gas emissions from transport, benefitting biodiversity and ecosystems resilience and reducing waste. The policies aim to increase use of active travel and public transport, and/or increase use of low emission vehicles, this would result in a reduction in emissions and pollution run off from roads, both of which can adversely impact species and habitats. The policies include decarbonisation initiatives that reduce use of raw materials (i.e. fuels), resulting in improved air quality and climate resilience, contributing to Wales Climate change targets and carbon budgets.[6]

[6] Welsh Government, Climate change targets and carbon budgets, 2021. Available online at: https://www.gov.wales/climate-change-targets-and-carbon-budgets [Accessed 02/12/2024]

Objective 4 - Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats

The NWRTP's policies aim to reduce greenhouse gas emissions, maintain biodiversity, and enhance ecosystem resilience by promoting active travel, public transport, and low-emission vehicles.

These policies encourage a shift away from private car use, reducing traffic emissions and pollution caused by road runoff, and therefore mitigating the adverse impacts of poor air quality and poor water quality on species and habitats. Improved sustainable travel options to tourist areas and attractions would help prevent the ecological damage that can occur from inappropriate parking, which is a particular problem in Eryri National Park. However, it could also potentially increase visitor pressures to these areas resulting in damage to ecological habitats.

Currently, it is unclear if transport infrastructure improvements will require additional land. This is especially relevant to the port and freight infrastructure policies, as development could threaten biodiversity at protected sites like the Anglesey Tern Special Protection Area and the North Anglesey Marine Special Area of Conservation. Development activities in these areas may increase pressure on these sensitive habitats. Careful planning at project level would therefore be essential to avoid negative impacts on biodiversity and geodiversity from physical disturbance when/if land is required.

Policies that seek to enhance place making within urban centres by replacing parking spaces with ecological enhancements would contribute positively towards net benefit for biodiversity, provided they are designed sensitively using appropriate species planting.

Objective 7 - Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources

NWRTP policies aim to reduce greenhouse gas emissions and protect water health and biodiversity interests by promoting public transport and active travel routes, encouraging a shift away from private vehicles. Policies such as PF9 support rail freight, while DC1-DC3 focus on digital connectivity to reduce the need to travel for employment, thus decreasing road traffic and its associated pollutants. This reduction benefits aquatic ecosystems by lowering the amount of oil, grease, and airborne pollutants entering waterways. However, some policies, such as PF3, which improve HGV infrastructure, may increase HGV traffic, pollution and carbon emissions in certain areas such as the routes that provide access to the ports. Additionally, the development of hydrogen hubs (PF4) and port expansions (PF1-PF9) could negatively impact water resources and quality if not properly managed due to the large volumes of water required for hydrogen production.

Objective 8 - Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change

NWRTP policies aim to create a sustainable transport system that reduces greenhouse gas emissions and makes the network more resilient to climate change impacts such as flooding. By encouraging a shift to public transport and active travel, along with integrating zero-emission vehicles into the public transport fleet, these policies would lower carbon emissions. Other policies which would contribute to decarbonisation of the transport sector include those related to development of community-led transport initiatives, hydrogen hubs, enhancement of rail freight options, promotion of electric vehicles including improved EV charging infrastructure and e-cargo bikes for local deliveries.

Additionally, digital connectivity policies promote remote work and improve access to public transport information, reducing the need for travel and encouraging a shift to more sustainable modes of transport; both of which help reduce emissions.

Objective 9 – Protect and enhance local air quality

NWRTP's policies aim to reduce greenhouse gas emissions and enhance air quality by promoting active travel, public transport, and low-emission vehicles.

Policies CB1-CB23, PT1-PT10, AT1-AT6, and IN1-IN6 encourage a shift from private cars to sustainable transport, improving air quality. Policies PT11-PT13 and DC1-DC3 enhance accessibility and connectivity, further supporting this shift to sustainable transport modes. Policies PT2-PT3, AT12-AT14, PF4, and RS7-RS11 support the transition to zero-emission vehicles, benefitting air quality, especially in urban centres like Wrexham and Bangor, but also in other urban centres. Port and freight policies (PF1-PF9) promote sustainable transport to ports and rail stations, though increased HGV movements encouraged by improvements to port infrastructure may adversely impact local air quality. Policies DC1-DC3 would contribute to a reduction in emissions by facilitating remote working and improving digital access to public transport information that would make it easier and more convenient for people to use public transport.

Objective 11 - Incorporate circular economy principles to reduce the use of raw materials

There are no policies within the NWRTP that directly incorporate circular economy principles. However, for the purpose of this IWBA objective, fuel has been considered a raw material. Policies proposed within the NWRTP aim to improve sustainable transport options and enhance their accessibility, encouraging a shift from private car use to active travel and public transport. This, in addition to policies which reduce the need to travel (e.g. improved digital connectivity that enables remote working) would reduce fuel consumption and would be enhanced further through public transport itself using increased numbers of low/zero emission vehicles.

The promotion of cleaner fuels such as developing hydrogen hubs at Deeside and Holyhead would also support use of locally sourced materials. While infrastructure development may require material consumption, there is no specific information available at this stage and therefore impact is currently uncertain. Growth at ports could increase HGV movements and fuel use, but policies supporting cleaner fuels and EV infrastructure could help mitigate any associated adverse effects.

1.9.3 How will the NWRTP benefit places and the economy?

IWBA Objective 5 and 12 assess impacts of the NWRTP on places and the economy, evaluating how policies contribute to place-making, innovation and sustainable freight movements. Initiatives outlined in the policies can help reduce tourism induced road congestion and parking pressures, thereby mitigating adverse impacts of inappropriate parking on visual amenity in these areas and maintaining the integrity of local landscapes. Improved sustainable transport connectivity to economic hubs and tourist attractions, encourages regeneration and investment in more deprived and rural areas. Policy initiatives also contribute to improved access between England and North Wales and North and South Wales for employment and tourism and enhance freight movement, contributing to economic prosperity.

Objective 5 - Protect and enhance local landscape character, designations and visual amenity

Policies CB1-CB23 and PT1-PT15 focus on enhancing public transport services and active travel routes contributing towards mitigating the adverse impacts of increased traffic, particularly in sensitive areas such as Eryri National Park. By promoting sustainable travel options, these policies can help reduce tourism induced road congestion and parking pressures, thereby mitigating adverse impacts of inappropriate parking on visual amenity in these areas and maintaining the integrity of local landscapes.

Transport infrastructure enhancements may result in adverse effects on designations and landscapes where physical changes are required (e.g. road building, port expansion, and parking or active travel infrastructure) so careful planning and implementation will be crucial at project level to ensure that any associated developments do not impact the area's scenic and cultural value.

While policies AT1-AT14 support improvements to active travel infrastructure, making active travel more accessible, even to tourists, the policies are unlikely to reduce vehicle usage in more remote areas which are noted for their special landscape character. Policies IN1 - IN6 promote the development of mobility hubs and better integration of public transport, facilitating transitions between transport modes and supporting a modal shift from private vehicles to sustainable transport. This shift is expected to alleviate adverse effects of traffic congestion and parking pressures on popular tourist destinations, enhancing visual amenity.

Reallocation of road and parking space and discouraging single occupancy car use through parking charges that is advocated through policies RS5 – RS6, could result in reduced road traffic and parking pressures, enhancing the visual amenity of towns and cities. This would be further enhanced where parking areas are reallocated to the development of high-quality places.

Objective 12 - Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region

Policies related to enabling changes to travel behaviour (CB1- CB23) focus on improving public transport services and active travel routes to major employment sites (such as Deeside Industrial Park, Wrexham Industrial Estate, and Chester Business Park), education and travel destinations. This supports equitable access to employment, education, and training opportunities, particularly benefitting communities in coastal towns that experience higher levels of social deprivation as well as commuters to investment zones.

Community led transport initiatives improve the reliance and resilience of the transport network, supporting businesses and workers and encouraging sustainable tourism. Improved sustainable transport connectivity to economic hubs and tourist attractions, encourages regeneration and investment in more deprived and rural areas.

Policy initiatives improving sustainable transport connectivity also contribute to improved access between England and North Wakes and North and South Wales for employment and tourism, further enhancing economic prosperity.

The policies related to bus, coach and community transport (PT1- PT10, IN4) focus on improving bus services, facilitating travel by public transport between major areas of employment both in North Wales and adjacent areas of Northern England including Chester and Deeside and focusing on target areas of concerns like the Menai crossings.

By fostering connectivity between communities and these employment hubs, the policies seek to provide equitable access to job opportunities, education, and essential services, particularly benefitting people experiencing socioeconomic deprivation and individuals who rely more on public transport modes. Policies include initiatives to design routes and services to meet customer needs, enhancing connectivity and access to opportunities and services.

Policies PT11- PT15 focus on demand-responsive transport solutions enhancing safety, accessibility and flexibility. The policies support local economies by improving access to workplaces for people without access to a private car and extend tourism geographies accessible by public transport. This can further encourage regeneration and investment in more deprived areas. The integration of low-emission vehicles strengthens the transport network's resilience, mitigating risks from fossil fuel disruptions.

Policies supporting improvements to active travel infrastructure (AT1-AT14, IN1-IN2) are likely to encourage more sustainable travel (including more public transport uptake) to access educational, training and employment opportunities benefitting long term economic prosperity of the region. AT12 - AT14 support cycle/e-bike hire generating income for these businesses and facilitating active travel to and from city centres among tourist, supporting local economies.

Policies IN5-IN6 relate to improvements to Park & Ride and Park & Share schemes, which would contribute to reduced congestion in urban centres. Whilst lower congestion reduces travel time (and therefore frees up time for more productive work or training) and may encourage businesses to locate in an area (due to better local amenity), it may have the opposite effect if subsidies are required from the local economy, therefore stifling economic growth[7]. However, it has also been shown that P&R projects are most successful where they are explicitly for providing more parking for economic growth or traffic management reasons, rather than to enhance sustainable mobility[8]. Economic outcomes would therefore depend on the location and intention of the P&R and P&S facilities.

Policies PF1-PF2 support the growth of port developments providing more employment opportunities and contributing to economic growth. This would encourage regeneration and investment in areas around ports of Holyhead, Anglesey and Mostyn, benefitting more deprived communities in the areas. The policies also focus on freight and improve connectivity beyond the ports, further boosting economic development. By supporting the development of hydrogen hubs, PF4 contributes to increased employment opportunities in North Wales. Further, the introduction of freight consolidation centres through PF6 - PF7, could create new employment opportunities. A shift to rail freight (PF9) would improve reliance and resilience of the transport network (through improved rail freight reliability, capacity and frequency, and also reducing congestion on the roads) better supporting businesses and workers and encouraging investment in the region.

Policies RS1- RS11 relating to roads, streets and parking, promote safe, climate-resilient and reliable transport links to improve access to employment, education, and tourism. Sustainable transport infrastructure such as P&R, P&S schemes and EV charging infrastructure, could improve road and travel conditions, offering lower travel costs and transport options for those without cars, encouraging tourism and supporting the local economies. Better regional and cross-country connectivity would also encourage regeneration and investment, particularly in more deprived areas that are connected to highway networks.

[7] Park and Ride first principles assessment, University of Leeds

[8] Parkhurst, G. & Meek, S. (2014). The effectiveness of park-and-ride as a policy measure for more sustainable mobility. Chapter 9 in Ison, S. & Mulley, C. (Eds) Parking Issues and Policies. Emerald, 185-211.

Improved public transport access to airports (AV1) could facilitate international business opportunities. Enhanced digital connectivity (DC1- DC3) will support remote work opportunities, facilitating economic activity by encouraging additions to the job markets by offering flexible working schedules and a reduced need to travel. It also helps improve reliance of the transport network, supporting better journey planning via sustainable transport, supporting commuting workers and encouraging sustainable tourism.

1.9.4 How will the NWRTP benefit culture and the Welsh language?

IWBA Objective 6 assesses the impacts of the NWRTP on Welsh language and culture, including arts, sports and the historic environment. Policies initiatives from the NWRTP align with Cymraeg 2050[9] by increasing use of Welsh in public spaces like transport services, interchanges and digital information.

Additionally, they support the aims of the Future Wales National Plan 2040[10], by strengthening the relationship between transport, economic growth and the Welsh language.

The NWRTP includes opportunities to improve sustainable access to heritage attractions in North Wales, in line with Welcome to Wales - Priorities for the Visitor Economy 2020-2025[11].

Objective 6 - Protect and enhance the local cultural heritage, including the Welsh language

Policies of the NWRTP which aim to improve public transport services and active travel infrastructure (CB1- CB23; PT1 - PT15; AT1 -AT14; IN1 - IN6), would facilitate better connectivity between communities and key cultural sites as well as Welsh medium educational facilities. By reducing traffic congestion and enhancing accessibility, these initiatives make it easier for individuals, particularly those without private vehicles, to visit cultural venues, heritage sites, and improve connectivity between local Welsh-speaking communities. This increased patronage of cultural attractions supports their economic viability.

Improved connectivity between Welsh speaking communities and to educational resources for learning Welsh, are crucial for promoting the daily use of the Welsh language. The policies support initiatives that create opportunities for community engagement and improving access to social opportunities for Welsh speaking communities, especially in areas of Gwynedd and Anglesey that consist of the highest proportion of Welsh speakers. The policies would also facilitate the use of Welsh language in social and community spaces such as transport interchanges, bus waiting areas, bus stops and buses themselves in verbal and written formats.[9]

Overall, the NWRTP policies collectively contribute to the preservation and promotion of local cultural heritage without posing risks to designated heritage assets.

[9] Welsh Government, 2024. Cymraeg 2050: Welsh language strategy action plan 2024 to 2025. Available online at: https://www.gov.wales/cymraeg-2050-welsh-language-strategy-action-plan-2024-2025-html [Accessed 13/11/24]

[10] Welsh Government (2021), Future Wales: National Development Plan 2040. Available online at: https://www.gov.wales/future-wales-national-plan-2040-0 [Accessed 03/12/2024]

[11] Welsh Government (2020), Welcome to Wales - Priorities for the Visitor Economy 2020-2025. Available online at: https://www.gov.wales/sites/default/files/publications/2020-02/welcome-to-wales-priorities-for-the-visitor-economy-2020-2025.pdf [Accessed 03/12/2024]

1.10 The Well-being of Future Generations (Wales) Act 2015: Five Ways of Working

The Well-being of Future Generations (Wales) Act 2015 sets out the five ways of working – Thinking of the long term, Prevention, Integration, Collaboration and Involvement. Public bodies must demonstrate consideration of these principles in their decision making to show they are acting in accordance with the sustainable development principle, defined as 'acting in a manner that seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs'. The North Wales Regional Transport Plan has considered these ways of working in the following ways:

Thinking for the long term: The Regional Transport Plan covers the period 2025-2030. It considers alignment with other strategic and national plans, including the Wales Transport Strategy (up to 2041), National Transport Delivery Plan (up to 2027), Future Wales (up to 2040) and the emerging Strategic Development Plans (a 25-year plan). The Regional Transport Delivery Plan addresses key issues, needs, and opportunities up to 2030/31, as well as aspirational schemes that may progress beyond 5 years. It emphasises the importance of avoiding short-termism by considering the well-being of both current and future generations. The plan balances immediate needs with the necessity to safeguard long-term interests. The IWBA also consider current and future issues and opportunities, considering the impact of policies and plans on well-being in the long term.

Prevention: The Case for Change outlines the challenges and opportunities associated with the key issues in the Regional Transport Plan. By acting early and collaboratively, the proposed policies and interventions aim to tackle root causes before they escalate, leading to better outcomes for individuals, public bodies, and society. This proactive approach ensures that resources are deployed to prevent problems from occurring or worsening, contributing to the well-being objectives of Welsh Government and other stakeholders. The IWBA also flags potential impacts on well-being associated with different policies and provides recommendations to mitigate these impacts and offers suggestions for positive benefits.

Integration: The Regional Transport Plan integrates strategies across land use, transportation, and economic development, ensuring a cohesive approach to transport mode integration. The Regional Transport Plan sets out its alignment with other strategic and national plans as described above, which helps to integrate national and regional (as well as local) plans and priorities. The Regional Transport Plan also considers cross border connectivity and helps to approach economic development, land use and transport planning in a joined up and holistic way across regions. The IWBA adopts a comprehensive framework that aligns with the Welsh Government's Well-being Act, considering all aspects of well-being in an integrated manner, encompassing people, places, and the environment.

Involvement: Our Regional Transport Plan and IWBA emphasise the importance of involving a diverse range of stakeholders to shape decisions and services that impact their lives. By engaging with local authorities, transport users, and operators, and conducting a 12-week public consultation, we ensure our plans reflect the needs and aspirations of the community. This collaborative approach, guided by the Well-being of Future Generations (Wales) Act, helps us build on previous efforts and create a sustainable transport system for North Wales. Further details about this approach is available in the engagement section of the Regional Transport Plan.

Collaboration: Ambition North Wales has collaborated closely with other CJCs, Transport for Wales, the Welsh Government, local authorities, and key stakeholders representing the economy, society, culture and environment across the region, incorporating feedback from the North Wales Transport Commission and public consultations. The IWBA also promotes active collaboration with local communities in the implementation of policies and plans. This collaborative approach ensures that resources and expertise are maximised to meet the well-being objectives of all involved parties.

1.11 Recommendations

Based on the outcomes of the IWBA, a series of recommendations have been identified in Table 4, which would help mitigate any potential adverse effects.

Table 4 Mitigation recommendations for policies which may have negative effects

Policies	Recommendations
Objective 1: Support the delivery of housing and local services to meet the needs of local communities	
Interaction between modes (IN1 - IN3)	During the implementation of policies, it will be vital to make sure that they meet the actual needs of the communities. Community consultation and engagement with local and community organisation would facilitate better understanding of what these needs are so that they can be met. This should be led by local authorities overseen by Ambition North Wales.
Objective 2: Reduce inequality and promote community cohesion	
Bus (PT1)	Community engagement should be used to design routes and timetables. This would increase the sense of community cohesion and create a network that meets local needs. Accessibility should be embedded into the design of new services, infrastructure and vehicles (project level). This would support equitable access to public transport and active travel, whilst also encouraging more people to shift to these modes. This should be led by the scheme designers and planners, overseen by the scheme owner, which is likely to be local authorities in partnership with operators and overseen by Ambition North Wales.
Walking, wheeling and cycling (AT4 -AT6)	Engagement with community stakeholders, particularly those who represent Protected Characteristic/Vulnerable Groups, would ensure that accessibility concerns, ideas and lived experiences are embedded into designs. This should be led by local authorities overseen by Ambition North Wales.
Interaction between modes (IN5-IN6)	When policies relating to P&R and P&S facilities are being implemented, review should be made to ensure that investment in these facilities is not at the expense of investment in conventional public transport and that they do not only benefit motorists (i.e. non-motorist should still be able to benefit from any service). Stakeholder consultation recommends looking at the Gwynedd and Môn Public Service Board which has a subgroup piloting different approaches at Niwbwrch where useful learning will be available for other areas and communities. They advocate for this to be an Ynys Môn wide approach involving improved active travel where that alternative is available. This should be led by local authorities overseen by Ambition North Wales.

Policies	Recommendations
Roads, Streets and Parking (RS5 - RS6)	It is important that reallocation of road and parking space is implemented along with initiatives to provide better public transport or carpooling infrastructure to prevent any unintended adverse impacts on accessibility to essential services like healthcare, recreation and green spaces. Any reallocation should also be accompanied by a review of disabled parking requirements in these locations. This should be led by local authorities overseen by Ambition North Wales.
Digital Connectivity (DC1 - DC3)	Digital training and education delivered by DC2 should incorporate the different learning needs of people with physical or mental disabilities to overcome barriers to digital inclusion. This should be led by local authorities overseen by Ambition North Wales.
Roads, Streets and Parking (RS3 - RS4)	Consideration should be given to the potential use of segregated cycle lanes and pedestrian routes which would make active travel a more attractive mode of transport for more people and increase safety. This should be led by local authorities overseen by Ambition North Wales.
Objective 4: Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	
Bus (PT4 - PT5)	At project level, protected sites/areas of natural habitat need to be considered where infrastructure developments require land. Appropriate survey and design mitigation should be incorporated at that stage. This should be led by the scheme designers and planners, overseen by the scheme owner, which is likely to be local authorities in partnership with operators and overseen by Ambition North Wales.
Ports and Freight (PF1 - PF2)	Mitigation measures should be in place to protect biodiversity and geodiversity interests. The HRA Screening Report and recommendations must be followed. This should be led by the scheme designers and planners, overseen by the scheme owner, which is likely to be local authorities in partnership with operators and overseen by Ambition North Wales.
Ports and Freight (PF3)	Areas of protected habitats must be avoided if new areas of land are required. The HRA Screening Report and recommendations must be followed. This should be led by the scheme designers and planners, overseen by the scheme owner, which is likely to be local authorities in partnership with operators and overseen by Ambition North Wales.
Objective 8: Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	

Policies	Recommendations
Coach, demand responsive and community transport (PT14)	Use of zero emission vehicles for longer distance coach services could contribute to decarbonisation for the transport sector. This should be encouraged. This should be led by local authorities in partnership with operators and overseen by Ambition North Wales.
Objective 7: Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	
Ports and Freight (PF3)	Appropriate drainage should be installed in any new facilities that would experience an intensification of HGVs. This should be led by the scheme designers and planners, overseen by the scheme owner, which is likely to be local authorities in partnership with operators and overseen by Ambition North Wales.
Roads, Streets and Parking (RS3 - RS4)	Flood mitigation should be incorporated into highway maintenance. This should be led by local authorities overseen by Ambition North Wales.
Objective 10: Reduce disturbance from transport related noise and vibration	
Ports and Freight (PF3)	Any new services (and their access) for HGV parking should be located away from residential areas and protected habitats. This should be led by the scheme designers and planners, overseen by the scheme owner, which is likely to be local authorities in partnership with operators and overseen by Ambition North Wales.
Objective 12: Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	
Bus (PT6 -PT7)	The A55, the "North Wales Expressway" is the busiest road in North Wales, a dual carriageway primarily connecting Chester to Holyhead, along the coast of North Wales and passing Llandudno Junction, Conwy, and Bangor. It is one of Wales's most important roads that runs through to the port of Holyhead. The crossing of the Menai to Anglesey is important both locally and strategically as, though separated by the Menai Strait and in different local authority areas, towns on both sides of the Strait form a single economic area. A focus on these routes in the improvement of the bus network, policy PT6 could have an enhanced contribution to increased economic prosperity.
Interaction between modes (IN1 - IN3)	Transport services should include as much integration as possible, taking account of local needs and differing needs of the various groups within communities. For example, the transport needs of a person accessing employment (travelling A to B) is likely to be different to a parent who is making several trips within their day (travelling A-B-D-C-A). All user needs should be taken account of. This should be led by local authorities in partnership with operators and overseen by Ambition North Wales.

1.12 Monitoring and evaluation

A Monitoring and Evaluation Plan has been prepared for the NWRTP and includes a set of measures based on the National Wales Transport Strategy Monitoring Framework, adapted to the NWRTP's SMART and IWBA objectives. Each measure sets targets for improvements over the Plan period up to 2030. The Monitoring and Evaluation Plan outlines how the success of NWRTP will be measured, focusing on transport objectives and associated well-being outcomes, and highlights the region's contribution to national decarbonisation and modal shift targets.

Cyd-Bwyllgor Corfforedig
Gogledd Cymru
North Wales
Corporate Joint Committee

North Wales Regional Transport Plan

Post Adoption Statement for the Integrated Wellbeing Appraisal

July 2025








Post Adoption Statement for the Integrated Wellbeing Appraisal

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1 Introduction

This report forms the Post Adoption Statement (PAS)[1] for the Integrated Well-being Appraisal (IWBA) to accompany the final version of the North Wales Regional Transport Plan (NWRTP) 2025-2030. This report fulfils the plan and programme adoption requirement of the Environmental Assessment of Plans and Programmes Regulations 2004 (Strategic Environmental Assessment (SEA) Regulations).

Ambition North Wales will publish this PAS alongside the NWRTP and its IWBA once adopted, subject to Welsh Government approval, so that consultation bodies and those involved in the consultation process in relation to the development of the NWRTP can consider it. This PAS should be read together with the NWRTP, its IWBA, Delivery Plan, and Monitoring and Evaluation (M&E) Plan.

1.1 Overview

1.1.1 North Wales Regional Transport Plan

The Local Government and Elections (Wales) Act 2021 includes provision for the creation of Corporate Joint Committees (CJCs) which are formed to promote regional collaboration through a consistent and democratically controlled framework. CJCs are required to comply with all public body duties and are assigned statutory responsibility for the preparation of Regional Transport Plans (Regional Transport Plans)[2] which must set out transport policies to implement the Llwybr Newydd: the Wales Transport Strategy 2021[3], providing a long-term vision for the next 5 years. The Wales Transport Strategy sets out the vision for an accessible, sustainable, and efficient transport system in Wales. The delivery mechanisms to realise these ambitions are the National Transport Delivery Plan (NTDP) for Wales 2022-2027, and at a regional level, the Regional Transport Plans.

1.1.2 Integrated Well-being Appraisal

The Welsh Government's Guidance to Corporate Joint Committees on Regional Transport Plans[4] sets out that an IWBA is required for the NWRTP, and supporting information should include more detailed statutory impact assessments, technical studies, consultation and engagement summaries, or other information that have been used to inform the development of the NWRTP or IWBA. It explains how current guidance on IWBA is set out in the Welsh transport appraisal guidance (WelTAG) guidance[5].

It is a legal requirement for responsible authorities to undertake SEA of plans and programmes that are subject to preparation and/or adoption by an authority at a local, regional or national level, are required by legislative, regulatory or administrative provisions and result in development that may have significant environmental effects.

[1] Also known as a Statement of Particulars

[2] CJCs also have responsibility for the preparation of Strategic Development Plans

[3] Llwybr Newydd: the Wales transport strategy 2021 – Available online at: https://www.gov.wales/llwybr-newydd-wales-transport-strategy-2021

[4] Regional transport plans: guidance for Corporate Joint Committee. Available online at https://www.gov.wales/regional-transport-plans-guidance-corporate-joint-committees

[5] Welsh transport appraisal guidance (WelTAG). Available online at: https://www.gov.wales/welsh-transport-appraisal-guidance-weltag

The NWRTP is a plan that is required by legislative provisions (CJC Regulations[6] post the Local Government and Elections (Wales) Act 2021[7]) and is likely to result in projects that could have significant environmental effects. SEA is therefore a statutory requirement, and the SEA process has been used as a basis for the IWBA because it is a recognised and systematic process for evaluating the environmental consequences of plans and programmes.

By expanding the SEA process to include the requirements of other assessments (as explained and listed in Section 2.2), the IWBA delivers one cohesive assessment using a collaborative approach across the different facets of sustainability, facilitating shared knowledge and identifying the intersectionality between the topics considered.

This approach eliminates unnecessary repetition and complies with all legal requirements. It also enables a thorough and transparent assessment that identifies sustainable development issues and opportunities, which can be iteratively fed back into the development of the NWRTP.

Figure 1-1 below sets out the main stages of the IWBA as it aligns with the development of the NWRTP. This approach eliminates unnecessary repetition and complies with all legal requirements. It also enables a thorough and transparent assessment that identifies sustainable development issues and opportunities, which can be iteratively fed back into the development of the NWRTP.

1.2 Purpose of this Post Adoption Statement

The Environmental Assessment of Plans and Programmes Regulations 2004 (Strategic Environmental Assessment (SEA) Regulations) requires that a Statement of Particulars (not a defined term) is made available as soon as reasonably practicable after the adoption of the plan. This statement must demonstrate:

1. How environmental considerations[8] have been integrated into the NWRTP (refer to Section 0);
2. How the IWBA Report has been taken into account during the preparation of the NWRTP (refer to Section 0);
3. How opinions expressed in response to the consultation on the IWBA Report have been taken into account (refer to Section 0);
4. The reasons for choosing the NWRTP, as adopted, in light of the other reasonable alternatives considered (refer to Section 5); and
5. The measures that are to be taken to monitor the significant environmental and wellbeing effects of the implementation of the NWRTP (refer to Section 6).

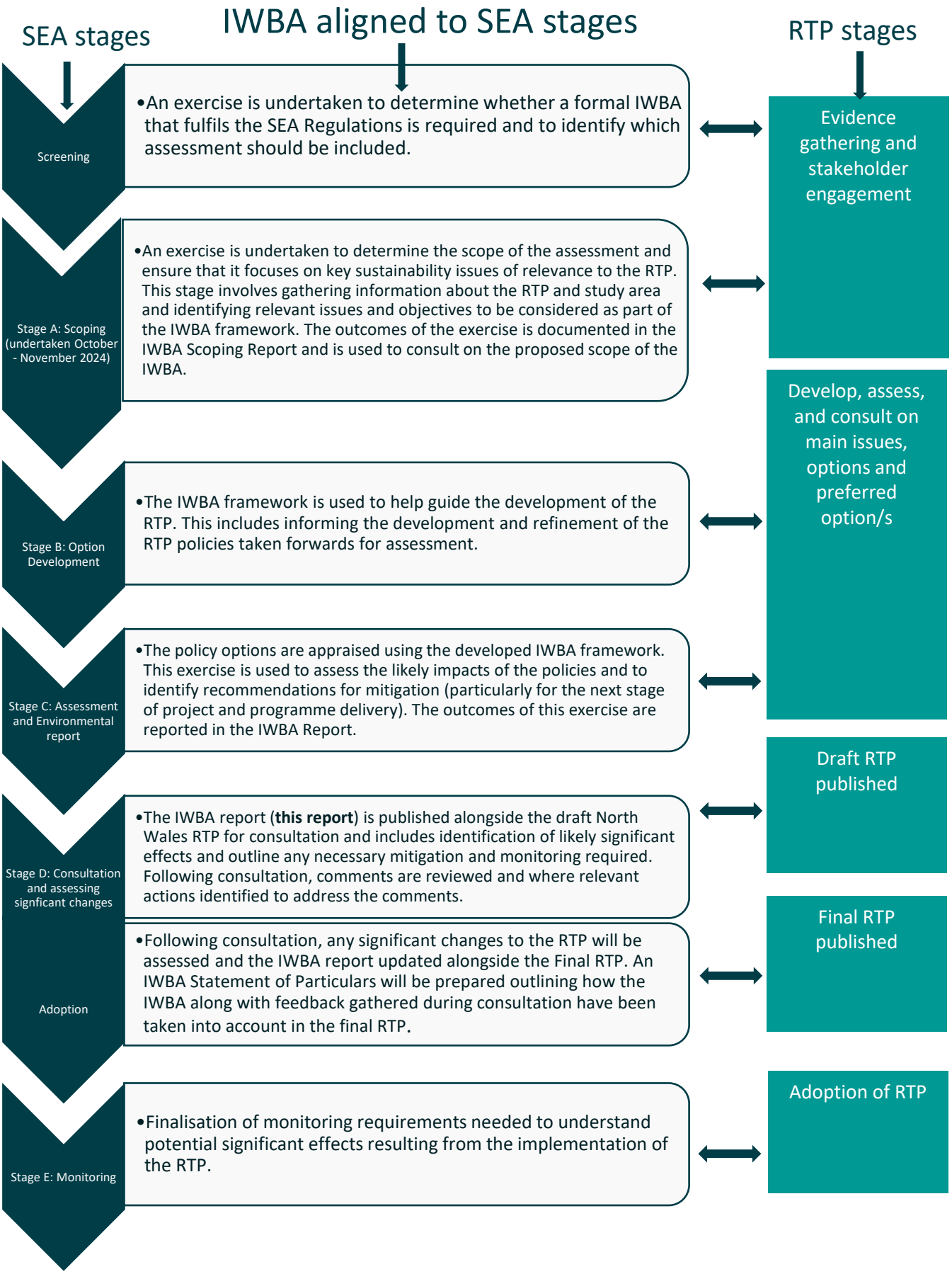
This Post Adoption Statement satisfies the requirement for a Statement of Particulars, and covers Stage D: Consultation and assessing significant changes and Adoption from Figure 1-1 below.

[6] Consultation on the Corporate joint committees: draft statutory guidance, 2021. Welsh Government. Available online at: https://www.gov.wales/consultation-corporate-joint-committees-draft-statutory-guidance-html [Accessed 14/05/24]

[7] Local Government and Elections (Wales) Act 2021. Available online at: https://www.legislation.gov.uk/asc/2021/1/contents [Accessed 14/05/24].

[8] The IWBA shows how well-being has been considered in the development of the Regional Transport Plan. This includes contribution to economic, environmental, social and cultural well-being, and prepared applying the five ways of working advocated in the Well-being of Future Generations (Wales) Act 2015. While this PAS focuses solely on the environmental considerations, wellbeing has been considered as a broader requirements within the IWBA.

Figure 1-1: Stages of IWBA (aligned to SEA process) and NWRTP development



2 How environmental considerations have been integrated into the North Wales Regional Transport Plan

2.1 Overview

The NWRTP consists of four key SMART (Specific, Measurable, Achievable, Relevant, and Time-bound) objectives. The SMART objectives aim to establish targets and ensure alignment between the Regional Transport Plan and the WTS priorities and well-being goals, as required by the Welsh Government's Regional Transport Plan Guidance. They promote environmental considerations through ambitions to reduce the need to travel, encourage modal shift to sustainable transport, and enable decarbonisation. They have informed and guide the NWRTP and its IWBA.

North Wales Regional Transport Plan SMART Objectives

1. *Improve digital connectivity and local services: We will enable 30% or more of people in North Wales to work remotely by 2030 through better land use planning and improved digital connectivity, which should reduce the overall need to travel and enable shorter trips better suited to sustainable modes.*
2. *Improved accessibility and transport choice: We will develop infrastructure and services that provide people with a choice about how they travel for each journey and support sustainable economic growth through improved access to key settlements, employment, educational sites and tourist attractions. The accessibility of each key trip attractor should be improved, supporting the national mode share target of 45% of journeys to be undertaken by walking, cycling and public transport by 2040.*
3. *Enable decarbonisation through transition to a zero-emission fleet: We will develop supporting infrastructure and support incentives to enable at least 50% of motor vehicles and all public buses operating in North Wales to be zero emission by 2035.*
4. *Enable Sustainable Economic Growth: We will develop a resilient, safe, well-maintained, and efficient transport network that delivers sustainable economic growth by improving accessibility to existing and planned employment areas. At least 50% of households in North Wales will have an increased range of travel within 1 hour by public transport, supporting access to key employment sites and regional centres by 2030.*

2.2 Environmental consideration within North Wales Regional Transport Plan

The IWBA shows how well-being has been considered in the development of the NWRTP including contribution to economic, environmental, social and cultural well-being, and prepared applying the five ways of working advocated in the Well-being of Future Generations (Wales) Act 2015. It also involves impact assessments, considering for example how the Plan has considered and contributes to wider quality, health and environmental outcomes.

The IWBA is predominantly qualitative in nature. Whilst the NWRTP is transport focused, it has the potential to support wider targets and have far reaching benefits including increasing physical activity of the population, habitat creation, improving equity of access to education and employment, stimulation of economic activity and boosting tourism. One of the primary functions of the IWBA is, therefore, to capture these wider benefits and integrate them into the development of the NWRTP.

To eliminate unnecessary repetition and ensure compliance with all legal requirements, the IWBA provides a single, cohesive assessment through a collaborative approach across various aspects of sustainability.

The expanded SEA process (as listed below) has been adopted as the foundation for the IWBA, as it is a recognised and systematic method for evaluating the environmental consequences of plans and programmes.

Where necessary IWBA can be used to show how the following legislative requirements are being met:

- Environmental Assessment of Plans and Programmes Regulations (SI 2004/1656) (Strategic Environmental Assessment (SEA) Regulations)
- Well-being of Future Generations (Wales) Act 2015
- Welsh Language (Wales) measure 2011 and Standards
- Children's Rights Impact Assessment (CRIA), as required by the Rights of Children and Young Persons (Wales) Measure 2011
- Equalities Impact Assessment (EqIA), as required by the Equality Act (2010)
- Sustainable Management of Natural Resources (SMNR) and the Natural Resources Policy (NRP) as required by the Environment (Wales Act (2016)
- Habitat Regulations Assessment, as required by the Conservation of Habitats and Species Regulations 2017 as amended (known as the Habitats Regulations 2017).

IWBA can also be used to incorporate the non-legislative requirements of assessments relating to:

- Rural proofing
- Health effects
- Climate change

12 no. IWBA objectives have been identified that include considerations of environmental issues outlined in the SEA regulations for assessing the potential impacts of the NWRTP and to place sustainable development at the centre of decision-making. The statutory and non-statutory assessments (as listed above) have been embedded within the IWBA report.

The IWBA objectives promote well-being and sustainable development considerations in the delivery of the NWRTP policies. The IWBA objectives are listed in Table 2-1 below. They span a wide range of environmental considerations, from health, biodiversity, landscape, cultural heritage, water, carbon, air quality, noise, materials and waste. These objectives will inform the delivery of the NWRTP policies.

Table 2-1: IWBA objectives contributing to WTS Environmental Ambitions

Ref.	IWBA Framework Objectives
1	Support the delivery of housing and local services to meet the needs of local communities
2	Reduce inequality and promote community cohesion
3	Improve the health and wellbeing of the local population, including with respect to physical and mental health
4	Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats
5	Protect and enhance local landscape character, designations and visual amenity
6	Protect and enhance the local cultural heritage, including the Welsh language
7	Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources
8	Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change
9	Protect and enhance local air quality
10	Reduce disturbance from transport related noise and vibration to local communities
11	Incorporate circular economy principles to reduce the use of raw materials
12	Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region

2.2.1 Impact assessments

Transport can have impacts on land use which could lead to impacts on protected habitats. For this reason, consideration is given to how the NWRTP may impact on natural habitats and ecosystems. A separate HRA screening exercise has been undertaken (Appendix C of the IWBA report). The conclusions of the HRA screening exercise have informed the NWRTP.

In addition to the HRA screening exercise, an IWBA Scoping report was prepared, setting out the scope of the how each of the assessments would be captured within an integrated process, the context of the assessments and the NWRTP, establishing the baseline, reviewing the key plans, programmes and sustainability objectives relevant to the NWRTP, and identifying the appraisal objectives for the appraisal framework. The Impact Assessment Scoping Report was submitted for consultation with Statutory Consultees (Cadw and Natural Resources Wales) in addition to being shared with the Welsh Government, Transport for Wales and North Wales local authorities for any comments between 15th October 2024 and 19th November 2024. The scoping opinion of the statutory consultees are as follows:

- Cadw confirmed that Cultural Heritage is appropriately covered in the scoping report. They also sent the assessment team the Cadw paper on Historic Environment and Regional Transport Plans. Accordingly, the appraisal framework has been refined to include the factors recommended to be taken account of in the assessment.
- NRW did not provide any opinion.

The main environmental, social and economic issues of relevance to the NWRTP were identified during the Scoping stage using information gathered from the review of relevant plans, programmes and sustainability objectives, the baseline review, and the current understanding of the overarching scope of the NWRTP.

The anticipated environmental, economic, and social trends (assuming the NWRTP is not implemented) have been determined by analysing existing plans, programmes, and sustainability objectives, in conjunction with the current baseline data and historical patterns. These trends will serve as the 'future baseline' against which the NWRTP is evaluated.

Additionally, opportunities for the NWRTP to positively contribute to sustainability have been identified. These issues and opportunities serve as guidance for the development of the NWRTP, ensuring that negative effects are minimised and opportunities for maximising benefits are integrated into the plan. Given the strategic nature of the NWRTP, the identified opportunities and issues are currently at a high level. However, they already reflect the broader benefits that can be achieved through collaboration across sectors and jurisdictions.

None of the IWBA topics have been scoped out of the assessment. This is because transport planning has a wide range of likely significant effects, across all topics. Additionally, due to the integrated assessment approach, which includes certain statutory assessments, scoping out specific topics is not feasible.

A draft NWRTP and accompanying IWBA report was published between 20th January 2025 and 14th April 2025 for consultation, in accordance with the SEA regulations. Copies were sent to NRW and Cadw as statutory consultees alongside other stakeholders as part of public consultation. Specifically, the draft IWBA:

- Identified, described and evaluated the environmental effects of implementing the Plan;
- Identified actions to prevent, reduce or as fully as possible offset any adverse effects;
- Provided an early and effective opportunity to engage through consultation in preparation of the Plan;
- Proposed measures to monitor and evaluate the environmental effects of plan implementation.

The consultation exercise attracted a response from NRW, but Cadw did not offer further comments following the scoping consultation exercise. Other stakeholders and members of the public also made comments on the draft plans, including the IWBA.

The consultation process, responses, and how they've been taken into account, is set out in the Consultation Report. That document should be read alongside this Post Adoption Statement for further information and detail about the consultation and feedback.

Post consultation, the IWBA report has been revised, taking into account responses received to the consultation and it will be published alongside the final NWRTP and this Post Adoption Statement following Welsh Government approval.

3 How Integrated Well-being Assessment has been taken into account during the preparation of the North Wales Regional Transport Plan

3.1 Overview

The IWBA and the NWRTP have been running in parallel, enabling the integration of IWBA recommendations from the outset of the NWRTP's development. The IWBA is qualitative in nature and has consistently supported the preparation of the NWRTP at each stage. Sections 3.2 and 3.3 below describe how opportunities identified during the IWBA Scoping Assessment have been incorporated into the NWRTP.

3.2 Opportunities identified during the IWBA Scoping assessment

Opportunities for the NWRTP to positively contribute to sustainable considerations have been identified. These issues and opportunities served as guidance for the development of the NWRTP, ensuring that negative effects are minimised and opportunities for maximising benefits are integrated into the NWRTP. Given the strategic nature of the NWRTP, the identified opportunities and issues are currently at a high level. However, they already reflect the broader benefits that can be achieved through collaboration across sectors and jurisdictions.

This section summarises the sustainability issues and opportunities identified during the Screening and Scoping stage (refer to Figure 1-1 for a full description of the stages). The detailed sustainability issues and opportunities are captured in the IWBA report. In undertaking the IWBA scoping assessment, the sustainability mitigation and enhancement opportunities were identified, and are captured in Table 3-1.

Table 3-1: Sustainability issues and opportunities of relevance to the NWRTP

IWBA Topic	Issues relevant to the NWRTP	NWRTP opportunities identified
Population (communities)	• Decreasing regional population size could impact the effectiveness or financial viability of some of the NWRTP options. • There is an aging population in North Wales which will impact transport needs, such as travel and commuting patterns. • There is lower diversity of ethnicities, religions, languages and LBGTQ+ populations than average, the NWRTP will need to ensure that it makes provision for these groups. • There is a high apprenticeship level and a relatively strong educational attainment across the region, therefore the NWRTP needs to ensure that the travel needs of young people are appropriately accommodated. • There is an existing lack of rural connectivity.	• Help reduce isolation of rural communities through providing appropriate transport links to connect more remote communities, both to each other and to urban hubs and services. • Develop an integrated and efficient transport system which meets needs of all citizens, promotes equal opportunity, and supports projected population changes. • Develop transport initiatives which support the creation of safe, sustainable, balanced and cohesive communities. • Provide transport services that support changes in lifestyles and travel patterns in a post-pandemic society. • Creation of more inclusive transport options which also provide more equitable access to services and places.

IWBA Topic	Issues relevant to the NWRTP	NWRTP opportunities identified
Human health	• Increased need for development of transport services to support an aging population. • The way in which transport availability impacts on mental health needs to be considered. • Increases in traffic can have an adverse impact on the physical and mental health and wellbeing on residents. This can be through severance, air quality issues, and reductions in tranquillity (noise). • Health inequalities are prevalent throughout the region which can be exasperated as a result of poor transport options (especially for people experiencing socio-economic disadvantage.	• Improve the connectivity of 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). • Include health promotion 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). • Opportunities to enhance the transport network and infrastructure for the population with physical impairment / sensory loss, neurodiversity and disability needs (inclusive design). • There is the opportunity for the NWRTP to address socio-economic disadvantages (including issues of unemployment, lower educational attainment, housing insecurity and financial insecurity) through promoting the delivery of an inclusive, cost sensitive, sustainable transport network and infrastructure that connects employment opportunities to areas of higher deprivation to promote better mental and physical health.
Biodiversity	• Designated sites present through the catchment that could be impacted by the placement of interventions, including through habitat loss and degradation. • Protected and priority habitats and species could be impacted by the placement of interventions, including through changes to habitat, and disturbance.	• Built interventions could incorporate measures to restore, recover, reconnect, and enhance existing habitats to help minimise further biodiversity loss and habitat fragmentation and deliver a Net Benefit for Biodiversity. • There is opportunity to use a natural capital approach to help inform the development of interventions. • Built interventions could contribute to creating habitats that are more resilient to climate change.
Land use and landscape	• Any intervention within the study area will need to be cognisant of landscape character and designations, such as Eryri National Park, Anglesey AONB, Llŷn AONB, and Clwydian Range and Dee Valley AONB to minimise any detrimental impact.	• Sympathetic and community-led design can offer the opportunity to further enhance the landscape and character of different areas and change the way communities interact with them. • Reduce the negative impact of traffic on the setting of landscape designations through including measures to improve public transport and active travel infrastructure to access key assets such as Eryri National Park. • Enhance access to rural landscape through active travel networks; cycle/PROW network and public transport. • Protect and conserve soil resources.

IWBA Topic	Issues relevant to the NWRTP	NWRTP opportunities identified
Cultural heritage	• Potential for cultural heritage assets to be directly and indirectly impacted by physical changes to the built environment. This includes potential adverse impacts to the setting of heritage assets due to changes in the volumes and composition of traffic experienced in their locality. • High proportion of Welsh language speakers and a strong cultural identity.	• Enhance bi-lingual aspects of the NWRTP and its proposals. • Connect Welsh speaking communities, strengthening the cultural belonging and linguistic ties within the region. • Enhance and integrate the network across the region and improve its resilience for the future to enable better and more inclusive access to significant cultural sites. • Encourage the preservation and enhancement of the historic environment, including the setting of heritage assets. • Avoid works which would alter the character or physical survival of heritage assets (including archaeology).
Ground conditions (soils and geology)	• Geological hazards, such as coastal erosion, have the potential to disrupt and damage transport infrastructure.	• Protect and improve the quality and quantity of groundwater resources.
Water environment	• Interventions associated with the NWTP could contribute to the deterioration in WFD status of waterbodies (including groundwater), such as through changes to build infrastructure and drainage from the transport network. • Transport infrastructure could be adversely impacted from flooding (river, surface water and coastal) and coastal erosion.	• Opportunities to meet the objectives for protected areas and achieving good overall Water framework Directive (WFD) status for surface and groundwaters should be explored, including mitigating adverse impacts of the transport sector. This should align with the local measures outlined in River Basin Management Plans and the catchment summaries of the opportunity catchments within the study area (i.e. Ynys Mon/Anglesey, Conwy, Clwyd and Dee). • Where possible the NWTP should seek to implement measures to restore and work with natural processes to maximise wider water environmental benefits and outcomes.
Climatic factors	• Future climate change is likely to increase the severity and frequency of extreme weather events including flooding and droughts and cause hotter summers and wetter winters. This has the potential to adversely impact transport infrastructure and cause travel disruption. • Changes in climate are likely to affect travel choices people make. For example, wetter winters may deter people from choosing public transport options if there is no shelter available for waiting or if the services are unreliable.	• Opportunity to reduce emissions from transport by implementing low-carbon or zero-carbon solutions including reducing car trips, transition to zero-emission fleet and creating resilient and efficient transport networks. • Incorporate measures to ensure that the transport network is resilient to the impacts of future climate change.

IWBA Topic	Issues relevant to the NWRTP	NWRTP opportunities identified
Air quality	• Air quality is generally good and not a major issue in the NWTP area given that it is predominantly rural in nature. • Promotion of a transition to electric vehicles can support reductions in air pollution associated with carbon dioxide, carbon monoxide and nitrous oxides (such as NO_2). However electric vehicles still release particular matter pollution (PM_{10} and $PM_{2.5}$) associated with wear from tyres and breaks. • There is a risk that new development in the area (such as the Anglesey Freeport and Wrexham Investment Zone) could increase the volume of freight travelling in the locality, leading to increase air pollution and worsening of local air quality	• In order to have the greatest impact on air quality, interventions should focus on reducing the number of vehicles on the road by supporting the transition to active travel and public transport wherever possible. • Creation of active travel links that are sufficiently separated from road traffic can help reduce the amount of pollution that walkers and cyclists are exposed to and increase uptake in active travel through creating safe active travel options. • The NWRTP should include relevant transport initiatives for businesses (e.g. promotion of transportation of goods by rail, and e-cargo bikes for small businesses in main towns) to ensure that the health of local communities and habitats are not detrimentally impacted.
Noise	• Noise pollution associated with roads is a key concern in the NWRTP area, particularly along major routes such as the A55. • There is a risk that new development in the area (such as the Anglesey Freeport and Wrexham Investment Zone) could increase the volume of freight travelling in the locality, leading to increase in noise pollution and impact on local residents.	• The NWRTP has an opportunity to help reduce noise pollution experienced by local communities by reducing the number of vehicles on the roads (through promoting a transition to use of public transport and active travel) and supporting the transition to electric vehicles. • The NWRTP should include relevant transport initiatives (e.g. promotion of transportation of goods by rail) to ensure that the health of local communities are not detrimentally impacted. • Reducing road traffic noise (and ensuring that this does not increase) around Eryri National Park can help maintain and improve the tranquillity of the area and support health and wellbeing of users. • The NWRTP should align with the Soundscape Plan for Wales where possible.
Infrastructure	• Over 1,000 new dwellings may need to be provided in North Wales each year to meet housing demand. • House building rates vary across North Wales, with Denbighshire, Conwy and Isle of Anglesey having the highest completion rates and Gwynedd the lowest. • Future hydrogen infrastructure, including production centres and transmission networks, are planned for North Wales that will link to Northwest England. • Two locations within North Wales have been identified for large scale on-shore wind energy development. • North Wales offers a variety of higher and further education institutes, including Bangor University.	• Holyhead Port plays an essential role in the international movement of imports and exports and also as a cruise port and the NWRTP should include appropriate interventions to support this asset. • Enhancement of public transport connectivity of the higher and further educational establishments, health facilities, and other social infrastructure (e.g. libraries, social, religious, and leisure facilities) to local and regional communities.

IWBA Topic	Issues relevant to the NWRTP	NWRTP opportunities identified
Transport	• There are rural parts of North Wales that are more reliant on private car use and have less opportunity to benefit from other modes of public transport and active travel initiatives. • A very small proportion of people in North Wales live close to rail stations with frequent services. • There are limited freight services on the rail network. • Incidents on the Menai Crossings to Anglesey have an adverse impact on connectivity, journey reliability and crossing times. • Long distances to key services, resulting in high rates of car ownership and low levels of walking and cycling. • There is currently little provision in North Wales for road freight operators seeking a switch to cleaner fuels. • Car parking is a contentious issue at key beauty spots including within Eryri National Park.	• To enhance rail 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. Consideration should be given to the importance of connections to key centres such as London, Cardiff, Manchester (including the airport), Liverpool, Crewe, and Warrington (for Northern Powerhouse Rail). Consideration should also be given to sustainable travel links to interchange facilities at rail stations. • Influence bus services to see that timetables, routes and fares better meet local needs and demand. • Support initiatives to decarbonise the freight and logistics networks in North Wales, e.g. through increasing the proportion of freight carried on the North Wales Main Line. • The NWTP can help implement measures to increase provision and use of public transport and active travel. • Future proofing planned transport infrastructure. • The NWTP should include interventions to support and improve public transport links with Chester as this is an important gateway for North Wales and key link for the north-east Wales economy. • Improvements to public transport and active travel access to tourist attractions.
Resources and waste	• There are existing mineral reserves within Wales, however some areas will experience shortfalls in material available in the future unless new allocations are identified. Built infrastructure required as part of the NWTP should resource material as locally as possible to reduce emissions, freight and support the local economy.	• The NWRTP should incorporate circular economy principles. This includes reducing the need to build infrastructure in the first place, reusing recycled materials and reducing use of raw materials. • Improve on energy efficiency across the transport network.

3.3 Outcome through the IWBA environmental objectives

The opportunities identified during the Screening and Scoping stage informed the NWRTP. The IWBA identified overall significant positive effects of the NWRTP policies against each of the IWBA objectives. A summary of the outcomes is presented below.

Moreover, a draft IWBA that was made available for public consultation alongside the draft NWRTP documented the potential beneficial and adverse effects of the proposed plan objective, priorities and measures and identified mitigation and enhancement opportunities.

Objective 1: Support the delivery of housing and local services to meet the needs of local communities

Policies related to enabling changes in travel behaviour (CB1-CB15) emphasise enhancing public transport services and active travel routes, which are crucial for improving access to employment sites and essential services such as healthcare, education, and transport interchanges. By focusing on the needs of local communities, particularly in areas with high levels of deprivation, these initiatives aim to provide sustainable transport options that improve connectivity while reducing reliance on private vehicles, particularly in rural areas. This approach not only addresses immediate travel needs but also has the potential to promote long-term housing growth in areas where access to services is improved. Furthermore, the collaborative planning approach across North Wales and with neighbouring authorities would ensure that transport solutions are tailored to community needs, fostering greater social inclusion and cohesion.

Policies related to public transport (PT1-PT15) in North Wales highlight a comprehensive approach to enhancing public transport through improved ticketing, better journey and waiting times and accessible, reliable services. This ensures reliable access to essential services like employment, education and social opportunities. This would be particularly beneficial in areas that are more deprived where people may be more reliant on public transport including areas such as Holyhead Town, Marchog, Peblig, Glyn and Rhyl that lie within the 10% most deprived areas.

The policies aim to improve connectivity by supporting viable transport options to meet diverse community needs, particularly benefiting residents of rural areas through safe, flexible and community-led transport solutions. Since these policies enable flexible services which have been designed through community involvement and are locally run and managed, they would improve access to local services and help meet community identified specific needs. Policies related to active travel (AT1-AT14) focus on enhancing active travel infrastructure to promote healthier lifestyles and equitable access to services such as healthcare, education and transport interchanges. Integrated transport policies (IN1-IN6) would also facilitate improved accessibility to services and improved affordability for multimodal travel. This would be achieved through better integration of bus and rail networks with development of mobility hubs, improved active travel accessibility to further transport and Park & Ride / Park & Share schemes. It would be particularly beneficial where public transport options are scarce or not suitable.

The policies regarding port developments and freight (PF1- PF9), support the delivery of local services by improving access to essential resources for local communities, particularly in deprived areas like Holyhead and Mostyn. The policies would also enhance employment opportunities within the ports as they expand and the focus on sustainable transport connectivity to port developments and rail stations improves accessibility for local communities to those economic opportunities. Policies PF1-PF9 also support the needs of local communities by improving the local delivery system (making them easier and quicker to use) and contributing to reducing congestion which benefits the local environment and amenity.

Policies related to roads, streets and parking (RS1-RS13) support road infrastructure improvements that are climate resilient, facilitating the delivery of housing and access to existing and future services. They also contribute to the mitigation of adverse impacts such as travel delays caused by damage to infrastructure that is not regularly maintained. Improvements to road infrastructure also helps reduce the risk of accidents which has high economic and personal costs associated with it.

Sustainable transport options are encouraged through control of parking charges and reallocation of space from parking (RS5 – RS6) which aim to improve local amenity and encourage a greater uptake in public transport and active travel. However, there may be adverse impacts if reduced parking/increased parking charges is not balanced by sufficient and suitable alternative active transport options/ public transport because this would reduce accessibility to services. Improved availability of sustainable transport services improves accessibility to essential services for those that rely more on public transport as well as for those who would prefer to use public transport but feel that they currently do not have a reasonable alternative to the car.

Policies enhancing digital connectivity (DC1-DC2) facilitate remote working and improve access to services, including increased access to employment opportunities with a reduced need to travel. They also enable more members of communities to travel using public transport more confidently through digital literacy initiatives.

Largely, the assessment reveals that all policies do not have a significant impact on the delivery of housing services, although policies relating to improvements and/or promotion of active travel, would contribute to providing any new housing with appropriate active travel connectivity to existing services.

Objective 2: Reduce inequality and promote community cohesion

Enhancement of public transport services, particularly supported by Policies PT1-PT10, supports access to essential services, employment, training and education opportunities, as well as to recreational opportunities. This benefits everyone but particularly people who are more reliant on public transport and/or active travel including socio-economically disadvantaged people, younger people, older people, disabled people, and people from global ethnic majority groups[9]. These policies focus on creating a more integrated transport network that facilitates easier movement between communities and encourages active travel modes like walking and cycling. This approach is expected to foster social interactions, reducing social isolation, and enhancing overall community well-being.

Furthermore, by prioritising connecting rural areas to neighbouring communities and community facilities, the policy improves access to essential services like health, education and employment in rural and semi-urban areas reducing inequality of opportunity that can arise as a result of lack of transport connectivity in rural areas. Enhancement of services does not specifically mention accessibility improvements, resulting in an uncertain impact in this regard. For example, no policy specifically defines which accessibility standards should be followed to ensure accessibility for all users.

Policies PT11 – PT15 emphasise flexible, community-led and public transport solutions that cater to vulnerable and isolation populations such as people living deprived areas, older people and people with disabilities, enhancing mobility and social interaction. The promotion of taxi services that promotes safe travel of passengers would be particularly beneficial for vulnerable groups at higher risk of experiencing hate crimes, such as the LGBTQ+ community, and people who are racialised[10].

Policies related to walking, cycling and wheeling (AT1 – AT14) aim to improve active travel infrastructure, making walking and cycling more accessible for people with disabilities or mobility impairment, older people and other wheelchair users and people with infants in prams, and for people experiencing deprivation who do not have access to a vehicle/bike. This reduces inequality of access to transport as does improve multimodal transport (IN1 – IN6) which helps improve connectivity to central locations. However, Policies IN5 – IN6 could result in further social exclusion when P&R (or P&S) facilities are developed at the expense of investment in conventional public transport and if services are exclusively aimed at motorists (i.e. people can only use the bus service when they have parked their car, because this excludes people who do not own a car)[11].

By improving sustainable transport options to ports, particularly in deprived areas, these policies create better access to employment opportunities at port developments (and within areas on the port public transport routes), which would contribute to a reduction in economic inequality between areas of North Wales.

[9] Welsh Government (2014) National Survey for Wales – Transport. Available online at: https://statswales.gov.wales/Catalogue/Transport

[10] Out in London: LGBTQ+ People's Safety on London's Transport Network. London Travel Watch, 2023. Available online at: https://www.diversitytrust.org.uk/2023/11/new-study-lgbtq-people-feel-threatened-and-face-abuse-on-london-public-transport/ [Accessed 15/11/24]

[11] Parkhurst, G. Social inclusion implications of park-and-ride. *Municipal Engineer 156,* 2003

The improved road safety and local amenity as a result of rerouting HGVs to more suitable rest locations would be beneficial for communities that are close to the port and which experience more socio-economic deprivation that other areas in North Wales.

Encouraging the switch to low emission vehicles, and modal shift to public transport/active travel would contribute to a reduction in air emissions, particularly for communities along the North Wales coast. This would bring health benefits, particularly for vulnerable groups who are more sensitive to changes in air quality including children, older people, people with respiratory disease and pregnant women.

A reduction in road freight vehicles with a shift to rail supported by Policy PF9 could lead to loss of employment for HGV drivers which would disproportionately impact men who are more likely to be employed in the road haulage sector.

Policies DC1-DC3 focus on improving digital infrastructure and literacy, supporting opportunities for remote working whilst also enhancing accessibility of digital information that helps people plan journeys using public transport (i.e. digital access to real time service information).

This would support people less able to travel for work such as disabled people, pregnant women, people with caregiving responsibilities and young people, whilst also supporting people who are more likely to be digitally illiterate (older people).

Overall, policies are supportive in strengthening community ties and fostering a more equitable and inclusive society.

Objective 3: Improve the health and wellbeing of the local population, including with respect to physical and mental health

Policies CB1 – CB23 focus on enhancing public transport services and active travel routes to improve connectivity between residential areas and key employment sites, city centres, and cross-border regions. These improvements would encourage modal shift, encouraging increased physical activity levels which promotes improved health outcomes including reducing risks of chronic diseases like obesity, cardiovascular issues, and diabetes, whilst also enhancing mental wellbeing[12] [13]. These policies would achieve this by contributing to better access to sustainable transport options, which helps to alleviate social isolation, particularly among vulnerable groups such as older people, young people, socioeconomically disadvantaged, and disabled people who are more reliant on public transport. Furthermore, improved access to essential healthcare services, recreational spaces, and community facilities, which means that people can more easily access the healthcare and services they need whilst also fostering community cohesion, contributing to overall improved health and wellbeing.

Policies PT1-PT10 focus on improving the bus network and would be crucial for connecting individuals to key health services, recreation activities and green spaces. This increases better (simplified) access to opportunities for physical exercise (gyms, parks, natural areas, etc.) contributing to improved health outcomes for all, but particularly for groups who rely more on public transport. An improved bus network with transport hubs would also encourage physical activity, as users are more likely to walk or cycle to these transport hubs. The policies also contribute to reduced air pollution and improved road safety, providing health benefits to communities in deprived and low-income areas. Policies PT11 to PT15 include demand-responsive transport solutions with a particular focus on meeting the travel needs in rural areas. This would contribute to improved health for rural communities as they would be more able to access healthcare along with opportunities for recreation, employment, education and social interactions.

[12] Cycling and walking for individual and population health benefits: A rapid evidence review for health and care system decision makers. Public Health England, 2018. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757756/Cycling_and_walking_for_individual_and_population_health_benefits.pdf [Accessed 12/11/24]

[13] Health benefits from recreation, natural capital, UK - Office for National Statistics

Policies like PT13 focus on low-emission vehicles which would contribute to mitigating adverse health impacts caused by air pollution such as respiratory infections, heart disease and stroke[14].

The active travel Policies (AT1 to AT14) would create supportive environments for active travel through investments in infrastructure that would make active travel more attractive, safer and accessible to a wider range of the population including people with infants in prams, people in wheelchairs, and disabled people (particularly with difficult mobility). These investments would promote better access to active travel, increasing travel choice, agency, community engagement and access to social infrastructure that contributes to better physical and mental health outcomes.

Policies IN1 to IN6 advocate for an integrated transport network that simplifies transitions between various modes. This includes simplified and integrated ticketing, placemaking and wayfinding, and improved convenience when transitioning between transport modes (e.g. from bike to bus or train or from train to bus). This would improve connectivity between local communities and larger settlements, reducing social isolation for less well-connected areas (particularly rural areas). Collectively, these initiatives contribute to a healthier, more cohesive society by prioritising safety, accessibility, and inclusivity in transportation.

The policies relating to port developments (PF1 – PF9), have mixed impacts on health. Whilst they support the health and wellbeing of the local population by providing sustainable transport options to employment opportunities in Holyhead and Mostyn ports, the anticipated increase in heavy goods vehicle (HGV) movements due to port expansion poses risks to local air quality and noise levels, potentially adversely affecting communities along the road routes to the Ports. Vulnerable groups including children, people with respiratory disease and older people would be more affected by any decreases in air quality. Conversely, a shift to hydrogen fuels for road and rail freight, along with the introduction of freight consolidation centres and EV for local deliveries, would contribute to reduced traffic and improved air quality for local communities. Where there is an increased use of e-cargo bikes for local deliveries this could cause anxiety for some pedestrians if they are ridden on shared spaces and cyclists of e-bikes themselves can experience increased anxiety levels when cycling in busy urban areas[15].

Policies PF1-PF9 support the health and wellbeing of HGV drivers with the provision of rest facilities, reducing fatigue and anxiety amongst drivers and reducing risks of accidents and improving overall road safety.

Policies RS1-RS13 which relate to roads and streets contribute to the creation of road infrastructure that is better maintained, safer for pedestrians, cyclists and motorists, and better able to support the changing needs of EV vehicles. These policies therefore support continued connectivity between communities and essential services, including healthcare, employment, education and recreational facilities. Better maintained infrastructure is also more resilient to extreme weather events which means that there would be less disruption during such events, maintaining access to social infrastructure. Whilst reduced car parking and increased charges would encourage reallocation of space to uses that may encourage more physical activity (e.g. improved pedestrian areas, urban green spaces) it may also induce anxiety for some people if they worry about the ability to find suitable parking or about the increased cost of parking. This would potentially deterring access to urban areas negatively impacting physical and mental health as access to services becomes more challenging.

Policies (DC1 – DC3) which focus on enhancing digital connectivity and digital literacy would (DC1 – DC3) aim to facilitate remote working and improve connectivity between communities, including more rural areas.

[14] European Environment Agency, Health impacts of air pollution, 2022; Available online at: Health impacts of air pollution in Europe, 2022 — European Environment Agency (Accessed 27/11/2024)

[15] Pejhan, S., Agelin-Chaab, M., Yusuf, M., & Eng, D. Analysis of ebike dynamics and cyclists' anxiety levels and interactions with road vehicles that influence safety. *Accident Analysis & Prevention*, Volume 159, 2021.

By reducing the need for travel, these policies can alleviate commuting-related stress, make employment opportunities accessible to people who may otherwise struggle to find suitable employment (e.g. people with caring responsibilities or disabled people). These increased opportunities alongside better connectivity promote better mental and physical health outcomes.

Objective 4: Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats

Where policies of the NWRTP aim to increase use of active travel and public transport, and/or increase use of low emission vehicles, this would result in a reduction in emissions and pollution run off from roads, both of which can adversely impact species and habitats. This includes policies which aim to improve and enhance sustainable transport options so that there is a modal shift (both active travel and public transport) (Policies CB1-CB23, PT1-PT10, AT1-AT6, IN1-IN6), as well as polices which aim to enhance accessibility and connectivity of those sustainable transport options (PT11-PT13 and DC1-DC3). In both cases it is likely that there would be a modal shift away from the private car resulting in positive effects on biodiversity. Improved sustainable travel options to access tourist attractions including national parks and coastal areas, help prevent ecological damage caused by inappropriate parking. At this stage it is not known whether infrastructure improvements would require any physical land take. For example, active travel infrastructure and P&R and P&S schemes (IN5-IN6) pose potential risks to biodiversity and geodiversity, if not sensitively designed, given the unknown status of development locations and land take requirements. Careful planning will be required at project level to mitigate potential negative impacts on biodiversity.

Policies IN1 to IN6 facilitate seamless transitions between transport modes, encouraging a modal shift to sustainable transport, while safeguarding ecological sites.

However, Policies aimed at enhancing ports and freight infrastructure (PF1 – PF9), present potential risks to biodiversity where this increases land take and development. This would particularly be the case for designated sites like the Anglesey Tern Special Protection Area and the North Anglesey Marine Special Area of Conservation where development activities may increase pressures on these sensitive habitats. As the land requirements and locations of any development at ports (or related to ports such as freight consolidation centres and rest facilities for HGV drivers) outlined in policies is unknown, the impact on biodiversity interests in these cases is uncertain.

Policies RS1 – RS13 contribute to enhancing biodiversity where the policies result in space currently dedicated to parking being replaced by high quality place-making that includes ecological enhancement (net benefit for biodiversity). Policy RS2 particularly focuses on enhancing biodiversity interests to contribute to climate and ecosystem resilience.

While digital connectivity policies (DC1 – DC3) do not directly address biodiversity, they can facilitate reduced travel needs, leading to lower emissions and less disturbance to natural habitats.

Objective 5: Protect and enhance local landscape character, designations and visual amenity

The policies with the NWRTP are not anticipated to impact Best and most versatile (BMV) agricultural land. However, where infrastructure developments are proposed, there is no additional information about locations and land take, and which results in an uncertain impact. Therefore, careful planning and consideration is recommended during implementation.

Policies CB1 – CB23 and PT1-PT15 focus on enhancing public transport services and active travel routes contributing towards mitigating the adverse impacts of increased traffic, particularly in sensitive areas such as Eryri National Park. By promoting sustainable travel options, these policies can help reduce tourism induced road congestion and parking pressures, thereby mitigating adverse impacts of inappropriate parking on visual amenity in these areas and maintaining the integrity of local landscapes.

Transport infrastructure enhancements may result in adverse effects on designations and landscapes where physical changes are required (e.g. road building, port expansion, and parking or active travel infrastructure) so careful planning and implementation will be crucial at project level to ensure that any associated developments do not impact the area's scenic and cultural value.

While policies AT1 - AT14 support improvements to active travel infrastructure, making active travel more accessible, even to tourists, the policies are unlikely to reduce vehicle usage in more remote areas which are noted for their special landscape character. Policies IN1 - IN6 promote the development of mobility hubs and better integration of public transport, facilitating transitions between transport modes and supporting a modal shift from private vehicles to sustainable transport. This shift is expected to alleviate adverse effects of traffic congestion and parking pressures on popular tourist destinations, enhancing visual amenity.

Objective 6: Protect and enhance the local cultural heritage, including the Welsh language

Policies of the NWRTP which aim to improve public transport services and active travel infrastructure (CB1 – CB23; PT1 – PT15; AT1 – AT14; IN1 – IN6), would facilitate better connectivity between communities and key cultural sites as well as Welsh medium educational facilities. By reducing traffic congestion and enhancing accessibility, these initiatives make it easier for individuals, particularly those without private vehicles, to visit cultural venues, heritage sites, and improve connectivity between local Welsh-speaking communities. This increased patronage of cultural attractions supports their economic viability.

Improved connectivity between Welsh-speaking communities and to educational resources for learning Welsh, are crucial for promoting the daily use of the Welsh language.

The policies support initiatives that create opportunities for community engagement and improving access to social opportunities for Welsh speaking communities, especially in areas of Gwynedd and Anglesey that consist of the highest proportion of Welsh speakers.

The policies would also facilitate the use of Welsh language in social and community spaces such as transport interchanges, bus waiting areas, bus stops and buses themselves in verbal and written formats.[16]

Overall, the Policies collectively contribute to the preservation and promotion of local cultural heritage without posing risks to designated heritage assets.

Objective 7: Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources

Policies of the NWRTP which aim to enhance public transport services and active travel routes and thereby encourage a modal shift away from private vehicles would reduce the volumes of traffic on the roads. Volumes of traffic on roads would also be decreased by Policy PF9 which supports a shift to rail freight, and Policies DC1-DC3 which focus on digital connectivity reduce travel needs by supporting remote working opportunities and encouraging public transport use. This reduction in road traffic, particularly from HGVs would lead to several environmental benefits: fewer vehicles mean less oil, grease, and other pollutants entering waterways during rain events, thereby improving the quality of rivers, lakes, and streams and protecting aquatic ecosystems.

[16] Welsh Government, 2024. Cymraeg 2050: Welsh language strategy action plan 2024 to 2025. Available online at: https://www.gov.wales/cymraeg-2050-welsh-language-strategy-action-plan-2024-2025-html [Accessed 13/11/24]

Additionally, decreased traffic lowers airborne pollutants that can settle on surfaces and subsequently wash into water bodies, including harmful nitrogen oxides and sulfur dioxides that contribute to nutrient pollution[17]. Conversely Policy PF3 supports the delivery of infrastructure for improving HGV movements and providing specific HGV facilities which would result in an intensification of HGVs in some locations therefore an intensification of pollution and carbon emissions from HGVs that result in the runoff of road pollutants into water bodies.

In addition, any development works required to introduce new physical infrastructure (e.g. road engineering works for bus lane introductions) has the potential to result in adverse effects during construction if not appropriately mitigated. Policy PF4 also has potential to negatively impact water resources as the development of hydrogen hubs would require water for hydrogen production as well as other services like cooling. There are risks to human and aquatic life associated with potential leakage of ammonia used in hydrogen production[18].

Policies concerning port development (PF1 – PF9) have the potential to adversely impact the quality of water bodies nearby (through pollution runoff). However, at this stage there is insufficient information detail about what port expansion would and therefore any impact is uncertain. Further, by promoting a modal shift from road to rail for freight transport, the policies aim to reduce the number of heavy goods vehicles (However, there are concerns regarding increased port activities and the development of freight consolidation centres, particularly under Policy PF3, which may lead to a rise in HGV traffic and associated pollution. Policy AV1 related to surface access to aviation is not anticipated to affect water quality.

Objective 8: Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change

Policies within the NWRTP which focus on improving and enhancing sustainable transport options such as public transport and active travel would facilitate a modal shift away from private vehicles, leading to lower transport related carbon emissions. This includes Policies CB1-CB23, PT1-PT10, AT1-AT14 and IN1-IN6. By integrating zero-emission vehicles into public transport systems (PT2- PT3) and improving infrastructure resilience to adverse weather, these policies aim to mitigate the impacts of climate change on transport networks.

For example, offering links to alternative public transport services when particular route/s are affected by extreme weather events such as flooding. These initiatives are expected to contribute positively to achieving Wales's net-zero targets by 2050, while also enhancing the adaptability of transport infrastructure in the face of climate-related challenges. Additionally, with a shift to cleaner fuels and zero-emission vehicles, policies support the decarbonisation of the transport sector and improve climate resilience of the transport network with reduced dependency on fossil fuels and related disruptions caused to their supply chain through climate change [19].

Policies PT11 - PT15 emphasise community-led transport initiatives, such as the Fflecsi, Dynamic Demand Responsive Transport, and rail travel, which helps reduce reliance of private vehicles and reduce emissions in rural areas. However, it is unknown whether community transport will be zero/low emissions, and the impact is therefore uncertain.

[17] Environmental Agency 2019, 2021 River basin management plans – Pollution from towns, cities and transport. Available online at: https://consult.environment-agency.gov.uk/++preview++/environment-and-business/challenges-and-choices/user_uploads/pollution-from-towns--cities [Accessed 25/11/24]

[18] Hydrogen: A renewable energy perspective. A report prepared for the 2nd Hydrogen Energy Ministerial Meeting in Tokyo, Japan. 2019. International Renewable energy Agency. Available online at: https://www.irena.org/-/media/Files/IRENA/Agency/Publication/2019/Sep/IRENA_Hydrogen_2019.pdf [Accessed 12/11/24]

[19] International Renewable Energy Agency (IRENA), Bracing for Climate Impact: Renewables as a Climate Change Adaptation Strategy, August 2021; Available online at: Bracing for Climate Impact: Renewables as a Climate Change Adaptation Strategy (Accessed 25/11/2024)

Policies PF1 – PF9 aim to support the growth of the regional ports and associated infrastructure which are accessible by sustainable (decarbonised) transport options. However, the policy initiatives may result in increased HGV traffic which currently are less likely to be decarbonised. However, the introduction of hydrogen hubs to support hauliers in the region switch to low emission vehicles (PF4) along with a shift to rail freight (PF9) offers promising avenues for reducing emissions.

In relation to local deliveries, Policies PF5-PF8 support for the use of electric vehicles and e-cargo bikes, contributing to decarbonisation and mitigating the environmental impacts of caused by local deliveries. A wider shift to EVs more generally is supported by Policies RS7-RS11 which aim to improve EV charging infrastructure across the region, contributing to the decarbonisation of the transport sector.

Policy AV1 improves public transport connectivity to airports, which could indirectly lead to increased air travel emissions, being an adverse effect on the aim to reduce emissions. Policies DC1-DC3 focus on digital connectivity and therefore supports carbon reduction by facilitating remote work, reducing the need to travel. In addition, improved digital access to public transport information, would make it easier to travel using sustainable transport modes, also reducing carbon emissions.

Objective 9: Protect and enhance local air quality

Where policies of the NWRTP aim to increase use of active travel and public transport, and/or increase use of low emission vehicles, this would result in a reduction in emissions which can adversely impact air quality. This includes policies which aim to improve and enhance sustainable transport options so that there is a modal shift (both active travel and public transport) (Policies CB1-CB23, PT1-PT10, AT1-AT6, IN1-IN6), as well as polices which aim to enhance accessibility and connectivity of those sustainable transport options (PT11-PT13, and DC1-DC3). In both cases it is likely that there would be a modal shift away from the private car resulting in reduced emissions and subsequent improvements in air quality. Additionally, Policies which seek to support the transition to low (zero) emission vehicles would be beneficial to air quality (PT2-PT3, AT12-AT14, PF4, and RS7-RS11).

Improved air quality would benefit everyone, but vulnerable groups who are more sensitive to changes in air quality including children, people with respiratory disease, pregnant women and older people[20,21] , would benefit disproportionately and differentially. More urban centres which have more road transport such as Wrexham and Bangor, as well as the main roads and routes with heavy traffic congestions such as A5, A55 and A4807, are locations where improvements in air quality are more likely to be experienced. These areas often correspond to areas where people experience socio-economic deprivation.

The policies focused on port development and freight (PF1 – PF9), promote sustainable transport options to ports and rail stations, helping reduce traffic emissions and improve air quality in areas around Holyhead and Mostyn.

However, the policies may result in an increase of HGV movements likely contributing to adverse air quality impacts for local communities near port development areas. Policy PF3 would have the potential to improve air quality for some areas as a result of reduced congestion caused by HGVs but reduce air quality in the areas to which HGVs are directed (e.g. parking specifically for HGVs would concentrate a large number of HGVs in one location). A shift to hydrogen fuels and rail for freight movements and zero emission vehicles for local deliveries would contribute to improved air quality conditions for local communities.

[20] World Health Organisation, Health consequences of air pollution on populations, June 2024; Available online at: Health consequences of air pollution [Accessed 14/11/2024]

[21] Health impacts of air pollution in Europe, 2022 — European Environment Agency. Available online at: https://www.eea.europa.eu/publications/air-quality-in-europe-2022/health-impacts-of-air-pollution [Accessed 27/11/24]

Policies DC1-DC3 focus on digital connectivity and therefore supports a reduction in emissions by facilitating remote work, reducing the need to travel. In addition, improved digital access to public transport information, would make it easier to travel using sustainable transport modes, also reducing transport related emissions.

Objective 10: Reduce disturbance from transport related noise and vibration to local communities

Policies of the NWRTP which aim to improve and enhance sustainable transport options (Policies CB1-CB23, PT1-PT10, AT1-AT6, IN1-IN6), as well as polices which aim to enhance accessibility and connectivity of those sustainable transport options (PT11-PT13, and DC1-DC3), are likely to result in a modal shift away from the private car (to active travel and public transport use) resulting in less traffic and reduced transport related noise and vibration.

This would be particularly beneficial in areas identified as noise priority zones, such as along the A55 and A483, as well as more generally improving local soundscapes and tranquillity in residential areas.

Policies PF1-PF9 relate to enhancement of port facilities and facilities for freight drivers. The increased economic, activities in the port and nearby development areas may lead to some increased noise from transport, including within residential areas outside the port. Improvements in HGV facilities (rest stops and parking) would increase noise in the locations chosen for these developments. However, it is anticipated that site selection would include consideration of noise impacts on residents which would mitigate this adverse effect. Reduced HGV traffic in town centres, supported by freight consolidation centres and a shift to rail freight, as well as uptake in EV would also contribute towards reducing traffic related noise disturbances.

Policies RS1-RS13 support road maintenance and safety which would help reduce noise and vibration caused by poorly maintained roads.

Reduced road traffic as a result of the initiatives supported by DC1 – DC3, could lead to reduced disturbances from transport related noise and vibration to local communities living near major roads. Policies DC1-DC3 focus on digital connectivity and therefore contributes to a reduced need to travel, particularly in relation to employment. In addition, improved digital access to public transport information would make it easier to travel using sustainable transport modes resulting in modal shift and reduced private vehicle use. Both of these would reduce noise related to transport movements.

Objective 11: Incorporate circular economy principles to reduce the use of raw materials

Policies PT2, PT3 and PF4 (freight movements) support the transition to cleaner fuels alongside the development of hydrogen hubs at Deeside and Holyhead which would support the use of locally sourced materials and resources.

Policies of the NWRTP which aim to improve and enhance sustainable transport options (Policies CB1-CB23, PT1-PT10, AT1-AT6, IN1-IN6), as well as polices which aim to enhance accessibility and connectivity of those sustainable transport options (PT11-PT13, and DC1-DC3), are likely to result in a modal shift away from the private car (to active travel and public transport use) resulting in reduced use of fuel cars and therefore a reduction in resource use. Policies DC1-DC3 focus on digital connectivity and therefore contributes to a reduced need to travel, particularly in relation to employment, which would also contribute to reduced consumption of fuel.

Policies which suggest support for infrastructure development (e.g. AT4 – AT6, PF1) would likely require the consumption of materials. However, there is insufficient information at this stage and therefore any impact is uncertain.

Policies PF1 - PF2 support growth at the ports which could result in an increase in HGV movements around the local areas of Holyhead and Mostyn. This would result in increased consumption of raw materials (i.e. fuels). Additionally, Policies RS7 – RS11 would support the transition to cleaner fuels, such as use of EV

through the provisioning of improved EV charging infrastructure across locations. This would also contribute to a reduced use of raw materials (fossil fuel).

Objective 12: Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region

Policies related to enabling changes to travel behaviour (CB1 – CB23) focus on improving public transport services and active travel routes to major employment sites (Deeside Industrial Park, Wrexham Industrial Estate, and Chester Business Park), education and travel destinations. This supports equitable access to employment, education, and training opportunities, particularly benefiting communities in coastal towns that experience higher levels of social deprivation as well as commuters to investment zones. Community led transport initiatives improve the reliance and resilience of the transport network, supporting businesses and workers and encouraging sustainable tourism. Improved sustainable transport connectivity to economic hubs and tourist attractions, encourages regeneration and investment in more deprived and rural areas. Policy initiatives improving sustainable transport connectivity also contribute to improved access between England and North Wakes and North and South Wales for employment and tourism, further enhancing economic prosperity.

The policies related to bus, coach and community transport (PT1 – PT10, IN4) focus on improving bus services, facilitating travel by public transport between major areas of employment both in North Wales and adjacent areas of Northern England including Chester and Deeside and focusing on target areas of concerns like the Menai crossings. By fostering connectivity between communities and these employment hubs, the policies seek to provide equitable access to job opportunities, education, and essential services, particularly benefiting people experiencing socioeconomic deprivation and individuals who rely more on public transport modes. Policies include initiatives to design routes and services to meet customer needs, enhancing connectivity and access to opportunities and services.

Policies PT11 – PT15 focus on demand-responsive transport solutions enhancing safety, accessibility and flexibility. The policies support local economies by improving access to workplaces for people without access to a private car and extend tourism geographies accessible by public transport. This can further encourage regeneration and investment in more deprived areas. The integration of low-emission vehicles strengthens the transport network's resilience, mitigating risks from fossil fuel disruptions.

Policies supporting improvements to active travel infrastructure (AT1 – AT14, IN1-IN2) is likely to encourage more sustainable travel (including more public transport uptake) to access educational, training and employment opportunities benefiting long term economic prosperity of the region. AT12 – AT14 support cycle/e-bike hire generating income for these businesses and facilitating active travel to and from city centres among tourist, supporting local economies... Policies IN5-IN6 relate to improvements to P&R and P&S schemes, which would contribute to reduced congestion in urban centres. Whilst lower congestion reduces travel time (and therefore frees up time for more productive work) and may encourage businesses to locate in an area (due to better local amenity), it may have the opposite effect if subsidies are required from the local economy, therefore stifling economic growth[22]. However, it has also been shown that P&R projects are most successful where they are explicitly for providing more parking for economic growth or traffic management reasons, rather than to enhance sustainable mobility[23]. Economic outcomes would therefore depend on the location and intention of the P&R and P&S facilities.

Policies PF1-PF2 support the growth of port developments providing more employment opportunities and contributing to economic growth. This would encourage regeneration and investment in areas around ports of Holyhead, Anglesey and Mostyn, benefitting more deprived communities in the areas. The policies also focus on freight and improve connectivity beyond the ports, further boosting economic development.

[22] Park and Ride first principles assessment, University of Leeds

[23] Parkhurst, G. & Meek, S. (2014). The effectiveness of park-and-ride as a policy measure for more sustainable mobility. Chapter 9 in Ison, S. & Mulley, C. (Eds) Parking Issues and Policies. Emerald, 185-211.

By supporting the development of hydrogen hubs, PF4 contributes to increased employment opportunities in North Wales. Further, the introduction of freight consolidation centres through PF6 – 7, could create new employment opportunities. A shift to rail freight (PF9) would improve reliance and resilience of the transport network (through improved rail freight reliability, capacity and frequency, and also reducing congestion on the roads) better supporting businesses and workers and encouraging investment in the region.

4 How opinions expressed in response to the consultation on the draft NWRTP and IWBA report have been taken into account

4.1 Overview

As outlined in earlier sections, the draft NWRTP and accompanying IWBA report was published for consultation between 20th January 2025 and 14th April 2025. The IWBA report has been revised, taking into account responses received to the consultation, and will be published alongside the final NWRTP and this Post Adoption Statement (PAS) for the IWBA, subject to Welsh Government approval.

A detailed summary of the responses received to the consultation on the IWBA report is in Appendix A.1 and A.2. This sets out each response received, summarises the comments and sets out actions undertaken to address the comments. A summary of the comments received to the specific IWBA questions asked, and the actions undertaken are set below in Section 4.2.

The separate Consultation Report provides a broader account of the consultation process and responses received, also setting out how feedback has informed the finalisation of the NWRTP and associated documents, including the IWBA.

4.2 Summary of public consultation

Public consultation was undertaken to help seek feedback on the draft NWRTP and its associated documents including the IWBA. The feedback received on the draft documents as part of the public consultation has been analysed, reviewed and considered, to help ensure the RTP took comments into account. NWRTP Consultation Report provides the details of the public consultation carried out as part of the preparation of the NWRTP.

Majority of the respondents supported or were neutral about the approach to the draft IWBA. When asked about "*To what extent do you support the approach we have taken to our draft Integrated Well-being Appraisal*?", 193 participants provided their views on this question. 48% selected that they either agreed or strongly agreed, 33% said they were neutral. 19% selected that they either disagreed or strongly disagreed. Additionally, when asked about "*Please tell us what you think about our draft IWBA or make alternative suggestions*", 66 participants provided their response to this question. In summary, those that disagreed or strongly disagreed provided comments about the potential impacts of the NWRTP.

There was some concern expressed among respondents regarding the vulnerability of the North Wales coastal road and rail corridor to climate change. While the CJC and local authorities do not have direct control over the strategic road or rail networks, the RTP outlines regional aspirations for these networks due to their importance in supporting connectivity across North Wales. Moreover, the IWBA addresses climate factors in Section 9 of Appendix B and includes Objective 8: "*Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change*".

Some respondents felt the IWBA did not sufficiently demonstrate how benefits were designed in or harmful impacts designed out, particularly in relation to climate and nature damage. They suggested it would be helpful to see the predicted scale of impact, such as estimated carbon emissions. Others noted a lack of emphasis on decarbonisation and climate resilience within cross-cutting themes. Biodiversity is also considered in the IWBA, with baseline context provided in Appendix B, Section 4. Objective 4 focuses on: "*Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats*" and Appendix C addresses the Habitats Regulations.

Alongside public responses to the consultation, organisational responses were also received as listed and considered in the Consultation Report. This includes NRW, who were notified and sent copies of the consultation documents in accordance with the SEA regulations. The same occurred for Cadw, who did not provide further comments at this stage.
NRW suggested that promoting awareness of the Public Health Wales North Wales Healthy Travel Charter within the RTP could encourage more organisations to adopt its commitments, thereby supporting active travel for staff and clients. This aligns with RTP Policy CB14, which advocates for meaningful marketing and communications campaigns to promote sustainable travel. Regional initiatives supporting this include encouraging public, private, and third sector organisations to sign the Charter and commit to actions that promote healthy travel.

NRW raised comments about flood risk management and transport-related flood risks, referencing the 2015 A55 flooding and coastal erosion. They recommended reviewing relevant NRW plans. In response, the IWBA baseline has been updated to include a section on coastal erosion, referencing the West of Wales Coastal Group and the Northwest England and North Wales Coastal Group's Shoreline Management Plan.

5 The reasons for choosing the NWRTP, as adopted, in light of the other reasonable alternatives considered

The NWRTP has been prepared in accordance with the statutory requirements set out under the Local Government and Elections (Wales) Act 2021 and the associated Corporate Joint Committee (CJC) Regulations. These regulations place a legal duty on the North Wales CJC to produce a Regional Transport Plan[24] that aligns with the national transport strategy, Llwybr Newydd: the Wales Transport Strategy 2021[25], and contributes to the delivery of its long-term vision for 5 years.

Given this statutory obligation, a "do nothing" scenario was not considered a reasonable alternative. The requirement to produce a Regional Transport Plan is mandatory and, as such, the focus of the IWBA has been on shaping and refining the content of the Plan rather than evaluating fundamentally different strategic options.

The draft NWRTP, including its proposed policies and interventions, was subject to a comprehensive IWBA, which incorporated the SEA process. This appraisal, alongside extensive public and stakeholder consultation has informed the development of the final Plan. Feedback received during the consultation period has been considered in refining the Plan's priorities and ensuring alignment with regional needs and sustainability objectives.

[24] CJCs also have responsibility for the preparation of Strategic Development Plans

[25] Llwybr Newydd: the Wales transport strategy 2021 – Available online at: https://www.gov.wales/llwybr-newydd-wales-transport-strategy-2021

6 The measures that are to be taken to monitor the significant environmental and wellbeing effects of the implementation of the NWRTP

Through the IWBA, no significant environmental effects have been identified.

The Guidance to Corporate Joint Committees on Regional Transport Plans[26] outlines that the NWRTP and its IWBA should be supported by a Monitoring and Evaluation Plan, which should consider the measures in the Wales Transport Strategy (WTS) Monitoring Framework, including modal shift and decarbonisation targets.

The NWRTP Monitoring and Evaluation Plan seeks to help demonstrate regional progress in achieving the national priorities and ambitions set out in the WTS. It details how the success of the NWRTP will be monitored, measured, and evaluated, considering the objectives set for transport and associated well-being outcomes. This will help to show the region's contribution to national decarbonisation and modal shift targets.

The Monitoring and Evaluation Plan includes a set of measures based on the WTS Monitoring Framework, adapted to the NWRTP's (SMART) objectives and IWBA objectives. Each measure, designed from the IWBA Framework, is provided with baseline information and, where appropriate, sets targets for improvements over the Plan period up to 2030. For example, the plan aims to enable 30% or more of people in North Wales to work remotely by 2030, to support the national mode share target of 45% of journeys by walking, cycling, and public transport by 2040, to ensure at least 50% of motor vehicles and all public buses in North Wales are zero emission by 2035, and to increase the range of travel within 1 hour by public transport for at least 50% of households in North Wales by 2030, supporting access to key employment sites and regional centres.

The monitoring and evaluation measures also address the well-being objectives outlined in the Integrated Well-being Appraisal. These measures draw on the WTS Monitoring Framework and published baseline data from the Welsh Government and Transport for Wales. For example, to ensure that at least 50% of motor vehicles and all public buses in North Wales are zero emission by 2035, the monitoring and evaluation plan includes measures such as fleet composition (share of each mode by engine type). These measures are aligned with IWBA objectives 8 (supporting a transition toward a transport sector with reduced, including zero, carbon emissions and enhancing the resilience of transport infrastructure to withstand the effects of climate change), 9 (protecting and enhancing local air quality), 10 (reducing disturbance from transport-related noise and vibration to local communities), and 12 (creating an integrated transport system that facilitates the efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region).

Quarterly North Wales committee meetings will provide progress updates from local authority transport officers on the implementation of the Regional Transport Plan (including IWBA) and the Regional Transport Delivery Plan. These meetings will also consider any changing drivers for change and priorities, such as new strategic developments or unforeseen funding opportunities.

For more detailed information, please refer to the detailed Monitoring and Evaluation Plan that is submitted alongside the NWRTP, its Delivery Plan and IWBA.

[26] Regional transport plans: guidance for Corporate Joint Committee. Available online at https://www.gov.wales/regional-transport-plans-guidance-corporate-joint-committees

Appendices

1. Summary of the IWBA-related Consultation Responses and Action Taken

Theme of responses	Comment description	Response/ Action Taken
Well-being	Some respondents express differing opinions with regards to the draft Integrated Well-being Appraisal (IWBA). While some responses consider the IWBA to be robust and cite measures are practical and adaptable to achieve the objectives, others consider that following the Covid pandemic some people do not want their health and well-being choices dictated to them whilst highlighting that well-being goals differ between people. Some respondents suggest that well-being should be the basis for a transport policy in order to highlight the health benefits of using public transport. Some respondents question if the IWBA could further look at the reasons why people with certain protected characteristics may be more or less likely to pick certain forms of transport. Some respondents consider the IWBA to consider the correct questions from the point of view of how the programme or projects will benefit communities, environment, places and economy, culture and the Welsh language and the positive and negative effects in this context.	The Integrated Well-being Appraisal shows how our plans will contribute to well-being, supported by the impact assessments we have undertaken to consider issues such as health, equality, and biodiversity. It has been updated to address comments from Natural Resources Wales and other stakeholders, for example with more baseline information.
	Some respondents highlight concern for the vulnerability of the road/rail corridor along the North Wales coast to climate change.	The Corporate Joint Committee and local authorities in North Wales have no direct influence over the strategic road network or rail network. However, the Regional Transport Plan sets out regional aspirations for strategic roads and the rail network as these are key to supporting our wider connectivity aspirations for North Wales. The Integrated Well-being Appraisal considers Climate Factors (its section 9), and climate change is captured in IWBA Objective 8 (Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change).

Theme of responses	Comment description	Response/ Action Taken
	Some respondents provide a wide range of evidence and statistics about transport and the needs of blind and partially sighted people.	The rail ambitions in the plan have been updated to stress the importance of stations for all, considering the needs of blind and partially sighted people. Appendix B Baseline has been updated.
	Some respondents suggest that the IWBA has not led to the designing in of benefits whilst designing out any potentially harmful impacts in relation to climate and nature, considering it would be useful to see the scale of impact of various policies and objectives i.e. what the predicted impact in terms of carbon is. Some respondents consider there to be insufficient acknowledgement and incorporation of carbon emissions, climate resilience, nature damage or improvement with cross-cutting themes not including decarbonisation or climate resilience and think they should.	The Integrated Well-being Appraisal considers Climate Factors (baseline context is found at Appendix B section 9), and climate change is captured in IWBA Objective 8 (Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change). The Integrated Well-being Appraisal considers Biodiversity (baseline context is found at Appendix B section 4), and biodiversity is captured in IWBA Objective 4 (Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats). Appendix C considers the Habitats Regulations.
	Some consider that while the appraisal considers the well-being of users, it does not adequately assess any detrimental knock-on effects to local communities that might be impacted by road infrastructure development.	The Integrated Well-being Appraisal considers the Regional Transport Plan policies, including for roads, streets and parking. The Corporate Joint Committee and local authorities in North Wales have no direct influence over the strategic road network. However, the Regional Transport Plan sets out regional aspirations for strategic roads as this is key to supporting our wider connectivity aspirations for North Wales.

2. Summary of the NRW Consultation Response and Action Taken

Organisation/ Individual Responding	Comment description	Response/ Action Taken
Public Health Wales North Wales Healthy Travel Charter	Raising awareness within the Regional Transport Plan to the Public Health Wales North Wales Healthy Travel Charter would encourage organisations to sign up to the commitments within the charter and improve and encourage active travel for staff and clients. Each of the North Wales Public Service Board have subgroups to support this work.	In support of Regional Transport Plan Policy CB14 (Marketing and Communications campaigns will be developed that are meaningful and focus on raising awareness of the benefits of sustainable travel) it is recognised that North Wales wide projects in support of promotional campaign and travel planning programmes include advocating the North Wales Healthy Travel Charter and encouraging public, private, and third sector organisations signing up to commit to work towards actions that contribute to promoting healthy travel for their staff and service users.
Strategic Road Ambitions (Page 38)	In terms of the proposed 3rd crossing across the Menai Straights, Bridge crossing the River Dee, 'Red Route' and A483, NRW will withhold any comments until detailed proposals are presented for statutory planning considerations. However, we will reiterate the requirement that Welsh Government and all public authorities are required to respond appropriately to the Environment (Wales) Act 2016 that places a duty to enhance and resilience of Biodiversity and the duty that Planning Policy Wales states that developments should not cause any significant loss of habitat or population species, locally or nationally and must not provide a net benefit for biodiversity. Schemes are required to also link into Local Biodiversity Action Plans.	The IWBA assessment includes an objective focused on biodiversity, ensuring that policies do not cause any significant loss of habitat or population species. Local Biodiversity Action Plans across North Wales are also referenced in the IWBA. With regard to the Strategic Road Network Aspirations and references to specific improvements, the Regional Transport Plan has been updated to be clearer about the position Ambition North Wales has as part of the Regional Transport Plan and where it seeks support from the Welsh Government and Trunk Road Agent to address transport related problems on trunk roads within and connecting North Wales.

Organisation/ Individual Responding	Comment description	Response/ Action Taken
Flood Risk Management (FRM)	In regard to the section relating to flooding considerations, NRW feels that there is room for the baseline to have more substance. We refer to the transport issues due to the A55 flooding in 2015 (North Wales flood - BBC News) and the draft NWRTP should review the work conducted by consultants on behalf of Welsh Government. The consultation referred to the relevant FRM plans and policies for the plan area as listed in parts 1.1 to 1.5 (pages 64-77 of 503), however the plan will also need to consider coastal erosion. The Shoreline Management Plan's (SMPs) which cover this Transport plan area would be the West of Wales Coastal Group and the North West England and North Wales Coastal Group. Further details can be obtained via our webpages at Natural Resources Wales / Shoreline Management Plans.	IWBA baseline Appendix B has been updated to include a section on coastal erosion, referencing the West of Wales Coastal Group and the Northwest England and North Wales Coastal Group's Shoreline Management Plan.
Appendix B- Baseline (page 122)	Chapter 7 Ground Conditions (soils and geology): 7.2.6 Refers to groundwater flooding. No reference is made to the 12 number Internal drainage Districts in the plan area which are susceptible to ground water flooding. See- Natural Resources Wales / Apply for land drainage consent.	IWBA baseline Appendix B has been updated to include a section on Internal Drainage Districts in North Wales, including the 12 areas susceptible to ground water flooding.

Organisation/ Individual Responding	Comment description	Response/ Action Taken
Appendix B- Baseline (page 122)	Chapter 8 Water Environment: There is only one paragraph relating to flooding (p.179/503) which is concerning. Whilst it advises of flooding from all sources, flood risk from the sea is not mentioned. Figure 8-3 would appear to have the incorrect description and should be labelled Flood Zone 2 and 3 from Rivers. It may also be appropriate to include another figure(s) showing Flood 2 and 3 for Sea along with a description of the data source and state that the figures show current day flood risk i.e. Flood Risk Assessment Wales (FRAW) maps. Should Climate change maps be used, then the Flood Map for Planning map would be appropriate. The FRAW maps also show other layers such as risk from surface water and small watercourses/reservoirs etc. Natural Resources Wales / Check your flood risk on a map (Flood Risk Assessment Wales Map) / Natural Resources Wales / Flood map for planning / development advice map.	IWBA Figure 8-3 has been updated and labelled Flood Zone 2 and 3 from Rivers. An additional figure has been added show Flood Zone 2 and 3 from Sea.

Organisation/ Individual Responding	Comment description	Response/ Action Taken
Access	NRW agrees that when planning for new developments good transport hubs and connections needs to be considered. This is to make it easier for people to travel without the reliance on a car and connects people with crucial services. This should be a high priority for Local Authorities when considering new developments. NRW has raised access issues in previous Local Authorities consultations to highlight the lack of access arrangements in rural towns and villages. These areas despite having a significant Public Rights of Way network which may be accessible during daylight hours. For six month of the year through Autumn to Spring access is limited to very short lit sections. This limits safe access for all in these areas. Regarding impact to protected sites, local authorities will have to undertake the assessments of their plans and projects for potential impacts (Habitat Regulation Assessments) on Special Areas of Conservation and Special Protection Areas and would have to ensure they comply with the Wildlife and countryside Act 1981. We note that transport and access are major issues affecting some communities across North Wales, due to increased visitor numbers following covid. The Gwynedd and Môn Public Service Board has a subgroup piloting looking at different approaches at Niwbwrch where useful learning will be available for other areas and communities. This should be an Ynys Môn wide approach involving improved active travel and where that alternative is available.	Ensuring access to good transport in rural towns and villages, particularly with regarding to lighting along PRoW is considered in the IWBA assessment. Ambition North Wales will continue to engage with North Wales Local Authorities, including Gwynedd and Ynys Mon to help share learning and best practice.

Organisation/ Individual Responding	Comment description	Response/ Action Taken
	In its Programme for Government (2021-2026) Welsh Government set out its commitment to designate a new National Park for Wales. As the designating authority for any new National Parks and National Landscapes in Wales NRW has been assessing the case for a new National Park within North East Wales. NRW ran a 10-week public consultation period between 7 October 2024 and 16 December 2024 on a Candidate Area (draft boundary) for a National Park. The consultation generated significant levels of response and NRW have commissioned Resources for Change to undertake a detailed analysis of the response to the consultation. The Public Consultation Report will be published in April 2025, we will arrange to forward a copy when available. The interface between an anticipated increase in visitor numbers, implications for the transport network and related infrastructure and the need for careful management to avoid impact on communities and the natural environment emerged as a key theme. There were several related elements to the response including: An anticipated increase in the volume of traffic along the major highways providing access to the Candidate Area; Implications for the road network within the Candidate Area; Impact on, and availability of related infrastructure such as car parking; The importance of public transport and access for the less able; Maintenance of the public footpath network across Candidate Area and the need to better manage inappropriate behaviour. The emerging Regional Transport Plan provides a strategic framework to help proactively plan for, and manage, the pressures and opportunities arising out of a new National Park. We would be happy to meet to discuss and elaborate on the issues outlined above.	Issues of traffic from visitors, car parking, road network and safety conditions as well as accessible public transport and active travel routes are addressed in the IWBA. In considering Regional Transport Plan Policy CB15 (Work with partners and stakeholders in the tourist sector to investigate methods for encouraging visitors to North Wales to travel sustainably whilst also enhancing the visitor experience and boosting the visitor economy), the plan sets out whilst we need to protect and enhance our natural beauty spots such as the Llŷn Peninsula, and the Clwydian Range & Dee Valley (which is being considered as a new National Park) it is vital that our transport network supports the continued success and growth of our tourism industry. In considering Policy LU3, the plan sets out in addition to economic centres for growth, our emerging Local Development Plans and the Strategic Development Plan should also consider any further sustainable access needs to the Clwydian Range & Dee Valley should it become a new National Park in the future, recognising our transport network needs to support the continued success and growth of our tourism industry.

Organisation/ Individual Responding	Comment description	Response/ Action Taken
Coach and community transport (page 7)	We would support the opportunities for Park and Ride coach and community interchange that would allow park and ride to and from popular tourist destinations across North Wales for example Bangor train station and also connect to Eryri National Park etc. This facility would be encouraging people to leave their cars either at home or outside the National Park or National Landscape area and use public transport to explore North Wales. It would fit well with the transport and parking review conducted by the Eryri Partnership. Walking and wheeling should be included in efforts to integrate between different modes of travel. The definition of Active Travel within the plan requires to be wider to include traveling for recreation, connecting people with places that they enjoy visiting rather than only making reference to traveling to work or school. These should include links between local public resources such as swimming pools and leisure centres, as well as local places for nature like nature reserves, beaches and forest sites. There should also be considerations to links to main trains and ports and cross border travel to enable better connectivity for active travel over long distance using multiple travel options. Trains should have facilities for bikes that meet the needs of modern-day cyclists such as storage and charging. Current storage facilities on trains for bikes are often poor and dated, and cause friction between user groups. When considering public bus services, it is worth evaluating the North South link. There needs to be greater understanding of how important these transport services are to mobility, access to services and economic activity.	The Regional Transport Plan and IWBA considers the benefits of Park and Ride and community transport options to encourage use of sustainable public transport and reduce use of private vehicles, particularly in national park landscapes. Additionally, the Regional Transport Plan and IWBA also considers the benefits of installing cycle storage and charging facilities as well as accessible public rights of way to encourage active travel modes, to connect to other modes of transport as well.

Cyd-Bwyllgor Corfforedig
Gogledd Cymru
North Wales
Corporate Joint Committee

North Wales Regional Transport Plan

Monitoring and Evaluation Plan

July 2025








Monitoring and Evaluation Plan

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1. Introduction and approach

1.1 Context and purpose to this Monitoring and Evaluation Plan

The Local Government and Elections (Wales) Act 2021 includes provision for the creation of Corporate Joint Committees (CJCs) which are formed to promote regional collaboration through a consistent and democratically controlled framework. CJCs are required to comply with all public body duties and are assigned statutory responsibility for the preparation of Regional Transport Plans (Regional Transport Plans)[1] which must set out transport policies to implement the Llwybr Newydd: the Wales Transport Strategy 2021[2], providing a long-term vision for the next 5 years.

The Wales Transport Strategy sets out the vision for an accessible, sustainable, and efficient transport system in Wales. The delivery mechanisms to realise these ambitions are the National Transport Delivery Plan (NTDP) for Wales 2022-2027, and at a regional level, the Regional Transport Plans.

This Monitoring and Evaluation Plan has been prepared to support the successful implementation of the North Wales Regional Transport Plan 2025-2030, and its supporting Regional Transport Delivery Plan (RTDP) and integrated Well-being Appraisal (IWBA), which should be read alongside this document.

This Plan will become adopted subject to Welsh Government approval of the North Wales Regional Transport Plan (and its supporting RTDP for local authority schemes, and IWBA). Monitoring and evaluation should commence from the date of adoption of the Regional Transport Plan.

Ambition North Wales will own the plan as the North Wales CJC and be accountable for its delivery. Responsibility for delivering against the plan will sit with the CJC and its local authorities.

Individuals can continue to engage with Ambition North Wales during the implementation period of the Regional Transport Plan and beyond, using the following contact details: info@ambitionnorth.wales

The CJC for North Wales includes representatives from six local authority areas of the Isle of Anglesey, Wrexham, Conwy, Flintshire, Denbighshire, and Gwynedd as shown in Figure 1, and the Eryri National Park Authority for planning matters.

[1] CJCs also have responsibility for the preparation of Strategic Development Plans

2 Llwybr Newydd: the Wales transport strategy 2021 – Available online at: https://www.gov.wales/llwybr-newydd-wales-transport-strategy-2021

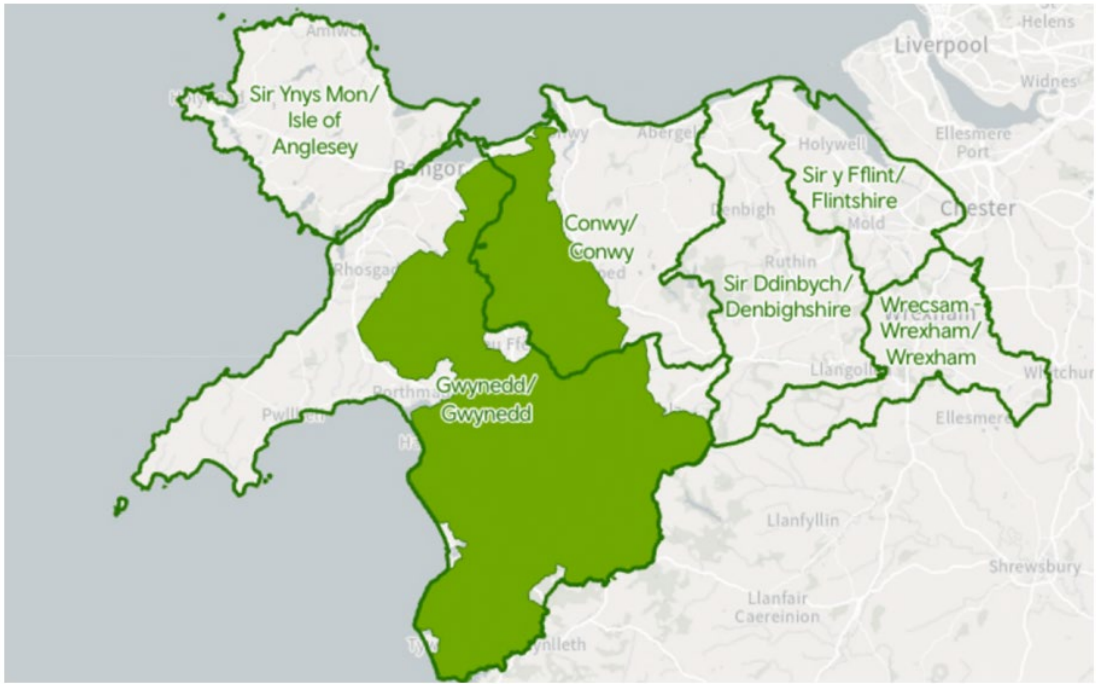


Figure 1 - Local Authorities covered by the North Wales Regional Transport Plan (with Eryri National Park in green)

1.2 Welsh Transport Appraisal Guidance on monitoring and evaluation

The latest Welsh Transport Appraisal Guidance[3] (WelTAG), published in February 2024, provides guidance on five transport planning and appraisal stages, five dimensions of a business case for transport interventions, and the role of integrated well-being appraisal (IWBA). It applies to strategic transport programmes and policies, as well as individual transport projects in Wales. It uses a staged approach to project planning where monitoring and evaluation is considered as Stage 5, which also applies to the development of policies.

Regardless of the size, scope and complexity of the project – WelTAG lite, WelTAG standard or WelTAG plus – the WelTAG requires all Welsh Government-funded projects to monitor regularly and provide annual progress reports. It states that:

"An annual progress report will include information about what the programme or project has achieved. An annual progress report is a less detailed version of a full evaluation report. It provides details about the project, any changes and how the engagement plan has been implemented. It explains what difference the project made to people, what worked well, what did not and the lessons learned."

It recognises there could be unforeseen risks and changes to the delivery of a programme or project. Regular monitoring and updates will help identify any issues in early stages. The more complex programmes and projects may need to submit a comprehensive evaluation post-implementation that explains how they deliver value for money.

[3] Welsh Transport Appraisal Guidance (WelTAG), 2024. Available online at: https://www.gov.wales/welsh-transport-appraisal-guidance-weltag

1.3 Welsh Government Guidance to CJCs on monitoring and evaluation

The Welsh Government's Regional Transport Plan Guidance to CJCs[4] sets out that:

1. The Regional Transport Plan must include a Monitoring and Evaluation Plan showing how regional progress in achieving the national priorities and ambitions in the WTS will be monitored, measured and evaluated. This must include the region's contribution to national decarbonisation and modal shift targets.
2. The Monitoring and Evaluation Plan should include a set of measures with baseline information for each. The measures can include qualitative outcomes and quantitative measures.
3. The measures should be based on the framework of measures used in the Integrated Wellbeing Appraisal (IWBA) and updated if needed, drawing on the WTS Monitoring Framework adapted for regional needs. Transport for Wales published baseline data for the WTS Monitoring Framework and are reviewing and updating this on an ongoing basis.
4. CJCs must submit annual performance reports on Regional Transport Plans to Welsh Government each year.
5. A comprehensive evaluation should be prepared after three years to assess whether the Regional Transport Plan is delivering its outcomes, providing value for money and whether there are any unintended consequences. This should follow published guidance and best practice on evaluation.
6. The results of this comprehensive evaluation will feed into the subsequent Regional Transport Plan for each CJC, and the subsequent NTDP.

Annex 4 to the Regional Transport Plan Guidance (Regional Transport Plan Framework) also clarifies that a Monitoring and Evaluation Plan should describe how each intervention and its impacts will be monitored, and that this should follow WelTAG guidance as appropriate.

[4] Regional transport plans: guidance for Corporate Joint Committees, 2023. Available online at: https://www.gov.wales/regional-transport-plans-guidance-corporate-joint-committees

2. Alignment to national and regional objectives

Llwybr Newydd, the Wales Transport Strategy sets Wales's vision to provide an accessible, sustainable and efficient transport system that is fit for future generations and places people and tackling climate change at the heart of decision making.

The vision for the North Wales Regional Transport Plan is that North Wales will have a safe, sustainable, affordable, resilient, and effective integrated transport network that supports economic growth, prosperity and well-being.

These visions are supported by objectives that provide a guide for this Monitoring and Evaluation Plan and it needs to align with the overarching national and regional objectives for transport to help ensure it contributes to meeting them.

2.1 Llwybr Newydd – the Wales Transport Strategy

Llwybr Newydd was published by the Welsh Government in March 2021. The Strategy sets out the future vision for Transport in Wales, its priorities for the next five years and ambitions for the next 20 years.

Llwybr Newydd details the following three priorities and four ambitions, which underpin its vision:

- 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; and
- Priority 3 – Encourage people to make the change to more sustainable transport
- Ambition 1 – Good for people and communities;
- Ambition 2 – Good for the environment;
- Ambition 3 – Good for the economy and places in Wales; and
- Ambition 4 – Good for culture and the Welsh language

2.2 Wales Transport Strategy monitoring framework

The Wales Transport Strategy monitoring framework[5] has been designed to help track progress in achieving the national priorities and ambitions. The monitoring framework includes six key cross-cutting measures (M1 to M6), which relate to key themes and aims as part of the Welsh Government's Programme for Government (Well-Being Statement 2021-2026[6]) that extend beyond just transport. There are also 27 subsidiary measures (S1 to S27) designed to support and provide additional context to the key measures. The key measures are considered the most important part of the framework in supporting the Welsh Government's overarching aims of decarbonisation and mode shift.

Table 2-1 lists all the key and subsidiary measures within the monitoring framework.

Table 2-1 Wales Transport Strategy monitoring framework key and subsidiary measures

Ref.	Key Measures	Ref.	Subsidiary Measures
M1	% Journeys by walking, cycling, and public transport	S1	Average travel time to education, health and leisure services
M2	% Vehicles that are ultra-low or zero emission	S2	% People satisfied with their ability to access services in their local area
M3	Total vehicle kilometres travelled	S3	% People within walking distance of sustainable modes of transport
M4	Average distance travelled per person	S4	% People who walk or cycle at least once a week as a means of transport
M5	% Workforce working remotely on a regular basis	S5	% Journeys to a rail station by walking, cycling or bus
M6	Greenhouse gas emissions from the transport sector	S6	% Trips to visitor attractions by sustainable modes of transport
		S7	% Rail network that is electrified
		S8	% Land-based freight moved by rail
		S9	% Bus and rail services on time
		S10	Number of publicly available electric vehicle charging points
		S11	% People satisfied with their journey
		S12	% People satisfied with their ability to access public transport independently
		S13	% Rail stations that are step-free
		S14	% Buses and trains with audio visual information
		S15	% Welsh speakers using Welsh language services in the transport sector

[5] Wales Transport Strategy Monitoring Framework Technical Report, 2022. Available online at: https://tfw.wales/sites/default/files/2022-06/Wales%20Transport%20Strategy%20Monitoring%20Framework%20Technical%20Report%2l02022.pdf

[6] Welsh Government: Well-Being Statement 2021-2026. Available online at https://www.gov.wales/programme-for-government-2021-to-2026-well-being-statement-html

Ref.	Key Measures	Ref.	Subsidiary Measures
		S16	% Average delay per kilometre travelled
		S17	% Average cost per kilometre travelled by public transport
		S18	% People who feel they can't afford to travel by public transport
		S19	People killed or injured on the transport network
		S20	% People who feel safe and welcome when travelling
		S21	% Transport infrastructure in good condition
		S22	% Transport infrastructure at risk of flooding
		S23	Level of air pollutants from the transport sector
		S24	% People regularly bothered by noise from outside the home caused by transport
		S24	Hectares of habitat on the transport estate maintained or improved for biodiversity benefit
		S26	% Waste produced by the transport sector that is reused or recycled
		S27	% Designated historic assets on the transport estate that are in a stable or improving condition

The monitoring framework presents data that provides a baseline for the measures in the monitoring framework, and Transport for Wales seek to update the data on an annual basis from 2023.

2.3 North Wales Regional Transport Plan objectives

The Regional Transport Plan sets out four key SMART (Specific, Measurable, Achievable, Relevant, and Time-bound) objectives for the monitoring and evaluation of the success of the Plan. These SMART objectives aim to establish targets and ensure alignment between the Regional Transport Plan and the WTS priorities and well-being goals, as required by the Welsh Government's Regional Transport Plan Guidance. They are:

1. Improve digital connectivity and local services: We will enable 30% or more of people in North Wales to work remotely by 2030 through better land use planning and improved digital connectivity, which should reduce the overall need to travel and enable shorter trips better suited to sustainable modes.
2. Improved accessibility and transport choice: We will develop infrastructure and services that provide people with a choice about how they travel for each journey and support sustainable economic growth through improved access to key settlements, employment, educational sites and tourist attractions. The accessibility of each key trip attractor should be improved, supporting the national mode share target of 45% of journeys to be undertaken by walking, cycling and public transport by 2040.

3. Enable decarbonisation through transition to a zero-emission fleet: We will develop supporting infrastructure and support incentives to enable at least 50% of motor vehicles and all public buses operating in North Wales to be zero emission by 2035.
4. Enable Sustainable Economic Growth: We will develop a resilient, safe, well-maintained, and efficient transport network that delivers sustainable economic growth by improving accessibility to existing and planned employment areas. At least 50% of households in North Wales will have an increased range of travel within 1 hour by public transport, supporting access to key employment sites and regional centres by 2030.

2.4 North Wales Regional Transport Plan Integrated Well-Being Assessment (IWBA) Framework objectives

The IWBA shows how well-being has been considered in the development of the Regional Transport Plan including contribution to economic, environmental, social and cultural well-being, and prepared applying the five ways of working advocated in the Well-being of Future Generations (Wales) Act 2015. It also involves impact assessments, considering for example how the Regional Transport Plan has considered and contributes to wider quality, health and environmental outcomes.

12 IWBA objectives have been identified in accordance with the SEA regulations for assessing the potential impacts of the Regional Transport Plan and to place sustainable development at the centre of decision-making. Table 2-2 lists the 12 IWBA objectives.

Ref.	IWBA Framework Objectives
1	Support the delivery of housing and local services to meet the needs of local communities
2	Reduce inequality and promote community cohesion
3	Improve the health and wellbeing of the local population, including with respect to physical and mental health
4	Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats
5	Protect and enhance local landscape character, designations and visual amenity
6	Protect and enhance the local cultural heritage, including the Welsh language
7	Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources
8	Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change
9	Protect and enhance local air quality
10	Reduce disturbance from transport related noise and vibration to local communities
11	Incorporate circular economy principles to reduce the use of raw materials
12	Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region

Table 2-2 IWBA objectives

Figure 2 illustrates the inter-relationship between the Regional Transport Plan and IWBA objectives with the WTS ambitions and priorities, demonstrating how they are well aligned, and how the meeting of the regional objectives will contribute to achieving the national ambitions and priorities.

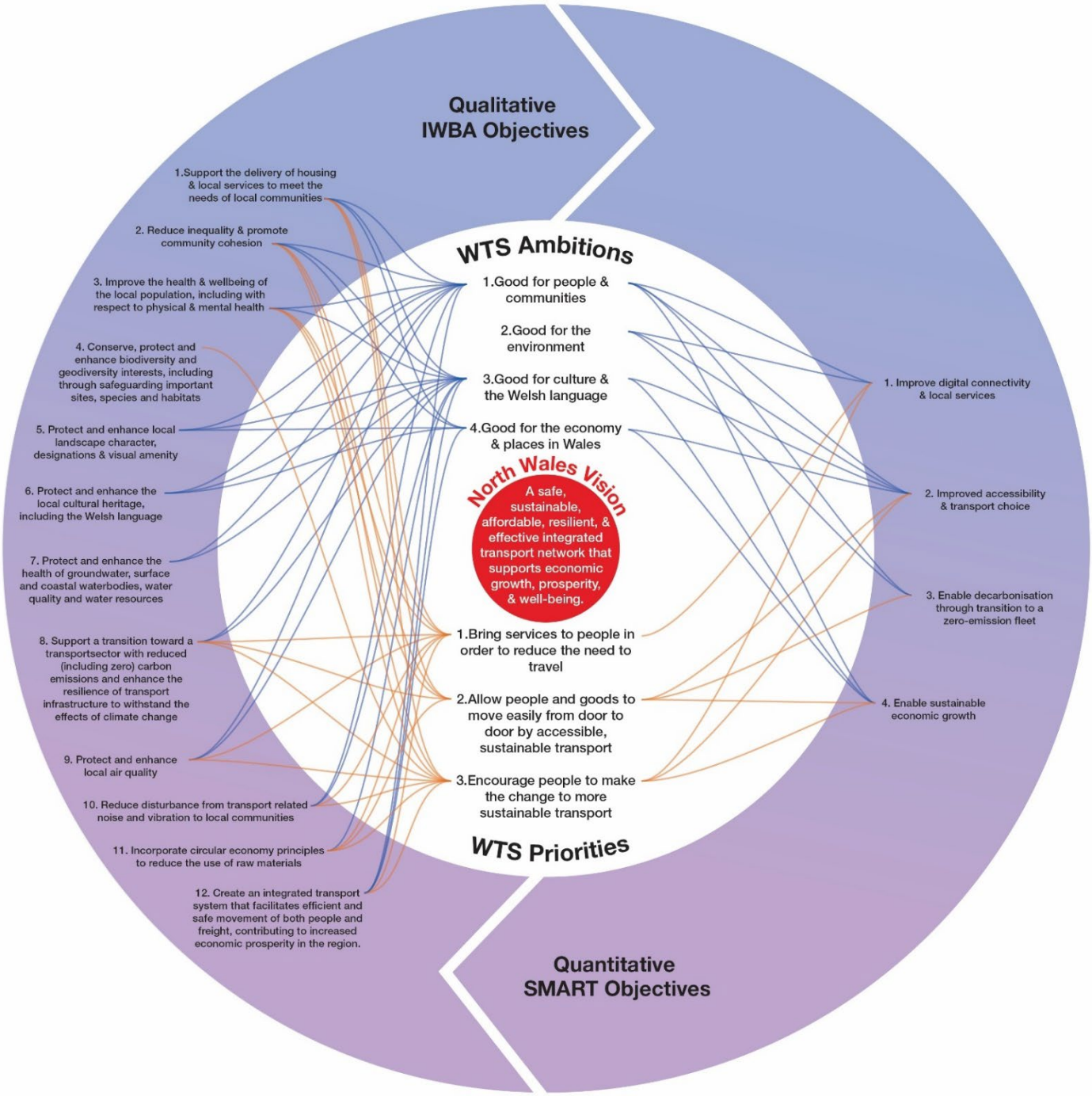


Figure 2 Inter-relationship between the North Wales Regional Transport Plan Vision, (SMART) objectives and IWBA objectives, and their alignment with the Wales Transport Strategy Priorities and Ambitions

Taking into account WelTAG and the Welsh Government's Guidance to CJCs, this Monitoring and Evaluation Plan includes a set of measures, with baseline information, based on the framework of measures used in the IWBA taking into account its objectives, and drawing on the WTS Monitoring Framework and its measures.

The remaining sections of this Plan focus on what will be monitored and evaluated, and how.

3. What will be monitored and evaluated and how

As set out in section 2, this Monitoring and Evaluation Plan needs to align with the overarching national and regional objectives for transport to help ensure it contributes to meeting them. As such, the focus of the monitoring and evaluation will be on alignment with the Regional Transport Plan's SMART and IWBA objectives, as well as the Wales Transport Strategy priorities and ambitions. In this Monitoring and Evaluation Plan, measures and indicators are then organised according to the Regional Transport Plan policy themes and its policies within those themes, for easier tracking of progress towards the wider aim of decarbonisation and modal shift targets.

3.1 North Wales Regional Transport Plan policy themes

The North Wales Regional Transport Plan vision and objectives as described in section 1.4 of this Monitoring and Evaluation Plan are closely aligned to key national and regional policies and strategies, including the priorities and well-being ambitions of Llwybr Newydd, The Wales Transport Strategy. To help frame the policies and interventions as part of the Regional Transport Plan, a set of policy themes have been identified, based on the Wales Transport Strategy's nine mini-plans for each mode of transport. These represent key areas of focus for transport policies in North Wales. Regional Transport Plan policies, supported by programmes and projects, set the framework for the schemes to be delivered by the North Wales Local Authorities in the Regional Transport Delivery Plan. This will ensure that what is delivered through the Regional Transport Plan directly contributes to local, regional and national priorities.

The policy themes (see **Appendix A2** for more information) include:

Land use planning	Bus[7]	Ports and freight
Digital Connectivity	Coach, demand responsive and community transport	Roads, streets and parking
Walking, wheeling and cycling	Integration between modes	Rail ambitions
Surface access to aviation	Enabling change to travel behaviour	Strategic road ambitions

The rail network infrastructure in North Wales is non-devolved, meaning it is the responsibility of the UK government via Network Rail. Service levels are largely specified by the Welsh Government for Transport for Wales Rail, and the Department for Transport, working with the Train Operating Companies (currently Transport for Wales and Avanti West Coast). Freight Operating Companies serve customer needs, which means freight services are commercially led. Track for passenger and rail freight is provided by Network Rail, with regulations by the Office of Rail and Road.

[7] *Note: The bus, coach, demand responsive, and commuting services are grouped under a single policy theme in this Monitoring and Evaluation Plan due to their cross-cutting nature. This categorisation is based on the premise that these services share similar measures and indicators, facilitating a cohesive and comprehensive evaluation.*

This means that the Corporate Joint Committee and local authorities in North Wales have no direct influence over rail services or infrastructure, so there are no explicit policies in the Regional Transport Plan, or schemes relating to rail in our Regional Transport Delivery Plan. As such they are also out of the scope of this Monitoring and Evaluation Plan.

3.2 Transport policy measures and indicators

Transport policy measures are strategies and actions to manage, regulate and improve transport systems. Policy measures can aim to enhance mobility, reduce congestion, improve safety, minimise environmental impact, and promote sustainable development.

Transport policy indicators are metrics or variables to assess, monitor, and evaluate the effectiveness of transport policies and their impacts. Unlike policy measures, which are specific actions or strategies to achieve policy goals, indicators are tools to measure the outcomes, progress, or performance of those actions. Transport policy indicators provide essential feedback that allows policymakers to understand if their measures are achieving the intended effects, or if adjustments are needed. For example, a transport policy measure might aim to reduce car emissions by promoting public transport, while an indicator would track actual emissions or transit ridership to confirm if the policy is working as intended.

In summary, measures are the strategies or actions used to influence transportation outcomes, while indicators track and report the effects or progress of those measures. Both are essential in creating a responsive and accountable monitoring and evaluation framework.

The next section of this Plan outlines the transport policy measures and indicators recommended for the monitoring and evaluation of the North Wales Regional Transport Plan, how they have been organised, and their relevance to the transport policy themes.

3.3 North Wales Regional Transport Plan measures

Transport policy measures (or simply “measures” in this Monitoring and Evaluation Plan) are based on the WTS Monitoring Framework, adapted to take into account the Regional Transport Plan’s SMART and IWBA objectives. The need to consider such a broad range of objectives has been balanced with the need to be realistic about capacity to undertake monitoring and evaluation in the context of local authority resource pressures, and the need to ensure efforts are focused on ensuring the success of the Regional Transport Plan and any future iterations. To prioritise the measures and resources involved, they have been broadly categorised as follows, which reflects the structure of the WTS Monitoring Framework:

Key measures: These measures contribute directly to the key themes and aims of the Welsh Government, as outlined in the WTS Monitoring Framework, including national decarbonisation and modal shift targets. Since the North Wales Regional Transport Plan also has its own regional ambitions and objectives, the key measures are selected to ensure they align with both sets of goals (also including the IWBA Framework). Therefore, these key measures will directly contribute to achieving the WTS ambitions and priorities, as well as the Regional Transport Plan SMART and IWBA objectives. They are listed in Appendix A3 and include the following 15 measures:

- LUP-3: Proximity to public transport
- DC-5: Remote working
- WC-5: Weekly active travel participants
- BC-1: On time performance of buses and coaches
- BC-6: Fleet composition (share of bus by engine type)
- IM-2: Journeys to a rail station by walking, cycling, or bus
- EBC-1: Mode share for public transport
- EBC-2: Trips to visitor attractions by public transport
- EBC-4: Electric vehicle charging demand and supply
- PF-2: Fleet composition (share of freight vehicles by engine type)
- RSP-1: Share of total km by vehicle type
- RSP-2: Distance travelled per person
- RSP-5: Road accidents
- RSP-6: Vehicles that are ultra-low or zero emission
- AD-1: Greenhouse gas emissions from transport sector

Subsidiary measures: The subsidiary measures are designed to support and provide additional context to the key measures. The correlation and applicability of each measure to the objectives and Regional Transport Plan policies (organised by the policy themes) are illustrated in **Appendix A3.**

The figure demonstrates that the North Wales CJC needs an integrated approach to monitoring in order to tackle all objectives; no single measure can address them all.

Furthermore, some measures have a strong impact on certain objectives while having a secondary or partial impact on others.

The key measures should be prioritised given they will have the strongest impact in monitoring and evaluating the objectives and closely aligned to the WTS Monitoring Framework, which will benefit the necessary resources required to undertake monitoring and evaluation activities.

3.4 North Wales Regional Transport Plan indictors

Developing a Monitoring and Evaluation Plan requires leveraging on a wide range of data and calculations to support indicators to track progress against a baseline position, with regular updates to understand if objectives are being met over time.

To help make this easier and ensure consistency in approach where local authorities may input local level data to inform a regional picture, an Excel-based tracking tool (the "North Wales Monitoring and Evaluation Tool") has been developed setting out the measures and indicators, including data and calculation methods. This is included at **Appendix A1**.

The remainder of this section summarises the methodology recommended for data collection and data reporting and defines the roles and responsibilities for monitoring and evaluation to help achieve the targets and outcomes set by the national and regional objectives.

3.4.1 Data collection

Llwybr Newydd recognises the importance of data collection to understand the transport choices people make and the factors that influence them. To have a consistent and standardised starting point for tracking the progress of the North Wales Regional Transport Plan towards national and regional objectives, datasets should be collected following a consistent methodology where possible, which will also enable comprehensive benchmarking and comparison between local authorities and North Wales as a region against the national level baseline. Some data is collected at a local level, Wales level and UK level, and this is considered in the North Wales Monitoring and Evaluation Tool at Appendix A1.

Where data is only available at a national level, it gives a picture of the current situation and offers a proxy for North Wales, where alterative measures and datasets will provide complementary comparators. This approach has been taken through defining ***key*** and ***subsidiary*** measures, as described in more detail below.

The North Wales CJC should prioritise monitoring and evaluation of the ***key*** measures and Transport for Wales monitoring data is available as part of the WTS Monitoring Framework to provide a reliable baseline. In general, this is based on the Department for Transport publications (for example the National Travel Survey) and complemented by Office for National Statistics datasets (for example Labour Force Survey) and local authority data (for example licenced taxi and private vehicles are recorded by the relevant local authorities). This is clearly indicated in the North Wales Monitoring and Evaluation Tool as being "WTS MF-based" measures. Some data is emerging and will be collected by the Wales National Travel Survey, which is considered in the section below as part of future data collection.

The Wales Transport Strategy Monitoring Framework Technical Report for 2022[8] outlines data sources and calculation methods for its measures, some of which have changed from August 2023, and these will be reflected a 2023 report. A Technical Report for 2023 containing a full description of the calculation method used for each of the measures including their technical definition and information about their data sources and frequency, will be published by Transport for Wales. Due to ongoing changes and checks to data and technical methods in the Monitoring Framework, Transport for Wales will be publishing an updated technical report in spring 2025. They will be updating their website to state this. Any queries about data sources or calculation methodologies can be sent to WTSMonitoring@tfw.wales.

The monitoring and evaluation of the ***subsidiary*** measures will help build a comprehensive picture of the transport system and its performance in North Wales. Some of the measures are derived directly from the WTS Monitoring Framework, or involve bespoke measures derived from the IWBA Framework.

[8] Wales Transport Strategy Monitoring Framework Technical Report, 2022. Available online at: https://tfw.wales/sites/default/files/2022-06/Wales%20Transport%20Strategy%20Monitoring%20Framework%20Technical%20Report%202022.pdf

The North Wales Monitoring and Evaluation Tool provides recommendations for data collection including the name of the dataset, link to the dataset, data owner and data source.

Special consideration has been given to link the ***key*** measures to indicators that involve publicly available data, helping assist local authorities and the North Wales CJC collect data and undertake the monitoring and evaluation exercise. The data collection needed in support of ***subsidiary*** measures may involve more complex analysis, and to assist, the North Wales Monitoring and Evaluation Tool provides calculation methods and formula. If some of the recommended datasets are not available in the future, it is suggested that the North Wales CJC in collaboration with its local authorities and Transport for Wales agree on alternative dataset(s). This will particularly be necessary when new datasets emerge, including the Wales National Travel Survey.

3.4.2 Future data collection and the Wales National Travel Survey[9]

The 2012 National Travel Survey was the last that covered Wales, with later versions covering England only. A replacement Wales National Travel Survey (W-NTS) launched in March 2025. The survey collects data on travel attitudes and behaviour from a random sample of people living in Wales each year. The survey will be representative of and accessible to the people of Wales and can be completed in either Welsh or English. The data collected will allow progress towards targets set out in Llwybr Newydd: The Wales Transport Strategy and Net Zero Wales Carbon Budget to be tracked. It will inform decision making and improve the transport evidence base in Wales, enabling us to have a better understanding of our users' needs. The National Centre for Social Research operates the survey on behalf of Transport for Wales. They plan to publish preliminary data covering the first 6 months of the survey in March 2026. Annual data from the first full survey year will be published in Autumn 2026[10].

When published by Transport for Wales this will further assist the North Wales CJC and its local authorities to reliably monitor progress towards the national and regional targets. The North Wales CJC should update its data sets from the date of W-NTS publication accordingly.

3.4.3 Setting baseline and targets for progress

Baseline values should be calculated to show a starting point against which any future progress can be measured. Within the North Wales Monitoring and Evaluation Tool, baseline values for each of the ***key*** measures have been provided against base years for future comparison.

As described above, Transport for Wales has published baseline data for the WTS Monitoring Framework. Therefore, baseline values with corresponding base years are provided for all the measures which are directly linked to the WTS Monitoring Framework.

For baseline values for the IWBA based measures and some ***subsidiary*** measures, baseline data should be collected for the latest year available, with data collection to start from when the Regional Transport Plan is adopted. Once the values are calculated and base year determined, they should be clearly recorded in the North Wales Monitoring and Evaluation Tool and used as the baseline for each monitoring year going forward.

Targets will help monitor and evaluate the performance of the Regional Transport Plan against the measures and indicators. Where appropriate, targets have been set within the North Wales Monitoring and Evaluation

[9] Transport for Wales: Wales Travel Survey, 2012. Available online at: https://tfw.wales/projects/wales-national-travel-survey

[10] Transport for Wales: Research and development for the Wales National Travel Survey. Available online at: Research and Development for the Welsh National Travel Survey

Tool for the ***key*** measures based on the SMART objectives, which offer quantitative aspirations for change, aligned to the Wales Transport Strategy targets.

For the ***subsidiary*** measures, it is recommended that the North Wales CJC may consider setting targets for measures at the local authority level, or to align with wider national targets such as those already set as part of related WTS Monitoring Framework measures. Local authority led target setting will help integrate the Regional Transport Plan with local corporate plans and associated targets, for example relating to the Welsh language, or in relation to its climate change strategy actions including roll out of electric vehicle charging infrastructure.

Identifying where certain areas are falling short can signal a need to prioritise investment in these areas. Similarly, trends demonstrating that progress is positive in a particular area may provide the opportunity for lessons to be learnt and shared, helping establish a culture of best practice and regional collaboration.

3.4.4 Data reporting

Measures and their indicators vary at spatial scales as described above, and so the North Wales Monitoring and Evaluation Tool clearly indicates "monitoring granularity" to consider local and regional scales of reporting needed, and "monitoring responsibility" to make it clear whether local authorities or the North Wales CJC should be the authority responsible for the calculations and reporting involved with the indicators, taking into account the geospatial scales of monitoring and evaluation for different measures.

The overall responsibility for overseeing data collection, reporting, and performance management in accordance with this Monitoring and Evaluation Plan lies with Ambition North Wales as the North Wales CJC, supported by its Transport Subcommittee. They are responsible for implementing the Monitoring and Evaluation Plan once the Regional Transport Plan is adopted.

In accordance with the Welsh Government's Regional Transport Plan Guidance, the North Wales CJC should submit an annual performance report on the Regional Transport Plan to the Welsh Government. This is reflected in the "monitoring frequency" part of the North Wales Monitoring and Evaluation Tool. This should be prioritised for the ***key*** measures, whereas to have a more comprehensive picture of the transport system and the performance of the Regional Transport Plan, the ***subsidiary*** measures should also be monitored annually where possible and practicable taking into account resourcing demands on local authorities, or at least after three years to assess whether the Regional Transport Plan is delivering its outcomes, providing value for money and whether there are any unintended consequences.

The results of comprehensive evaluation after three years will feed into the subsequent Regional Transport Plan, and the subsequent NTDP.

This Monitoring and Evaluation Plan has been established very early in the Regional Transport Plan lifecycle but will be reviewed annually to ensure it remains relevant and accounts for any changes.

3.5 Scheme delivery and progress monitoring

Whilst the Regional Transport Plan sets out policies for transport in the North Wales region, more specific information about how those policies will be delivered by local authorities can be found in its Regional Transport Delivery Plan. That takes the form of a list of schemes which have been appraised and prioritised in terms of impact on delivering against the national and regional objectives, alongside wider deliverability criteria. Those represent the schemes that local transport authorities in North Wales, and where relevant the Welsh Government and other funding authorities, intend to invest in to deliver the North Wales Regional Transport Plan.

The North Wales CJC and its Transport Subcommittee will be considering the progress of policies and interventions in the approved plans in connection with the performance management of Welsh Government devolved funding to the CJC alongside other funding awards from alternative sources, which may be awarded directly to local authorities.

As such Ambition North Wales will undertake in collaboration with local authorities in-year monitoring of grant spend and scheme progress, which will be the equivalent of the quarterly grants monitoring undertaken by local authorities at present. The Welsh Government's requirements and structure of reporting are being considered as part of the grants modernisation process.

Ambition North Wales is committed to undertaking its monitoring and evaluation responsibilities across its plans in a joined-up way, where appropriate and applicable. Quarterly North Wales CJC meetings will take place where progress updates will be provided by local authority transport officers on the progress of the implementation of the Regional Transport Delivery Plan (post adoption), in connection with the overall performance of the Regional Transport Plan in contributing to the measures identified in this Monitoring and Evaluation Plan.

APPENDICES

A.1 North Wales Monitoring and Evaluation Tool (available as interactive dashboard)

A.2 Long-list of North Wales Regional Transport Plan policies

Policy Theme	Ref.	Regional Transport Plan Policy
Land use Planning	LU1	The Corporate Joint Committee supports the principal of Transit-Orientated Development for new developments in North Wales.
	LU2	The Sustainable Transport Hierarchy will be used to help ensure developments support walking and cycling, public transport and ultra-low emissions vehicles over other private motor vehicles.
	LU3	Sustainable transport connections to key areas for future growth and economic activity will be introduced.
	LU4	Developments should only be supported where they promote active travel connectivity through safeguarding, enhancing and expanding on the Active Travel Network Maps.
	LU5	Development should be encouraged close to public transport facilities, and developments should be designed to help facilitate and improve public transport connectivity in both urban and rural areas.
	LU6	The Corporate Joint Committee supports reducing the parking standards for new developments (as required by the Welsh Government), particularly in urban areas where we will be actively improving sustainable transport alternatives.
Digital Connectivity	DC1	Opportunities should be sought to work with communities and businesses to promote and facilitate remote working hubs.
	DC2	Digital literacy training and education should be widely available to assist North Wales residents to get online and find the information they need to make sustainable travel choices.
	DC3	A partnership approach will be taken to rolling out digital and real time information about public transport services, prioritising digital displays at key transport interchanges, and working towards real time information at bus stops across North Wales.
Walking, Wheeling and Cycling	AT1	The quality and extent of infrastructure that is provided for walking, cycling and wheeling in North Wales will continue to be improved in line with the Active Travel Network Map. These could be new or upgraded existing facilities and may include the re-allocation of road space to prioritise sustainable modes.
	AT2	In non-rural areas, priority will be given to upgrading active travel infrastructure where there is greatest potential for maximising use of the network.
	AT3	Where possible, walking and cycling infrastructure should be accessible for all people, including those with mobility impairments, people in wheelchairs, and people pushing prams.
	AT4	In rural areas, active travel infrastructure improvement will focus on the community benefit of schemes; improving safety and routes that connect smaller communities with larger settlements and services.

Policy Theme	Ref.	Regional Transport Plan Policy
	AT5	Where there is an active travel benefit, routes forming part of the Rights of Way network will be improved to a standard suitable for everyday active travel journeys.
	AT6	The introduction of Quiet Lanes in North Wales in line with national guidance will be investigated.
	AT7	The Corporate Joint Committee will work with partners to investigate the establishment of a North Wales Active Travel Unit
	AT8	The Corporate Joint Committee support multi-year funding agreements for active travel infrastructure that would facilitate the development and delivery of a multi-year programme of improvements.
	AT9	The Corporate Joint Committee support changes to active travel funding criteria that would place more emphasis on schemes in rural areas and in residential areas.
	AT10	The Corporate Joint Committee will investigate funding streams additional to the Active Travel Fund that support the delivery of active travel infrastructure improvements in rural area.
	AT11	The Corporate Joint Committee will work with partners to develop templates and tool kits to support local communities to develop and implement their own projects where government plays a facilitating and supporting rather than doing or delivering role.
	AT12	The Corporate Joint Committee will work with partners including the community and voluntary sectors to support community cycle and e-cycle hire schemes that support access to employment or education.
	AT13	The Corporate Joint Committee will work with partners including the commercial sector to introduce a public cycle and e-cycle hire scheme at large transport interchanges or other suitable locations, and at locations where such a scheme supports the visitor economy.
	AT14	The Corporate Joint Committee will work with partners to develop methods to increase e-cycle ownership, including loan and grant schemes.
Surface Access to Aviation	AV1	The Corporate Joint Committee will support enhancements to surface access to domestic and international airports, focusing on improving public transport services
Bus, Coach and Community Transport	PT1	The Corporate Joint Committee and partners will work with TfW and Welsh Government to support the roll-out of bus franchising in North Wales, which should include multi-year funding that would provide certainty for the travelling public, authorities, and operators.
	PT2	All new buses introduced in North Wales should be Zero Emission. Where new buses are a long-term improvement, opportunity should be sought to re-power the existing fleet.
	PT3	The Corporate Joint Committee will work with partners to seek opportunities to complement the development of hydrogen hubs in North Wales by exploring the introduction of a hydrogen bus fleet.

Policy Theme	Ref.	Regional Transport Plan Policy
	PT4	The Bus Service Transformation Network will be rolled out in North Wales. This will include a core network of services between and within major settlements and employment sites with a frequency of two to four buses an hour extending into the evenings.
	PT5	Future bus services in North Wales will: • have a high frequency and long operating hours • have consistent/regular departure times • have Sunday timetables as close as possible to weekday frequency to support commuting, leisure and visitor economy demand • be coordinated to provide a well-spaced timetable • minimise journey times between the origins and destinations with the most demand • take direct routes that remain the same throughout the day • be routed via transport interchanges and railway stations • be integrated with local bus services and dynamic demand responsive transport • be comfortable for long journeys
	PT6	A partnership approach involving local highway authorities, NMWTRA and TfW will be taken to identifying and implementing bus priority measures that support the roll out of the bus transformation network in North Wales. This may include the re-allocation of road space.
	PT7	All bus stop waiting facilities will be well maintained as far as this can be achieved through local authority revenue budgets
	PT8	Key bus tops, such as those in village centres, those with high usage, and those where interchange between modes or services is common, will be prioritised for enhancement to include: • Dropped kerbs to access the stop • Raised kerbs to aid boarding • Lighting, or nearby street lighting • Shelters • Seating • Real time information and onward connection information • Cycle storage
	PT9	The Corporate Joint Committee supports Welsh Government's Vision of 'One Network, One Timetable, One Ticket' for a bus system which is governed and designed to serve the public interest, with the widest possible geographic coverage, fully integrated connections between different services, the highest possible service frequencies, and simple unified easy-to-use ticketing and information.

Policy Theme	Ref.	Regional Transport Plan Policy
	PT10	The Corporate Joint Committee will work with partners including local authorities and operators to make bus travel more accessible for people with restricted mobility or disabilities. Improvements should draw from best practice across the world but should include: • Dropped kerbs to access the stop • Raised kerbs to aid boarding • Shelters and Seating at stops • On-board Audio-Visual announcements Information in accessible formats
	PT11	Successful pilot Fflecsi services should be made permanent, and additional Fflecsi services should be designed with local community involvement and rolled out in other areas in line with bus transformation network proposals.
	PT12	The Corporate Joint Committee, local authorities and TfW will collaborate with communities, particularly in rural areas, to help fund and deliver community transport services that meet otherwise unmet needs.
	PT13	We will work with taxi and private hire vehicle providers to promote safety for passengers and drivers and help increase the availability of low emissions or non-motorised vehicles.
	PT14	Where funding is available, opportunities will be taken to progress longer distance coach travel, both to connect North Wales and South Wales, and also east-west to connect with economic centres in England.
	PT15	The Corporate Joint Committee is supportive of community groups who aim to enhance the rail travel experience for existing and new passengers.
Integration between modes	IN1	The Corporate Joint Committee supports the development and roll-out of Mobility Hubs and Gateway Stations to make it easier to change between sustainable transport modes on a journey.
	IN2	Placemaking and wayfinding at stations and key bus stops will be improved. This should consider onward links to key attractors and be undertaken in consultation with local and community organisations, including groups representing communities with protected characteristics.
	IN3	Active Travel Infrastructure improvements identified on Station Network Plans will be delivered, and Station Network Plans will be developed for those stations that do not currently have one.
	IN4	The Corporate Joint Committee will support the roll-out of integrated ticketing across transport modes that provides best value for passengers.
	IN5	Any new park and ride schemes should first seek to encourage the whole journey to be undertaken by sustainable means, should be sited to reduce private vehicle mileage, and to be located at a place that can be served by public transport services with minimal impact.
	IN6	Consideration for strategic park and share sites should be included in the Strategic Development Plan.

Policy Theme	Ref.	Regional Transport Plan Policy
Enabling Change to Travel Behaviour	CB1	Further enhancements to public transport services and active travel routes that provide access to large employment sites will be identified and progressed where funding is available. Enhancements should consider shift work patterns, seasonal working patterns, and where the biggest impact can be delivered.
	CB2	A partnership approach will be taken to identify and progress schemes and initiatives that encourage sustainable travel to work at employment sites close to the border such as Deeside Industrial Park, Wrexham Industrial Estate, Airbus Broughton, Chester Business Park, and Wrexham and Chester city centres.
	CB3	The Corporate Joint Committee will work with neighbouring Local and Combined Authorities including Cheshire West and Chester and the Liverpool City Region to ensure a complementary approach to Transport Planning, particularly in the Mersey-Dee Sub-Region. This should consider both commuting trips and freight movement.
	CB4	Commuters to the Flintshire and Wrexham Investment Zone should be able to access jobs using high quality walking and cycling infrastructure, enhanced nearby rail stations, or bus services that are attractive and reflect the working patterns of employers in the Investment Zone.
	CB5	Where possible, opportunities will be sought to use Investment Zone funding for sustainable transport schemes that improve access to employment and support the delivery and success of the Investment Zone.
	CB6	A partnership approach will be taken to identify and progress schemes and smarter choices initiatives that facilitate a more sustainable commute to employment sites in Gwynedd and Ynys Mon.
	CB7	The creation of Strategic Transport Partnerships will be investigated at large employment localities.
	CB8	Priority will be given to funding schemes and services that improve sustainable access to crucial and life-enhancing services such as education, health care, town centres, and community facilities. Once in place, any infrastructure that supports access to these services should be prioritised for maintenance when necessary.
	CB9	The introduction of a Total Services Contract in one local authority area in North Wales will be investigated, with a view to wider roll-out across the region should it be successful.
	CB10	Further enhancements to public transport services and active travel routes that provide access to education establishments will be identified and progressed where funding is available. This includes: Higher Education sites (universities in Bangor and Wrexham, but also those in Northwest England); Further Education sites (including Grwp Llandrillo Menai and Coleg Cambria); Secondary Schools; and Primary Schools.
	CB11	Local authorities should expand their work with schools and parents to encourage and support sustainable travel for children, parents and staff.

Policy Theme	Ref.	Regional Transport Plan Policy
	CB12	Local authorities will continue to use local datasets and policies such as Learner Travel Measure to prioritise routes to school for safety enhancements.
	CB13	Opportunities will be sought to deliver the socially necessary transport improvements that prevent rural isolation. This should prioritise better connecting rural communities to: • Neighbouring communities • Nearby towns • Nearby community facilities and key services such as health, shops, and education Transport interchanges for further travel
	CB14	Marketing and Communications campaigns will be developed that are meaningful and focus on raising awareness of the benefits of sustainable travel. Campaigns will use innovative techniques to target the right audience, particularly those groups that can be harder to reach. A regional approach should be taken to this where appropriate.
	CB15	The Corporate Joint Committee will work with partners and stakeholders in the tourist sector to investigate methods for encouraging visitors to North Wales to travel sustainably whilst also enhancing the visitor experience and boosting the visitor economy.
	CB16	Opportunities will be sought to support the visitor economy through management of coach and motorhome parking close to attractors in North Wales. This should consider charging opportunities for zero emission vehicles.
	CB17	Opportunities will be sought to make Sherpa'r Wyddfa bus services permanent, with long term funding; and investigating how services can be integrated further with the wider bus and railway networks.
	CB18	Through partnership working, further improvements will be introduced to encourage visitors to Eryri to travel by means other than the car. These will include enhancement of alternatives, management of facilities, and improved information and education. These could be funded by innovative sources of funding.
	CB19	The Strategic Development Plan will consider land requirements for interchange facilities at gateway sites to Eryri National Park.
	CB20	Innovative solutions to providing access to attractions in rural areas will be identified. This should consider, but not be limited to, seasonal bus services, e-bike and other micro-mobility hire, alongside information campaigns.
	CB21	Investigation will be undertaken into the benefits of seasonal and tourist bus services in North Wales to support the visitor economy and promote integration with wider rail and bus networks. This should consider not just the journey to the resort, but onward travel to attractions.

Policy Theme	Ref.	Regional Transport Plan Policy
	CB22	The Corporate Joint Committee will work with partners and stakeholders in the tourist industry on the coast to identify measures that will support a shift to sustainable modes to access popular attractions whilst continuing to ensure that North Wales remains a destination of choice for holidays and daytrips.
	CB23	A partnership approach will be taken to develop a plan for further improvement to rail services in North Wales that better supports the visitor economy.
Ports and Freight	PF1	The Corporate Joint Committee will work with partners to support the growth of our ports and nearby development sites in North Wales, recognising their role as a catalyst for co-location of manufacturing, energy, leisure distribution and tourism. In particular we will prioritise sustainable transport connections to the Anglesey Freeport and ports at Holyhead and Mostyn and support their plans for decarbonisation.
	PF2	The Corporate Joint Committee will work with partners to identify vehicle access improvements at Holyhead Port. This should improve access to the port for all vehicles, including freight, but also improve sustainable access to both the port and rail station.
	PF3	The Corporate Joint Committee will work with partners to enhance facilities for HGV drivers, particularly on the approach to Holyhead port.
	PF4	The Corporate Joint Committee will work with partners to seek opportunities to complement the development of hydrogen hubs in North Wales by supporting a shift to hydrogen fuels for freight operators in the region.
	PF5	The Corporate Joint Committee will work with partners to identify opportunities for the electrification of vehicles for local deliveries.
	PF6	The Corporate Joint Committee will work with partners to identify solutions to the local impacts of HGV movements. This includes the development of a network of freight consolidation centre should it be demonstrated that one serving North Wales is economically viable.
	PF7	The Strategic Development Plan should consider land requirements for a network of freight consolidation centres.
	PF8	The Corporate Joint Committee will work with partners and the distribution sector to identify innovative solutions to reducing the environmental impact of local deliveries.
	PF9	The Corporate Joint Committee will work with partners in the rail industry to support a shift to rail for freight movement, including rail based light logistics.
Roads, Streets and Parking	RS1	The Corporate Joint Committee will work with partners to secure adequate funding for surfacing and structure maintenance that ensures the ongoing operation and resilience of existing highway assets.
	RS2	The Corporate Joint Committee will work with partners to secure funding to adapt the existing road infrastructure to better cope with climate change and enhancing biodiversity.

Policy Theme	Ref.	Regional Transport Plan Policy
	RS3	The Corporate Joint Committee is supportive of Welsh Government's Vision Zero approach to road safety and will work with partners to secure adequate funding for road safety measures across North Wales.
	RS4	The approach to road safety will include delivery of highway improvement schemes that increase safety or perceptions of safety for all road users, and continuing programmes of education aimed at encouraging safer use of the highway and transport networks.
	RS5	The role of parking charges and controls will be considered in seeking to manage the demand for parking and discourage unnecessary single-occupancy car use.
	RS6	The Corporate Joint Committee will work with partners to explore options for the reallocation of existing road and car parking space in our key towns to enhance the local environment, create more attractive spaces for people to dwell, and make it easier for people to walk and cycle.
	RS7	The Corporate Joint Committee will support the transition to electric vehicles in North Wales by ensuring that fair and equitable charging infrastructure is available in urban areas and help facilitate private or community-led installation in rural areas.
	RS8	Where possible, opportunities will be sought to unify EV charger providers – or the apps and memberships required - across North Wales to make EV charging more convenient.
	RS9	The Corporate Joint Committee will work with partners to develop a comprehensive communications campaign to encourage EV uptake, learning from best practice.
	RS10	The Corporate Joint Committee and partners will work with the Distribution Network Operator to seek opportunities to enhance grid capacity in locations where there is a barrier to EV charger roll-out. This should also be a key consideration of the Strategic Development Plan when identifying new developments.
	RS11	The Strategic Development Plan and Local Development Plans should mandate that new residential and non-residential developments provide sufficient electric vehicle charging points to meet future demand and incentivise electric vehicle uptake.
	RS12	Opportunities will be sought to increase the number of car clubs in North Wales 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.
	RS13	The travel planning process should be used to encourage care share for commuting.

A.3 How the RTP measures align to the national and regional objectives and policies

North Wales Policy Theme: Land use and Planning

RTP Monitoring Measures	Measure category	Status	Contribution of measures to RTP Policies	Contribution to IWBA Objectives	Contribution to RTP SMART Objectives				Contribution to Wales Transport Strategy Priorities			Contribution to Wales Transport Strategy Well-being Ambitions			
					Improve digital connectivity and local services	Improve accessibility and transport choice	Enable decarbonisati-on through transition to a zero-emission fleet	Enable Sustainable Economic Growth	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 transport	Encourage people to make the change to more sustainable transport	Good for people and communities	Good for the environment	Good for culture and the Welsh language	Good for the economy and places in Wales
Transit-Oriented Development (TOD) initiatives	Subsidiary	New/ IWBA-based	LU1	1, 2, 3, 5, 8, 9, 10, 12											
Density of mixed-use developments	Subsidiary	New/ IWBA-based	LU2, LU3, LU4, LU5	1, 2, 3, 8, 9, 10, 12											
Proximity to public transport	**Key**	**WTS MF-based**	AT1, AT7, AT9, LU2, LU3, LU5	1,2, 3, 8, 9, 10, 12											
Access to green spaces	Subsidiary	New/ IWBA-based	AT1, LU2, LU4, AT6	2, 3, 8											
Travel time to education, health, and leisure services	Subsidiary	**WTS MF-based**	PT5, PT6, CB8, LU5	1, 2, 3, 8, 12											
Satisfied with service access	Subsidiary	**WTS MF-based**	AT1, LU2	1, 2, 3, 8, 12											

Legend	
Contribution towards objectives “Strongly”	
Contribution towards objectives “Partially”	
No contribution	

North Wales Policy Theme: Digital Connectivity

RTP Monitoring Measures	Measure category	Status	Contribution of measures to RTP Policies	Contribution to IWBA Objectives	Contribution to RTP SMART Objectives				Contribution to Wales Transport Strategy Priorities			Contribution to Wales Transport Strategy Well-being Ambitions			
					Improve digital connectivity and local services	Improve accessibility and transport choice	Enable decarbonisation through transition to a zero-emission fleet	Enable Sustainable Economic Growth	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 transport	Encourage people to make the change to more sustainable transport	Good for people and communities	Good for the environment	Good for culture and the Welsh language	Good for the economy and places in Wales
Wi-Fi coverage in transit hubs	Subsidiary	New/ IWBA-based	DC2, DC3, IN1	1, 2, 3, 8, 9, 10, 12											
Real-time information availability	Subsidiary	New/ IWBA-based	DC3	1, 2, 3, 8, 9, 10, 12											
Adoption of digital services	Subsidiary	New/ IWBA-based	DC2, CB14	1, 2, 3, 8, 9, 10, 12											
Digital access in rural areas	Subsidiary	New/ IWBA-based	DC1, DC2, DC3, CB14	1, 2, 3, 8, 12											
Remote working	**Key**	**WTS MF-based**	DC1	8, 12											

Legend	
Contribution towards objectives “Strongly”	
Contribution towards objectives “Partially”	
No contribution	

North Wales Policy Theme: Walking, Wheeling and Cycling

RTP Monitoring Measures	Measure category	Status	Contribution of measures to RTP Policies	Contribution to IWBA Objectives	Contribution to RTP SMART Objectives				Contribution to Wales Transport Strategy Priorities			Contribution to Wales Transport Strategy Well-being Ambitions			
					Improve digital connectivity and local services	Improve accessibility and transport choice	Enable decarbonisation through transition to a zero-emission fleet	Enable Sustainable Economic Growth	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 transport	Encourage people to make the change to more sustainable transport	Good for people and communities	Good for the environment	Good for culture and the Welsh language	Good for the economy and places in Wales
Walking and cycling network	Subsidiary	New/ IWBA-based	AT2, AT5, LU4, LU2, CB1, CB4, CB8, CB10, CB12, CB13, CB20	1, 2, 3, 8, 9, 10, 12											
Availability of cycle parking facilities	Subsidiary	New/ IWBA-based	AT1, AT12, AT13	1, 2, 3, 5, 8, 9, 10, 12											
Station accessibility	Subsidiary	**WTS MF-based**	AT1, AT3, AT4, AT11, IN3, CB13, CB14	1, 2, 3, 8, 12											
Road accidents for active travel users	Subsidiary	New/ IWBA-based	AT1, AT4, LU4, LU2, CB1, CB12, CB13, CB14	1, 2, 3, 8, 9, 10, 12											
Weekly active travel participants	**Key**	**WTS MF-based**	AT1, AT2, AT4, AT5, AT12, AT13, AT14, LU4, LU2, CB1, CB10, CB13	1, 2, 3, 8, 9, 10, 12											
Increase in active travel users	Subsidiary	New/ IWBA-based	AT1, AT2, AT4, AT5, AT6, LU4, LU2, CB1, CB10, CB13	1, 2, 3, 8, 9, 10, 12											

Legend	
Contribution towards objectives “Strongly”	
Contribution towards objectives “Partially”	
No contribution	

North Wales Policy Theme: Surface Access to Aviation

RTP Monitoring Measures	Measure category	Status	Contribution of measures to RTP Policies	Contribution to IWBA Objectives	Contribution to RTP SMART Objectives				Contribution to Wales Transport Strategy Priorities			Contribution to Wales Transport Strategy Well-being Ambitions			
					Improve digital connectivity and local services	Improve accessibility and transport choice	Enable decarbonisation through transition to a zero-emission fleet	Enable Sustainable Economic Growth	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 transport	Encourage people to make the change to more sustainable transport	Good for people and communities	Good for the environment	Good for culture and the Welsh language	Good for the economy and places in Wales
Public transport accessibility to airports	Subsidiary	New/ IWBA-based	LU2, LU3, LU5, AV1, PT5, CB15, CB16, IN1, IN4	1, 2, 8, 9, 12											

Legend	
Contribution towards objectives “Strongly”	
Contribution towards objectives “Partially”	
No contribution	

North Wales Policy Theme: Bus, Coach, and Community Transport

RTP Monitoring Measures	Measure category	Status	Contribution of measures to RTP Policies	Contribution to IWBA Objectives	Contribution to RTP SMART Objectives				Contribution to Wales Transport Strategy Priorities			Contribution to Wales Transport Strategy Well-being Ambitions			
					Improve digital connectivity and local services	Improve accessibility and transport choice	Enable decarbonisation through transition to a zero-emission fleet	Enable Sustainable Economic Growth	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 transport	Encourage people to make the change to more sustainable transport	Good for people and communities	Good for the environment	Good for culture and the Welsh language	Good for the economy and places in Wales
On-time performance	**Key**	**WTS MF-based**	PT1, PT4, PT6, CB1, CB2, CB8, CB10, CB13	1, 2, 3, 8, 9, 10, 12											
Bus journey time index compared to private vehicle	Subsidiary	New/ IWBA-based	PT1, PT5, PT6, CB1, CB2, CB6, CB8, CB10, CB13	1, 2, 3, 8, 9, 10, 12											
Cost per kilometre (Public transport)	Subsidiary	Amended from WTS MF-based	PT1, PT9, CB1, CB6, CB8, CB10, CB13, CB21, CB22, IN4	1, 2, 3, 8, 9, 10, 12											
Affordability of public transport	Subsidiary	**WTS MF-based**	LU2, LU3, LU4, PT1, PT9, CB2, CB5, CB6, CB7, CB8, CB14, IN4	1, 2, 3, 8, 12											
Ridership growth rate	Subsidiary	New/ IWBA-based	PT1, PT4, PT5, PT8, PT9, PT10, CB1, CB2, CB5, CB6, CB8, CB10, CB17	1, 2, 3, 8, 9, 10, 12											
Fleet composition (Share of bus by engine type)	**Key**	New/ IWBA-based	PT2, PT3, PT13, CB16	8, 9, 10, 12											
Average response time for DRT	Subsidiary	New/ IWBA-based	PT12	1, 2, 3, 12											
Monthly ridership for DRT	Subsidiary	New/ IWBA-based	PT11, PT12, PT13, CB1, CB2, CB4, CB5, CB6, CB8, CB10, CB13, CB14, CB20	1, 2, 3, 8, 12											
Fleet composition (Share of DRT by engine type)	Subsidiary	New/ IWBA-based	RS10, RS11, PT13, CB16	8, 9, 10, 12											

North Wales Policy Theme: Integration between Modes

RTP Monitoring Measures	Measure category	Status	Contribution of measures to RTP Policies	Contribution to IWBA Objectives	Contribution to RTP SMART Objectives				Contribution to Wales Transport Strategy Priorities			Contribution to Wales Transport Strategy Well-being Ambitions			
					Improve digital connectivity and local services	Improve accessibility and transport choice	Enable decarbonisation through transition to a zero-emission fleet	Enable Sustainable Economic Growth	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 transport	Encourage people to make the change to more sustainable transport	Good for people and communities	Good for the environment	Good for culture and the Welsh language	Good for the economy and places in Wales
Multimodal hub development	Subsidiary	New/ IWBA-based	IN1, IN2, DC3	1, 2, 3, 8, 12											
Journeys to a rail station by walking, cycling, or bus	Key	**WTS MF-based**	AT1, AT2, AT4, AT5, AT12, AT13, LU4, LU2, IN3, IN4	1, 2, 3, 8, 9, 10, 12											
Customer satisfaction with their journey	Subsidiary	**WTS MF-based**	AT3, AT4, AT11, AT12, AT13, PT5, PT6, PT7, PT8, PT9, PT10, IN2, IN3, IN4, CB1, CB5, CB7, CB8, CB10, CB12, CB13, CB14, CB18, DC3	1, 2, 3, 8, 12											
Customer satisfaction with safety when travelling	Subsidiary	**WTS MF-based**	AT4, AT11, PT7, PT8, PT10, IN2, CB12, CB13, CB14	1, 2, 3, 8, 12											

Legend	
Contribution towards objectives “Strongly”	
Contribution towards objectives “Partially”	
No contribution	

North Wales Policy Theme: Enabling Change to Travel Behaviour

RTP Monitoring Measures	Measure category	Status	Contribution of measures to RTP Policies	Contribution to IWBA Objectives	Contribution to RTP SMART Objectives				Contribution to Wales Transport Strategy Priorities			Contribution to Wales Transport Strategy Well-being Ambitions			
					Improve digital connectivity and local services	Improve accessibility and transport choice	Enable decarbonisation through transition to a zero-emission fleet	Enable Sustainable Economic Growth	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 transport	Encourage people to make the change to more sustainable transport	Good for people and communities	Good for the environment	Good for culture and the Welsh language	Good for the economy and places in Wales
Mode share for public transport	Key	**WTS MF-based**	AT1, AT2, AT5, AT12, AT13, AT14, LU2, LU3, LU5, PT5, PT8, PT9, CB7, CB17, CB19, CB21	1, 2, 3, 8, 12											
Trips to visitor attractions by public transport	Key	**WTS MF-based**	AT13, PT5, PT8, PT9, PT15, CB15, CB17, CB18, CB19, CB20, CB21, CB22, CB23	1, 2, 3, 8, 12											
Travel to work	Subsidiary	New/ IWBA-based	IN5, IN6, RS5, RS6, RS12, RS13	1, 8, 9, 12											
Electric Vehicle charging demand and supply	Key	New/ IWBA-based	LU2, RS7, RS8, RS9, RS10, RS11, CB16	8, 9, 10, 12											
Buses with audio-visual information	Subsidiary	**WTS MF-based**	PT8, PT10, CB14, DC3	1, 2, 3, 12											
Customer satisfaction with their ability to access public transport independently	Subsidiary	**WTS MF-based**	PT7, PT8, PT10, CB14	1, 2, 3, 8, 12											

Legend	
Contribution towards objectives “Strongly”	
Contribution towards objectives “Partially”	
No contribution	

North Wales Policy Theme: Ports and Freight

RTP Monitoring Measures	Measure category	Status	Contribution of measures to RTP Policies	Contribution to IWBA Objectives	Contribution to RTP SMART Objectives				Contribution to Wales Transport Strategy Priorities			Contribution to Wales Transport Strategy Well-being Ambitions			
					Improve digital connectivity and local services	Improve accessibility and transport choice	Enable decarbonisation through transition to a zero-emission fleet	Enable Sustainable Economic Growth	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 transport	Encourage people to make the change to more sustainable transport	Good for people and communities	Good for the environment	Good for culture and the Welsh language	Good for the economy and places in Wales
Land-based freight moved by rail	Subsidiary	**WTS MF-based**	PF9, CB3	8, 9, 10, 12											
Fleet composition (Share of freight vehicles by engine type)	**Key**	New/ IWBA-based	PF4, PF5	8, 9, 10, 12											

Legend	
Contribution towards objectives “Strongly”	
Contribution towards objectives “Partially”	
No contribution	

North Wales Policy Theme: Road, Streets and Parking

RTP Monitoring Measures	Measure category	Status	Contribution of measures to RTP Policies	Contribution to IWBA Objectives	Contribution to RTP SMART Objectives				Contribution to Wales Transport Strategy Priorities			Contribution to Wales Transport Strategy Well-being Ambitions			
					Improve digital connectivity and local services	Improve accessibility and transport choice	Enable decarbonisation through transition to a zero-emission fleet	Enable Sustainable Economic Growth	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 transport	Encourage people to make the change to more sustainable transport	Good for people and communities	Good for the environment	Good for culture and the Welsh language	Good for the economy and places in Wales
Share of total km by vehicle type	**Key**	**WTS MF-based**	AT1, AT2, PT1, PT4	8, 9, 10, 12											
Distance travelled per person	**Key**	**WTS MF-based**	LU2, AT2, AT12, AT13, AT14, PT4, PT5, CB1, CB5, CB7	8, 9, 10, 12											
Road condition and maintenance score	Subsidiary	**WTS MF-based**	LU4, AT3, AT12, AT13, AT14, RS1	3, 5, 8, 12											
Congestion level on major routes	Subsidiary	New/ IWBA-based	PT6, CB7, CB22, RS12	3, 5, 8, 12											
Road accidents	**Key**	**WTS MF-based**	AT1, RS3, RS4	3, 8, 12											
Vehicles that are ultra-low or zero emission	**Key**	Amended from WTS MF-based	RS7, RS8, RS9, RS10, RS11, CB16	8, 9, 10, 12											

Legend	
Contribution towards objectives “Strongly”	
Contribution towards objectives “Partially”	
No contribution	

Additional Measures

RTP Monitoring Measures	Measure category	Status	Contribution of measures to RTP Policies	Contribution to IWBA Objectives	Contribution to RTP SMART Objectives				Contribution to Wales Transport Strategy Priorities			Contribution to Wales Transport Strategy Well-being Ambitions			
					Improve digital connectivity and local services	Improve accessibility and transport choice	Enable decarbonisation through transition to a zero-emission fleet	Enable Sustainable Economic Growth	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 transport	Encourage people to make the change to more sustainable transport	Good for people and communities	Good for the environment	Good for culture and the Welsh language	Good for the economy and places in Wales
Greenhouse gas emissions from the transport sector	Key	**WTS MF-based**	RS7, RS8, RS9, RS10, RS11, CB13, CB14, CB16, PF8	3, 8, 9, 10, 12											
Level of air pollutants from the transport sector	Subsidiary	**WTS MF-based**	PT2, PT3, RS7, RS8, RS9, RS10, RS11, CB10	3, 8, 9, 10, 12											
People regularly bothered by noise caused by transport	Subsidiary	**WTS MF-based**	AT6	3, 10											
Transport infrastructure at risk of flooding	Subsidiary	**WTS MF-based**	PF2, PF3	2, 3, 7, 8, 12											
Habitat improvement and maintenance	Subsidiary	**WTS MF-based**	RS2, PT15, C21, C22, C23	4, 7											
Designated historic assets on transport estate for improvement	Subsidiary	**WTS MF-based**	CB17, CB18, CB19, CB20	5, 6											
Waste produced by the transport sector that is reused or recycled	Subsidiary	**WTS MF-based**	PT3, PF4	8, 9, 11											
Welsh language services in the transport sector	Subsidiary	**WTS MF-based**	PT8, PT10, CB14, DC2, DC3	2, 3, 6											

Legend	
Contribution towards objectives “Strongly”	
Contribution towards objectives “Partially”	
No contribution	

Cyd-Bwyllgor Corfforedig
Gogledd Cymru
North Wales
Corporate Joint Committee

North Wales Regional Transport Plan

Consultation Report

July 2025








Consultation Report

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1. Introduction

1.1 Overview

This Consultation Report provides a summary of the public consultation carried out in connection with the development of the North Wales Regional Transport Plan (NWRTP). It was undertaken for a 12-week period, from the 20th of January to 14th April 2025.

Public consultation has been carried out to help seek feedback on a draft NWRTP and its associated documents, including:

- Draft NWRTP: setting out the long-term vision for a region's transport system, alongside objectives, policies and interventions for improving the transport infrastructure and services. 'Easy Read' (Learning Disability Wales) and 'East to Read' copies helped everyone with an interest in the proposals to engage.
- Draft Regional Transport Delivery Plan (RTDP): setting out the local authority schemes to address the objectives, policies and interventions set out in the draft NWRTP. Supporting separate interactive PDF diagram documents help illustrate the schemes and their details.
- Monitoring and Evaluation Plan: outlining how the NWRTP will be monitored, measured and evaluated, seeking to ensure it will help achieve the national priorities and ambitions in the Wales Transport Strategy (WTS). It includes the region's contribution to national decarbonisation and modal shift targets.
- Integrated Wellbeing Appraisal (IWBA): demonstrating how NWRTP policies will contribute to well-being, supported by impact assessments that consider matters such as the environment, health, equality and biodiversity. A Non-Technical Summary supports the IWBA.

A questionnaire helped people to submit their comments on the consultation documents. The feedback received has been analysed and carefully considered, which has helped inform amendments and improvements to the final copies ready for Welsh Government consideration and approval.

1.2 Alignment with statutory procedures

The NWRTP adopts a collaborative and involved approach, considering the requirements of the Wellbeing of Future Generations (Wales) Act. Engagement with stakeholders has helped shape the NWRTP, for example the Welsh Government, local authorities and Transport for Wales have told us about what they want to see for the transport system in North Wales.

It is a legal requirement for responsible authorities to undertake Strategic Environmental Assessment (SEA) of plans and programmes that are subject to preparation and/or adoption by an authority at a local, regional or national level, are required by legislative, regulatory or administrative provisions and result in development that may have significant environmental effects. The NWRTP is a plan that is required by legislative provisions (CJC Regulations post the Local Government and Elections (Wales) Act 2021) and is likely to result in projects that could have significant environmental effects. SEA is therefore a statutory requirement, and the SEA process has been used as a basis for the IWBA because it is a recognised and systematic process for evaluating the environmental consequences of plans and programmes. By expanding the SEA process to include the requirements of other assessments (including Habitats Regulations, Equality Act, etc.), our IWBA delivers one cohesive assessment using a collaborative approach across the different facets of

sustainability, facilitating shared knowledge and identifying the intersectionality between the topics considered.

An IWBA scoping report was prepared and submitted to statutory consultees (including Natural Resources Wales and Cadw) for a 5-week period from the 15th October until 19th November 2024. The scoping report outlined an approach to the impact assessments as part of the IWBA, the baseline data, relevant international, national and regional plans, policies and sustainability objectives, and the assessment methodology. It also suggested IWBA objectives to set a framework for assessment (the IWBA Framework).

The IWBA was submitted alongside the draft NWRTP documents for consultation as described above, with notifications sent directly to Natural Resources Wales and Cadw seeking feedback on the consultation documents.

Natural Resources Wales submitted their response to the consultation within the consultation period, whilst Cadw did not provide any further comments beyond their scoping response. Natural Resources Wales and other comments received by individuals and organisations in connection with the IWBA have been carefully considered and, where necessary or appropriate changes have been made to address feedback. A Post Adoption Statement for the IWBA has been prepared alongside and separately to this Consultation Report, which explains how the feedback has shaped the IWBA and how the IWBA has informed the NWRTP documents accordingly.

1.3 Structure

This Consultation Report is presented in the following way:

Section 2: Approach to public consultation – a summary of how any individual or organisation could respond to the consultation, including engagement methods, activities, and publicity.

Section 3: Public consultation responses – a summary of the consultation responses, providing statistics and key themes of feedback in relation to comments received.

Section 4: How feedback has been considered – providing a 'You Said, We Did' response to the feedback received, to demonstrate how comments have been taken into account and how they have informed our final plans.

2. Approach to Public Consultation

2.1 Overview

Owing to the strategic nature of the Regional Transport Plans and wide geographic scope of those who may have an interest in transport within and connecting the regions, the CJCs agreed to take a digital-led approach to their public consultations. Ambition North Wales as the North Wales CJC discussed and agreed with its relevant committees and officer groups to undertake an online consultation with online questionnaire, complemented by more traditional methods of consultation by making documents available for people to read at public locations, a telephone hotline, and postal as well as email address for people to send their responses. Local authorities were invited to arrange local events at their discretion.

2.1.1 Questionnaire

A questionnaire was designed to help respondents submit their comments on the consultation documents. This was available to complete online in a virtual exhibition room, and in paper format when printed, provided at local events, or via copies provided in the post on request.

The questionnaire included both qualitative and quantitative questions, with optional choices, making it as easy as possible for people to have their say by responding to any question and in as little or as much detail as they preferred.

An Easy Read (Learning Disability Wales) copy of the questionnaire was produced alongside the Easy Read copy of the draft NWRTP to help everyone have their say.

A printable copy for download was also made available, seeking to reduce the environmental impact of the consultation by removing images and utilising black and white content rather than colour.

Personal information could be provided as part of the questionnaire, helping ensure transparency and accountability as part of the process, as well as to help identify the demographics of respondents (e.g. age, location, employment or educational status) and ensure a diverse range of views are represented, as well as to help consider whether the consultation has reached key stakeholder groups or communities.

A copy of the questionnaire and it's Easy Read version is provided at Appendix 1.

2.1.2 Data

All potential participants in the consultation were provided with a data statement made clear on the questionnaire as well as via a welcome message found in the virtual exhibition room. It confirmed that Arup was undertaking the public consultation on the North Wales Regional Transport Plan on behalf of Ambition North Wales, with a web link provided to Ambition North Wales's data policy. It explained Arup act as a Data Processor on behalf of Ambition North Wales, and at the end of the consultation all personal information is transferred to Ambition North Wales. Personal information is not retained beyond this time. When we do temporarily store information, it is stored securely in cloud infrastructure located within the EU.

2.1.3 FAQ

Supporting the public consultation was a Frequently Asked Questions (FAQ) document, which helped to set out key and important information aimed at helping people engage and respond. This included definitions, roles and descriptions of the CJC, Ambition North Wales, and the consultation documents. It also set out how people could have their say, what would happen to any personal information, next steps after the consultation, and who to contact in case of any questions or queries.

2.2 Digital-led approach and online virtual exhibition room

Arup on behalf of Ambition North Wales created a dedicated online virtual exhibition room utilising their Virtual Engage platform. This was made available for the duration of the consultation period via the advertised website: https://northwalesregionaltransportplan.virtual-engage.com/[1].

The virtual exhibition room aimed to, as far as possible, reflect a traditional 'town hall' setting, helping display information via exhibition display boards, allow interested parties to view and download the consultation documents, and provide their feedback using an online questionnaire.

This approach provided a 24/7 service, allowing anyone to access the available information, documents and have their say at any time of day over the course of the consultation period.

Display boards introduced the consultation, outlined the key policies and interventions, and set out how people could have their say alongside next steps (see Appendix 2).

A data statement and contact details by telephone, email and freepost were provided in the room to help people ask questions, request paper copies of documents or the questionnaire, and submit feedback.

All information and materials were provided in both Welsh and English languages.

Much like a register in a traditional village hall environment, the Virtual Engage platform allows people to register on the website and collects data on views and visits (see section 3.1 for details).

Screenshots of the Virtual Engage room can be found in Appendix 3.

2.3 Document deposit points

Acknowledging that some people prefer to visit and read consultation documents in person, or access the internet from community venues, paper copies were deposited at public buildings across North Wales. This included at libraries, community centres and educational centres where people could access the internet to view the proposals on request. A list of deposit points is provided in Appendix 4.

[1] This consultation website has now closed. You can find out more about the North Wales Regional Transport Plan here: https://ambitionnorth.wales/

2.4 Local events

Local authorities were invited to arrange local events at their discretion, to help people discuss the draft NWRTP and its consultation, as well as encourage participation.

The following local events were held, providing details of location, attendance and key points of discussion (based on attending local authority transport officer feedback to Ambition North Wales).

Isle of Anglesey

- Holyhead Library – 11th February 2025
- Llangefni Library – 13th February 2025

Around 15 people attended across the two events, and discussion focused on:

- Concerns around a lack of frequent buses in rural areas.
- Concerns around lack of connections between train and bus timetables which would help to ensure journeys can be continued. It was suggested a lack of timetable integration is a barrier to an integrated and uninterrupted transport experience.
- Complaints that buses often do not arrive on time and suggestions that there is a lack of consistency when it comes to bus timetables and operational services.
- Concerns around a lack of Real Time Information, which often means users don't know if the bus is late, or if they have missed it.

Flintshire

- Holywell Connects Centre – 1st April 2025
- Deeside Leisure Centre – 8th April 2025

Around 13 visitors across the two days, many of whom were councillors from Flintshire County Council or Holywell Town Council. Discussion focused on:

- Parking and Traffic Regulation Order (TRO) issues, with local concerns.
- The need for the NWRTP to promote the need for a Greenfield Station (Holywell).
- Concerns about overcrowding on trains suggesting many don't provide the needed capacity.
- Questions about the 'Red Route' which was subject to the Welsh Government's Roads Review.

Wrexham

- Wrexham Library – 7 April

Around 10 attended throughout the event, many of which were members of the public, whilst one attendee clarified they represented the Community Transport Association. Discussion focused on:

- The importance of bus services, with concerns about any potential reduction in services.
- General points around rail services, parking and cycle routes.
- General discussion around the value of community transport.
- Suggestions that whilst many in North Wales consider Liverpool and Manchester airports as key airports, Birmingham can be an easier airport to access by rail from Wrexham railway station.

2.5 Ways people could respond

Ambition North Wales consider it important to maximise participation and in doing so make it as easy as possible for people to have their say and submit their feedback. Accordingly, a range of online and more traditional methods of feedback were facilitated as described below.

2.5.1 Consultation email address

A dedicated project email address northwalesregionaltransportplan@arup.com, hosted and monitored by Arup, was set up for the consultation. The email address allowed the public and other interested parties to ask specific questions about the proposals, the consultation, request copies of documents by email or post, and/or submit their feedback. Where email responses to the consultation were received, some involved an attached copy of a completed questionnaire, and others included attached written correspondence by letter or other freeform text (not submitted in questionnaire format).

2.5.2 Consultation freephone telephone and messaging service

A telephone with voicemail answerphone service was also hosted and monitored by Arup, which provided a bilingual message. This helped people who may have difficulty accessing the internet and/or may wish to speak with members of the project team directly to ask questions of discuss their concerns. A voicemail service helped anyone leave a message involving for example a paper copy request or call-back request with contact details.

2.5.3 Consultation freepost address

To accommodate paper responses to the consultation, a freepost address was set up with the Royal Mail to allow anyone to send a response to the consultation by mail with no postage cost to them (with the fee covered by Ambition North Wales). This directed mailed responses directly to Arup's office for processing. The email, telephone and freepost address were promoted across the consultation information (Appendix 2) and associated publicity (Appendix 5).

2.6 Publicity

Ambition North Wales and its communications team led on the publicity of the consultation, seeking to make as many individuals and organisations as possible aware of the opportunity to have their say. They worked with partners and their own communications departments (including North Wales local authorities, Transport for Wales and the Welsh Government) collaboratively to help advertise the consultation through different organisations and media as summarised below. All publicity was bilingual.

2.6.1 Press releases

Ambition North Wales issued press releases at key consultation milestones, including at the launch of the consultation, to help raise awareness. Several media sources published details from the press releases, examples of these are presented in Appendix 5.

2.6.2 Website

The Ambition North Wales website was updated with a dedicated consultation page to provide information about the consultation, make key consultation documents available to download, and set out next steps. It included a link to the virtual exhibition room, encouraging people to complete

the online questionnaire or have their say by the available alternative formats. Screenshots of the published website updates can be found in Appendix 5.

2.6.3 Email notifications

Ambition North Wales maintained a stakeholder database of key contacts where contact details were in the public domain or where organisations asked to be updated about the plans. Direct emails were sent at regular intervals during the consultation to encourage engagement and responses.

2.6.4 Social media posts

Social media posts were made throughout the consultation period via Ambition North Wales's Facebook, X (formerly Twitter) and LinkedIn site, to announce the launch of the consultation, and encourage participation at regular intervals throughout the consultation period. Other interested authorities and organisations also shared or posted from their own accounts, for example including but not limited to Local Authorities and town/community councils. Screenshots with examples can be found in Appendix 5.

2.6.5 Posters

Ambition North Wales prepared and displayed posters to promote the consultation in the Welsh Government offices at Llandudno Junction (Sarn Mynach) for the duration of its length.

2.6.6 Industry events, workshops and focused meetings

Ambition North Wales attended and were guest speakers at a range of industry events, workshops and focused meetings with a view to discussing the draft NWRTP and its consultation, also encouraging feedback. Examples include the Institute of Directors North Wales on 19th March 2025, CBI North Wales Branch on 21st of March 2025, Chartered Institution of Highways & Transportation (CIHT) Cymru Wales Event and separate North Wales Planning Officers Group on 4th April 2025. A regional transport workshop was held with the Design Commission for Wales on 7th April 2025. Throughout draft Plan development Ambition North Wales has also met with North Wales local authority officers and members, as well as the Eryri National Park Authority through its CJC responsibilities in connection with transport and strategic planning. It also met with the North and Mid Wales Trunk Road Agent in connection with the strategic road network, and Transport for Wales in connection with the rail network. At least monthly meetings have also been held with the Welsh Government about the NWRTP and its consultation, which has led to officer feedback outside the consultation, which has informed the plans.

3. Public Consultation Responses

3.1 Overview

Whilst individuals and organisations were encouraged to submit formal responses using the provided feedback questionnaire, some provided emailed or postal free form responses. All have been taken into account, when received during the consultation period. Three responses were received after the consultation period had ended. One of those was from an organisation that explained a technological issue and Ambition North Wales accepted the late response applying its discretion. The other two late responses were not accepted but have been considered outside of this Consultation Report by Ambition North Wales, and direct correspondence has continued to help address feedback.

A total of 1,684 responses were received and accepted. Of those,

- 199 responses were received through the online exhibition room (Virtual Engage).
- There were 51 emailed responses (including 2 using the Easy Read questionnaire form).
- 13 participants responded using the paper feedback questionnaire via post.
- 1,421 were associated with a coordinated campaign response from Wildlife Trusts Wales.

Of the 199 Virtual Engage responses, 49 email responses and 15 postal responses who provided personal data as part of their submission:

- 7% were under 25, 17% were between 25-39, 42% were between 40-60 and 33% were 60+.
- 53% identified as male and 47% identified as female.
- 87% identified as not having a disability and 13% identified themselves as disabled.
- 70% identified as being in employment and 13% identified as being in education/training.

Those who provided personal data as part of their questionnaire response confirmed their post code, which helps identify their location. The results are set out in Table 1 and Figure 1 below.

Table 1: Location of questionnaire respondents (VE included) based on postcode provided.

Local Authority	Conwy	Denbighshire	Flintshire	Gwynedd	Isle of Anglesey	Wrexham	Other Wales	Outside of Wales
Total Number of respondents	36	14	62	26	26	11	3	3



Figure 1: Location of Virtual Engage room respondents (extract focusing on North Wales).

The majority of those who submitted a Wildlife Trusts Wales campaign response provided a name and postcode. This also helps us identify their location. It should be noted that some postcodes could not be found, which may have been a user error. The results are set out in Table 2 and Figure 2 below.

Table 2: Location of campaign respondents based on postcode provided.

Local Authority	Conwy	Denbighshire	Flintshire	Gwynedd	Isle of Anglesey	Wrexham	Other Wales	Outside of Wales
Total Number of respondents	139	101	245	113	70	55	67	618

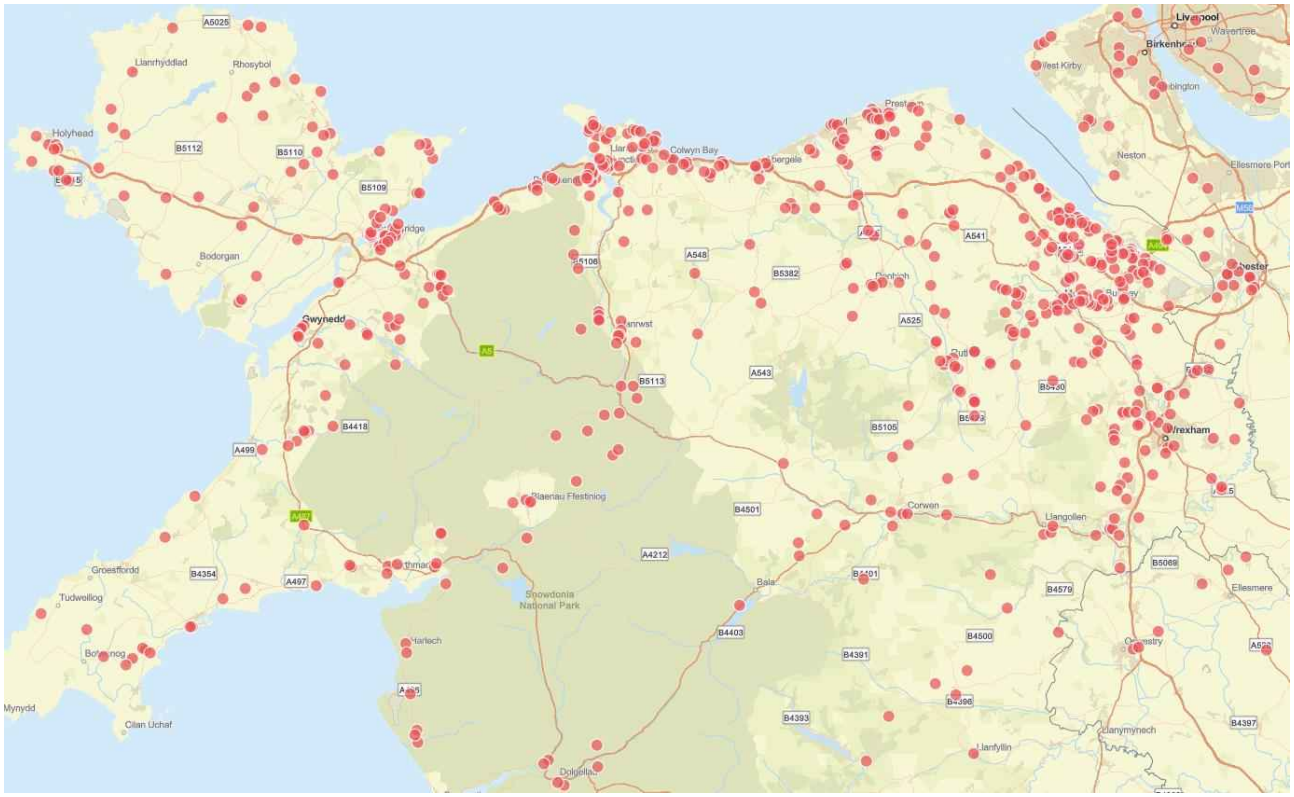


Figure 2: Location of campaign respondents based on postcode provided (extract focusing on North Wales).

The responses were checked to make sure that there were no duplicate responses counted. After reviewing the data, we removed any repeated entries.

The sections below provide an overview of each question asked during the public consultation. Where respondents were able to provide a qualitative response, a coding and analysis exercise has been undertaken to provide feedback themes for each question and applying professional judgement.

A full response has been given to all comments in Section 4.

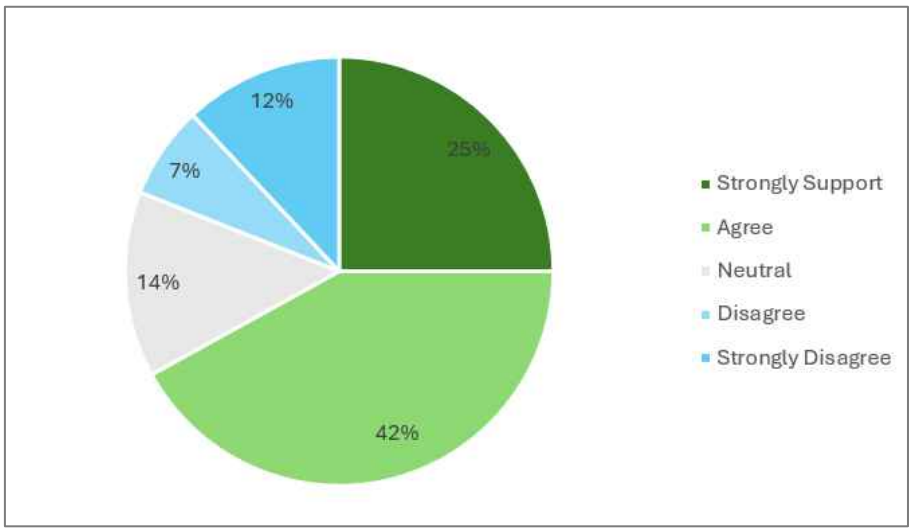
Given the questionnaire allowed anyone to complete any question, some chose to answer every question, whilst others chose to answer one or more. As such, included in the analysis of each question is also a numerical value of how many responses were received in relation to each question, to help provide context.

3.2 Regional Transport Plan

3.2.1 To what extent do you support the vison and objectives set out in our draft Regional Transport Plan?

213 participants provided their views on this question. Figure 1 below provides a visual illustration of the quantitative results. It shows that 67% selected that they either agreed or strongly agreed, 14% said they were neutral, and 19% selected that they either disagreed or strongly disagreed.

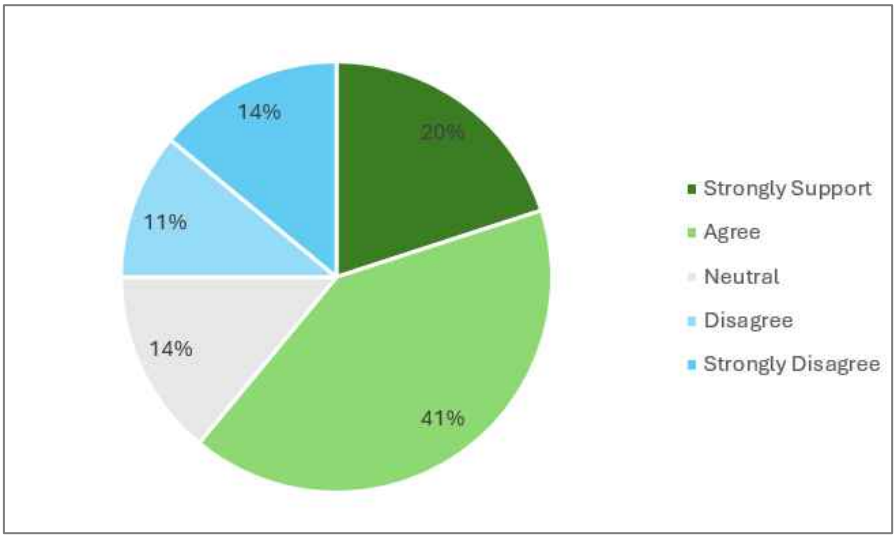
Figure 3: Reponses to 'To what extent do you support the vision and objectives set out in our Regional Transport Plan?'



3.2.2 To what extent do you support the policies and interventions set out in out draft Regional Transport Plan?

200 participants provided their views on this question. Figure 2 below provides a visual illustration of the quantitative results. It shows that 61% selected that they either agreed or strongly agreed, 14% said they were neutral, and 25% selected that they either disagreed or strongly disagreed.

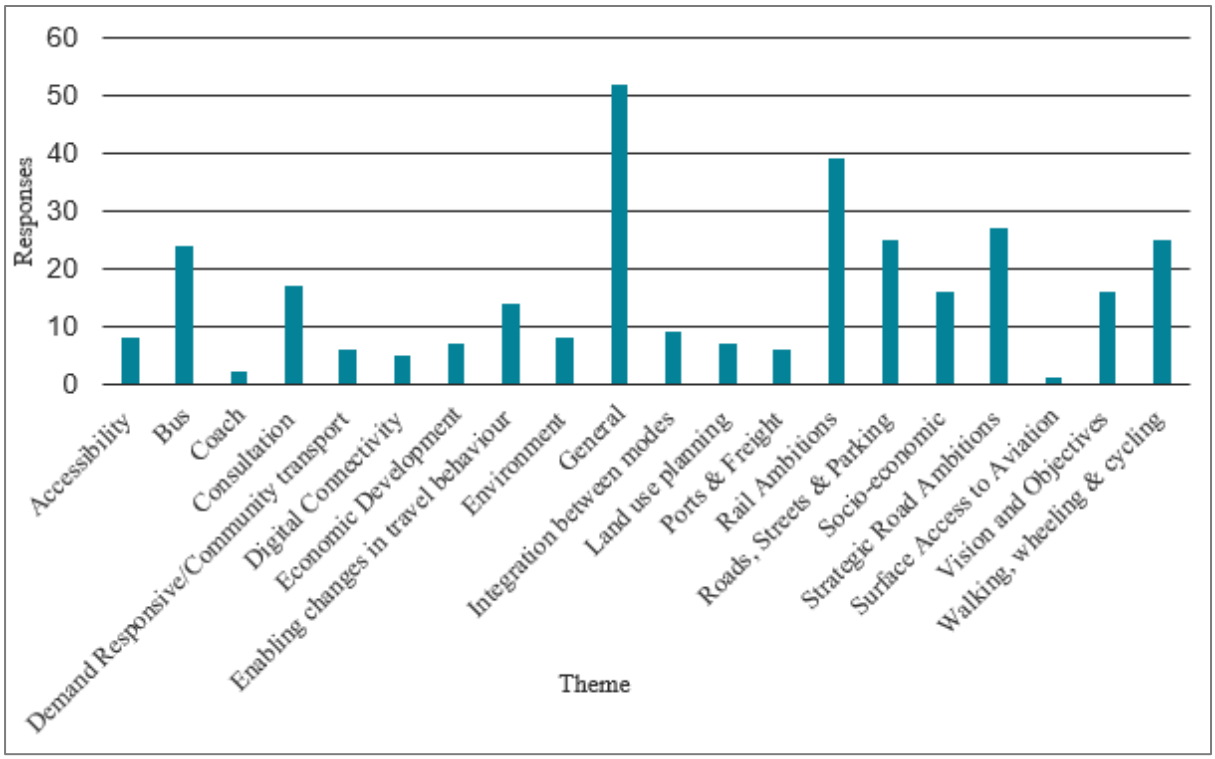
Figure 4: Reponses to 'To what extent do you support the policies and interventions set out in out draft Regional Transport Plan?'



3.2.3 Please tell us what you think about our draft Regional Transport Plan or make alternative suggestions here.

159 participants responded to this question. Outlined below is a high-level summary of the key themes raised within the comments received in response to the draft Regional Transport Plan. Details and responses are provided in Appendix 6.

Figure 5: Key themes raised by respondents in response to the draft Regional Transport Plan.



Accessibility: 8 respondents provided feedback on this topic. 6 respondents commented on the importance of transport links to rural areas. The other 2 respondents suggested there should be a greater focus on improving sustainable/active travel for commuters.

Bus: 24 respondents fed back on this topic, 12 of the respondents focused on the importance of a reliable service, with increased frequency. PT1 had 1 comment of support, and 1 comment of opposition. 3 respondents stated that bus fares are too expensive. Other respondents provided feedback on, bus routes, privacy, and connection between bus services.

Coach: 2 respondents provided feedback on this topic. 1 respondent focused on the role coaches can play in connectivity across North Wales, whereas the other respondent commented on the bias toward road transport compared to rail.

Consultation: 17 respondents fed back on this topic, with 16 providing suggestion on how the consultation documents could be improved. 1 respondent supported the consultation documents and process.

Demand Responsive/Community transport: 6 respondents provided feedback on this topic. 3 comments focused on Fflecsi, the other comments focused on investment, tourists and criticism of the plan for not addressing community transport.

Digital Connectivity: 5 respondents fed back on this top, 3 provided alternative suggestions around digitalisation at bus stops and an integrated application. 2 focused on broadband speed.

Economic Development: 7 respondents provided feedback on this topic, providing suggestions on housing and infrastructure, freight routes, and the Holyhead hydrogen hub.

Enabling changes in behaviour: 14 respondents fed back on this topic, with 7 providing suggested alternatives on specific routes, incentives for change, and funding mechanisms. 3 respondents provided general feedback. The other respondents focused on support for Policy LU1, safety concerns and specific local authority areas.

Environment: 8 respondents fed back on this topic, 5 focussed on climate change/net-zero. 1 respondent stated concerns around insufficient emphasis on landscape and visual topics, another respondent stated concerns about the cross-cutting themes excluding decarbonisation and climate resilience.

General: 52 respondents fed back on this topic, 21 were in support of the NWRTP, 17 were in opposition. The other respondents focused on highlighting concerns around funding, reliability, timescales, rural areas, and providing suggestions.

Integration between modes: 5 respondents provided feedback on this topic, 4 of these were suggested alternatives around use of bikes on public transport, specific routes, coaches on train routes and secure parking. 1 respondent agreed with integrating transport modes, but not at the expense of the natural environment.

Land Use Planning: 7 respondents fed back on this topic, with 3 opposing the transition to Electric Vehicles (EV). 1 respondent questioned the roll out of EV charging to meet the targets set by the UK Government. The other respondents provided suggested alternatives and questioned SRN Aspiration 3 and Policy RS1.

Ports & Freight: 6 respondents fed back on this topic, 5 provided suggested alternatives and additional policies around rail freight to Holyhead, other routes, and working in partnerships. 1 respondent provided support for the improvements to key routes which will facilitate efficient movement of goods.

Rail Ambitions: 39 respondents fed back on this topic, 22 of these provides suggested alternatives, including 17 highlighting the omission of Greenfield Station. 12 respondents focused on stations and routes and the other respondents focused on reliability and frequency.

Roads, streets and parking: 25 respondents fed back on this topic, with 4 respondents stating their disagreement with 20mph speed limits. Other respondents focussed on the transition to EV, funding, ongoing maintenance, and specific policies.

Socio-economic: 16 respondents fed back on this topic, with 4 focusing on the health and wellbeing of people in North Wales. 4 respondents focused on tourism impacts in the area. The other respondents commented on impacts and suggestions on culture, commuting, economic growth and the inclusivity of rural areas.

Strategic Road Ambitions: 27 respondents fed back on this topic. 5 respondents commented on the Flintshire 'Red Route' with 4 opposing it and 1 supporting it. 5 respondents mentioned specific policies including SRN 3, SRN 4, and SRN 5. 3 respondents expressed objections and 1 respondent supports the Strategic Road Ambitions. The other respondents provided suggested alternatives relating to speed limits, traffic management, and highways systems.

Surface access to aviation: 1 respondent stated the need for more frequent and direct train routes in North Wales to an airport.

Vision & Objectives: 16 respondents provided feedback on this topic, 2 in support, and 2 in opposition of the Vision & Objectives. 2 respondents questioned how the vision & objectives would

be funded. The rest of the respondents highlighted; policy, challenges for rural areas, existing transport challenges and general feedback.

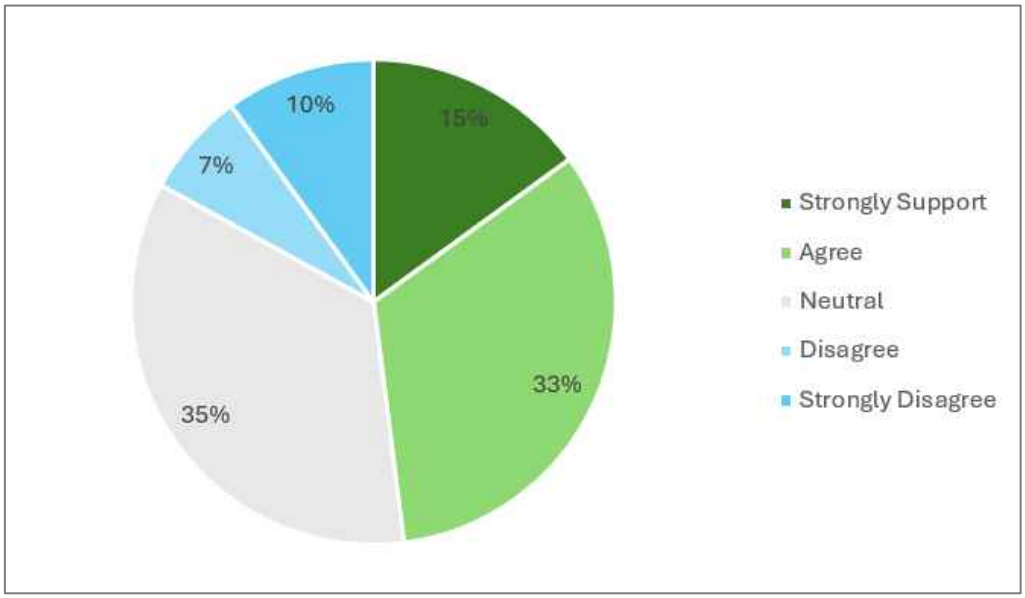
Walking, wheeling and cycling**:** 25 respondents fed back on this topic, 7 respondents raised concerns around safety. The other respondents focussed on suggested improvements and general feedback. 2 respondents opposed the plan, and 2 fed back their support for the plan.

3.3 Monitoring and Evaluation Plan

3.3.1 To what extent do you support the approach we have taken to our draft Monitoring and Evaluation Plan?

207 participants provided their views on this question. Figure 3 below provides a visual illustration of the quantitative results. It shows that 48% selected that they either agreed or strongly agreed, 35% said they were neutral, and 17% selected that they either disagreed or strongly disagreed.

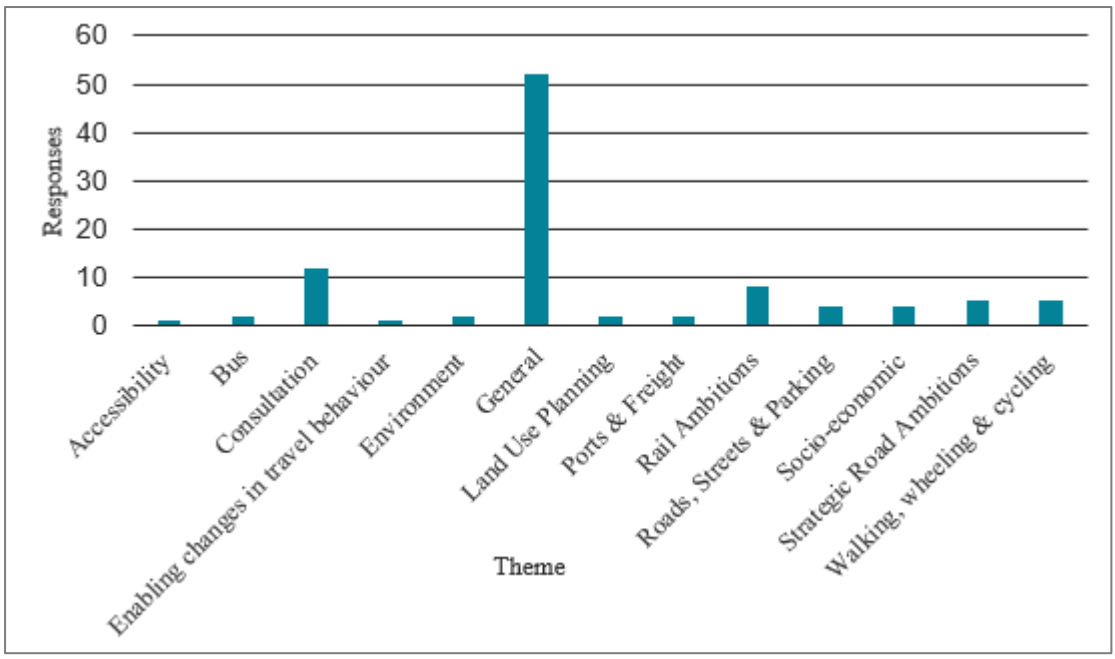
Figure 6: Reponses to 'To what extent do you support the approach we have taken to our draft Monitoring and Evaluation Plan?'



3.3.2 Please tell us what you think about our draft Monitoring and Evaluation Plan or make alternative suggestions here.

81 participants responded to this question. Outlined below is a high-level summary of the key themes raised within the comments received in response to the draft Monitoring and Evaluation Plan. Details and responses are provided in Appendix 6.

Figure 7: Key themes raised by respondents in response to the draft Monitoring and Evaluation Plan.



Accessibility: 1 response was received for this topic highlighting the importance of access to travel/transport services, particularly regarding higher frequency train services.

Bus: 2 respondents fed back on this topic, 1 highlighting the importance of using existing bus infrastructure, like electric buses, before investing further, while another supported the opportunity to collaborate when decarbonising the public sector bus fleet and cross border infrastructure design.

Consultation: 12 respondents fed back on this topic, 9 of which presented views of opposition or concern for the consultation process, particularly when it came to access consultation documents. Other responses expressed support for the process, appreciating the opportunity for feedback, while others highlighted the need to use the feedback given to improve the plan, with suggestions of using focus groups or local councillors to monitor satisfaction at various stages of the NWRTP implementation.

Enabling changes in behaviour: 1 response was received on this topic highlighting the need to use existing public bus and train services to accommodate school transport, so students are used to using public transport, enabling behaviour change, and reducing duplicating services, supportive of policy CB10.

Environment: 2 respondents fed back on this topic. 1 respondent was opposed to speed limit reductions as they considered this to reduce air quality. Another respondent questioned how the plan aims to measure environmental impacts of road schemes.

General: 52 respondents fed back on this topic, of which 21 expressed overall support, while 15 respondents expressed opposition or concern for the plan. Other respondents highlighted areas where the monitoring and evaluation plan could be further refined to provide more clarity, especially when it comes to monitoring measures. Remaining comments were made around including all local authority areas and the need to invest in public transport to unlock opportunities across the region.

Land Use Planning: 2 respondents fed back on this topic, both referring to EV infrastructure, expressing concern of the future of EV charging without grid resilience and suggesting the need to include the national procurement framework to streamline the procurement process ensuring consistency across all regions.

Ports & Freight**:** 2 respondents fed back on this topic. 1 respondent highlighted support for freight movement on railways, with another offering a suggestion to integrate the combination of HGVs in the Regional Plan.

Rail Ambitions**:** 8 respondents fed back on this topic, with 7 of the responses highlighting the need to include Greenfield Station in the plans. A further response supported hourly rail services between Crewe and Llandudno.

Roads, streets and parking**:** 4 respondents fed back on this topic, 2 of which opposed the implementation of the Welsh Government's 20mph policy. Others highlighted the need for better road links and improvement to congestion sites across the region, with a further comment suggesting a focus on the financial incentives of EV should be included in NWRTP.

Socio-economic**:** 4 respondents fed back on this topic with themes of health and well-being and the inclusivity of rural areas. Respondents also suggested that the needs of work travel had been overlooked, and that school travel should be undertaken on public transport.

Strategic Road Ambitions: 5 respondents fed back on this topic. Opposition was expressed for ambitions SRN2, SRN3 and SRN4, while others expressed the need to improve road links and congestion sites.

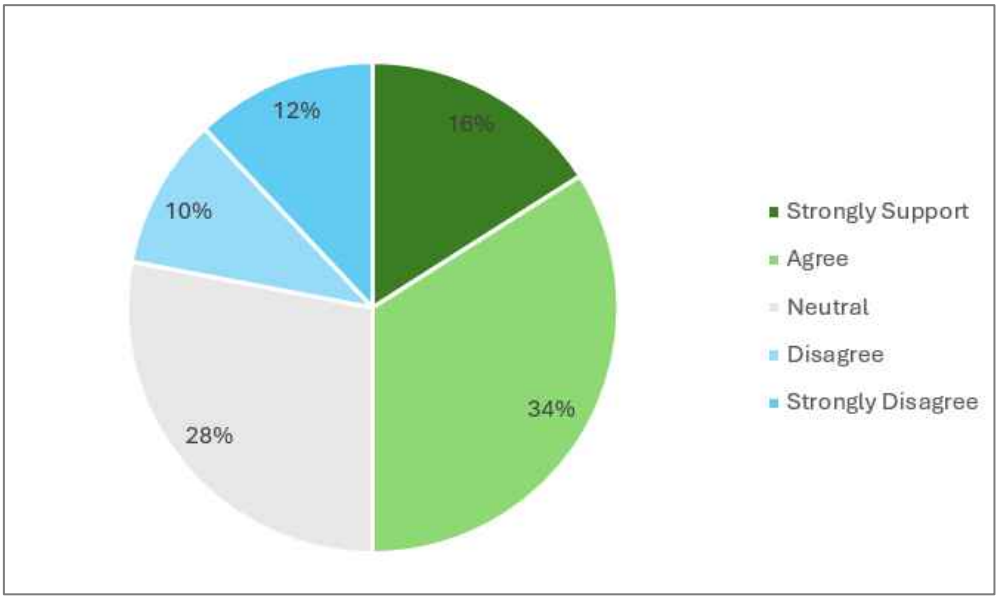
Walking, wheeling and cycling**:** 5 respondents fed back on this topic, with 2 responses in support and 2 in opposition of schemes. A further comment was made suggesting that the Monitoring and Evaluation Plan should provide better monitoring of active travel and links to health and well-being should be better recognised.

3.4 Regional Transport Delivery Plan

3.4.1 To what extent do you agree with the approach we have taken to our draft Regional Transport Delivery Plan?

202 participants provided their views on this question. Figure 4 below provides a visual illustration of the quantitative results. It shows that 50% selected that they either agreed or strongly agreed, 28% said they were neutral, and 22% selected that they either disagreed or strongly disagreed.

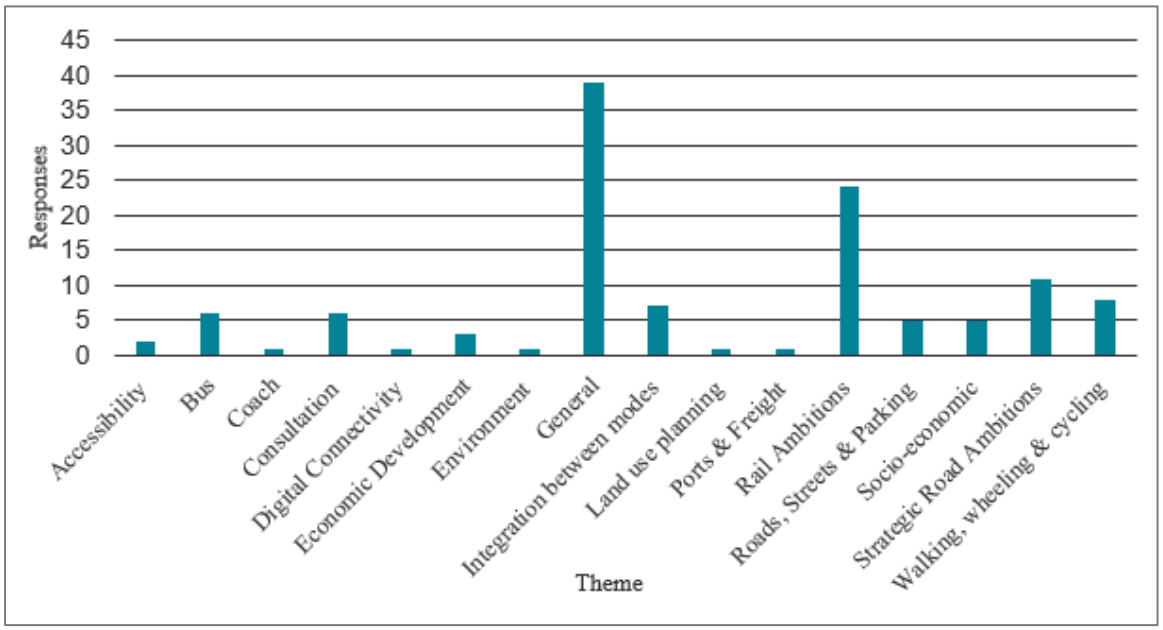
Figure 8: Reponses to 'To what extent do you support the approach we have taken to our draft Monitoring and Evaluation Plan?'



3.4.2 Please tell us what you think about our draft Regional Transport Delivery Plan or make alternative suggestions here.

85 participants responded to this question. Outlined below is a high-level summary of the key themes raised within the comments received in response to the draft Regional Transport Delivery Plan. Details and responses are provided in Appendix 6.

Figure 9: Key themes raised by respondents in response to the draft Regional Transport Delivery Plan.



Accessibility: 2 respondents fed back on this topic regarding access to travel / transport services, particularly greater accessibility to trains and buses for disabled individuals.

Bus: 6 respondents fed back on this topic highlighting the need for better bus infrastructure, the need to increase frequency and reliability of services, as well as thought that the plan does not improve the current situation in North Wales.

Coach: 1 respondent fed back on this topic questioning the need for a new express coach which is considered to duplicate the existing rail network.

Consultation: 6 respondents fed back on this topic, considering documents and feedback options to be complicated with wider engagement needed.

Digital connectivity: 1 respondent fed back on this topic expressing support for digital infrastructure at bus stops, supporting policy DC3.

Economic Development: 3 respondents fed back on this topic all considering the greater connectivity provided by the plan will greatly support economic development of North Wales.

Environment: 1 respondent fed back on this topic with concerns for biodiversity when developing active travel routes.

General: 39 respondents fed back on this topic, with expressions of general sentiment, and comments around the need to improve public transport in general, and for local authority areas to be prioritised.

Integration between modes: 7 respondents fed back on this topic expressing support or suggesting additions to plans including comments on intermodal ticketing, additional interchange locations and connections to community transport. General support was given to new park and ride facilities, supporting policy IN5.

Land use planning: 1 respondent fed back on this topic regarding policy development to include better links to multi-department planning.

Ports and freight: 1 respondent fed back on this topic suggesting more emphasis should be make on alternative fuel sources such as hydrogen and hydrogen vehicle solutions, discussed in policy PF4.

Rail Ambitions: 24 respondents fed back on this topic, 11 of which highlight the need for Greenfield Station with further comments suggesting other routes and stations that should be considered. Others expressed that the plan did not offer a serious vision for rail improvement, while others support the plans' improvements.

Roads, streets and parking: 5 respondents fed back on this topic including support and opposition to EV plans, safety concerns along specific routes, the need to improve road links and requests to remove 20mph speed limits.

Socio-economic: 5 respondents fed back on this topic with comments regarding the need to include rural areas, the need to prioritise schemes that offer economic growth and for further consideration to be given to the tourism sector.

Strategic Road Ambitions: 11 respondents fed back on this topic including suggested changes on specific schemes and policies (SRN2&3), the need to incorporate references to highway network improvements, opposition to inclusion of road infrastructure and the Red Route.

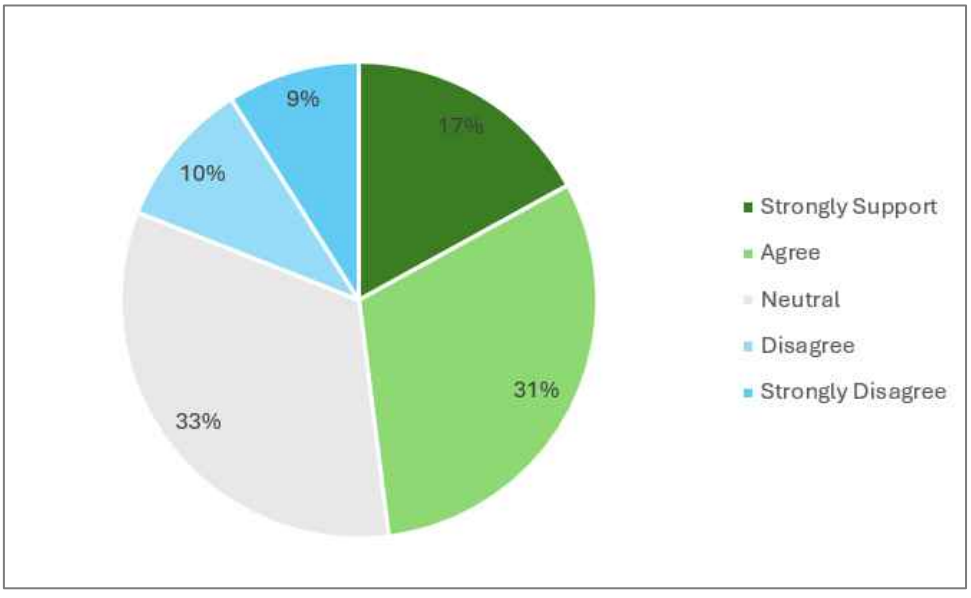
Walking, wheeling and cycling: 8 respondents fed back on this topic suggesting changes to or additional policies, with supporting improvements to active travel while others opposing plans in favour of the private car.

3.5 Integrated Well-being Appraisal

3.5.1 To what extent do you support the approach we have taken to our draft Integrated Well-being Appraisal?

193 participants provided their views on this question. Figure 5 below provides a visual illustration of the quantitative results. It shows that 48% selected that they either agreed or strongly agreed, 33% said they were neutral, and 19% selected that they either disagreed or strongly disagreed.

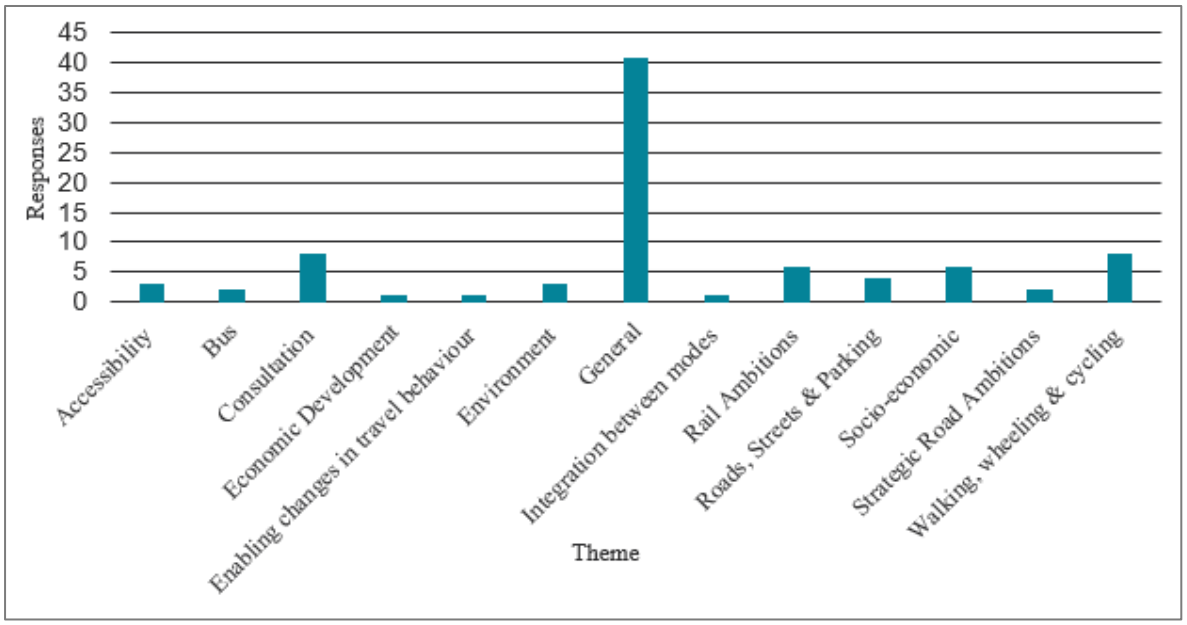
Figure 10: Reponses to 'To what extent do you support the approach we have taken to our draft Integrated Well-being Appraisal?'



3.5.2 Please tell us what you think about our draft Integrated Well-being Appraisal or make alternative suggestions here.

66 participants responded to this question. Outlined below is a high-level summary of the key themes raised within the comments received in response to the draft Integrated Well-being Appraisal. Details and responses are provided in Appendix 6.

Figure 11: Key themes raised by respondents in response to the draft Integrated Well-being Appraisal.



Accessibility: 3 respondents fed back on this topic, highlighting the importance of access to travel/transport services, particularly that active travel is not suitable for everyone, and that well-being is aided by good access to services.

Bus: 2 respondents fed back on this topic highlighting the need for increased frequency and reliability of services with rural bus services being reduced, not running at convenient times and bus journeys taking too long to be an efficient alternative mode.

Consultation: 8 respondents fed back on this topic expressing concern/opposition to the overall consultation process specifically considering there to have been an overall lack of engagement, particularly with minority groups, and that consultation materials to be inadequate.

Economic Development: 1 response was received on this topic regarding connectivity, expressing support to reopen Anglesey airport.

Enabling changes in travel behaviour: 1 response was received on this topic expressing support for Policy CB10 and CB11, specifically discussing the need to include education for institutions that can make a difference to the culture and attitude of residents.

Environment: 3 responses were received on this topic including a request to re-wild roadside verges. Comments also expressed opposition to the contents of the IWBA.

General: 42 respondents fed back on this topic mostly expressing overall support or opposition/concern for the IWBA. Overall support comments considered the IWBA to encourage the use of public transport and improve health through walking and cycle and supported the plans approach to but well-being of the environment and population at the heart of the plan. Those who presented opposition to the plan consider that it does not meet the well-being needs of local people and that it fails to assess the impractical issues of transport or any knock-on effects of road infrastructure development on local communities.

Other opposition is more general considering the plan to be not necessary / use of public funds, that does not work for rural areas with ideas presented as 'anti-motorist'. Policy development and existing transport challenges were also discussed here with integration and well-being highlighted as important for further development of proposals.

Integration between modes**:** 1 response was received on this topic highlighting the need to collaborate with bus, coach and train providers also with existing and potential customers to plan integration effectively and move away from car use.

Rail Ambitions**:** 6 respondents fed back on this topic suggesting additional stations or routes that should be added to the plan, especially Greenfield Station, and the need for more frequent and reliable services.

Roads, Streets and Parking**:** 4 respondents fed back on this topic with some suggesting that improving road links and congestion points across the region is the primary requirement of the plan, while others stress the need that building new roads is not effective and that ongoing maintenance issues should be addressed first.

Socio-economic**:** 6 respondents fed back on this topic highlighting the need to improve the local area for local people before accommodating others. Health and wellbeing were also highlighted with some respondents supporting the engagement of public transport and active travel uptake, with others expressing concern as active travel is not suitable for all.

Strategic Road Ambitions**:** 2 respondents fed back on this topic focusing on specific policy (SRN5) arguing that traffic management is needed rather than building a new Menai crossing, citing environmental reasons. Other responses highlight opinions that improving road links across the region is the primary requirement.

Walking, wheeling and cycling**:** 8 respondents fed back on this topic. While some support the plans, others concerned active travel measures to be impractical for rural areas, local communities and drivers. Others highlighted the need for active travel plans to provide an integrated network, not just making minor improvements. It was also highlighted that more cycle routes are required with pedestrians and cyclists segregated where possible to reduce safety concerns.

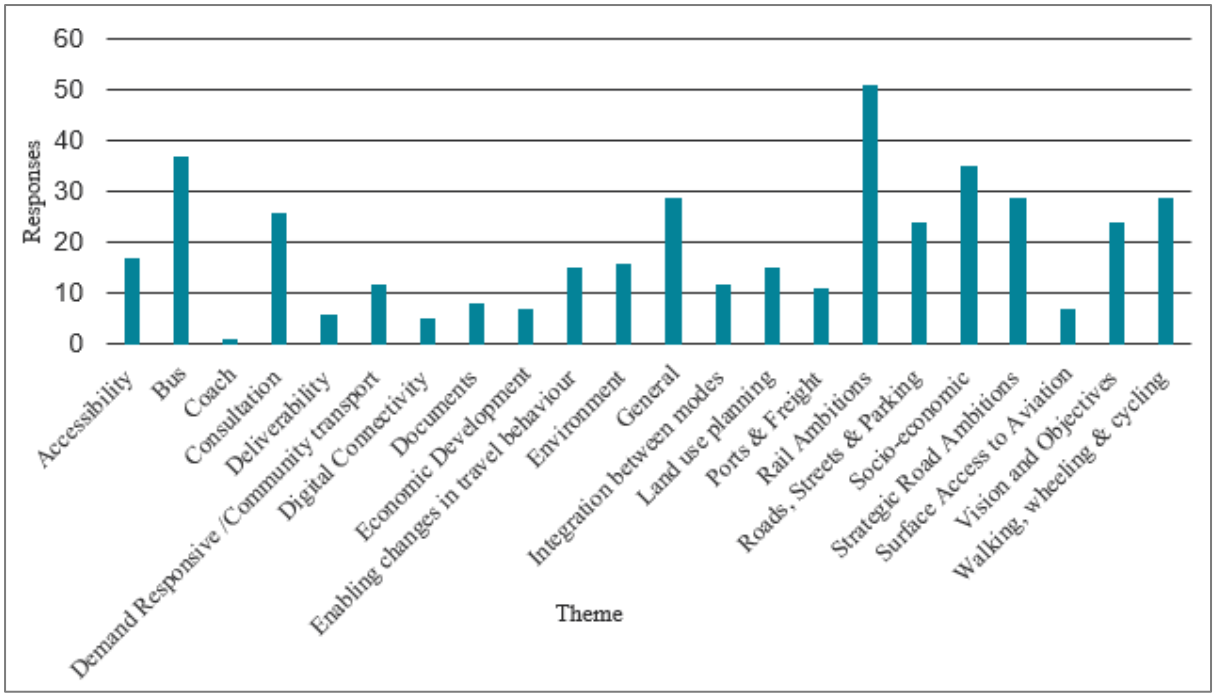
3.6 Any other comments

3.6.1 Do you have any other comments about this consultation or our proposals?

Outlined below is a summary of the key themes raised within the 'other' comments received in response to the draft North Wales Transport Plan. This summary accounts for the responses received through the online virtual engage platform and received via email in relation to the given focus area. For clarity, any submissions (apart from the campaign responses, which are considered in Appendix 6, which have been received not in our template questionnaire format (e.g. freeform responses) have been considered here.

157 participants provided their views on or in relation to this question.

Figure 12: Key themes raised by respondents in response to any other questions.



Accessibility**:** 17 respondents fed back on this topic highlighting issues around access to travel, service times, and challenges rural communities face.

Bus**:** 37 respondents provided their views on this topic, with the majority of respondents focusing on bus infrastructure. Other respondents focused on the routes, frequency and reliability of current services.

Coach**:** 1 respondent fed back on this topic, providing their support for the upgrade of coaches on uncovered routes.

Consultation**:** 26 respondents provided feedback on this topic, suggesting the consultation was inadequate or involved inaccessible materials.

Deliverability: 6 respondents fed back on this topic, the most common theme raised was the availability of funding.

Demand responsive/Community transport**:** 12 respondents provided their views on this topic, with the majority highlighting the need for community transport.

Digital Connectivity: 5 respondents fed back on this topic, with the majority in support of digital connectivity. Broadband speed was noted to need improvement in rural areas.

Economic Development: 7 respondents provide their views on this topic, the main themes raised were connectivity, freight access and investment zones.

Enabling changes in travel behaviour: 15 respondents fed back on this topic, the majority of respondents provided suggested alternatives around, pricing, supporting walking, with funding and safety concerns also being raised.

Environment**:** 16 respondents provided feedback on this topic, with the majority highlighting the impacts on climate change and net zero.

General**:** 37 respondents provided general feedback, with supportive and opposition comments. 8 comments were made in relation to specific documents; 4 for the RTDP, 3 for the IWBA and 1 for the M&E.

Integration between modes**:** 12 respondents provided their views on this topic, with the majority of comments focussed on suggested alternatives and additional policies including integrated ticketing, creating new onward links and improving current transport links.

Land use planning**:** 15 respondents fed back on this topic, the majority were in support of the plan with suggested alternatives added including increasing cycling provision, and decarbonisation.

Ports & Freight**:** 11 respondents provided feedback on this topic, the comments provided additional suggestions to improve port and freight links including increasing the number of bridges, decreasing long distance commuting and specific routes.

Rail Ambitions: 51 respondents fed back on this topic, a large proportion of respondents focussed on the need for a Greenfield Station. Other responses included suggested new routes and stations.

Roads, Streets and Parking: 24 respondents provided their views on this topic, the themes included ongoing maintenance, EV opposition, suggested alternatives, and environmental concerns.

Socio-economic**:** 35 respondents fed back on this topic, focused on tourism, suggested alternatives, health and well-being, and travel to work.

Strategic Road Ambitions**:** 29 respondents provided their views on this topic, the majority of respondents provided suggested alternatives including specific routes, route types and upgrading current roads.

Surface access to aviation**:** 7 respondents provided feedback on this topic, 3 of the respondents stated that opening Anglesey airport should be a priority, and 1 fed beck that there should be no improvements of access to the airports. Other comments focused on general support and frequency of public transport.

Vision and Objectives**:** 24 respondents fed back on this topic with key themes including existing transport challenges, suggested alternatives, and funding.

Walking, wheeling and cycling: 29 respondents fed back on this topic with key themes including safety concerns, health and well-being and funding.

3.7 Campaign Response

Throughout the consultation, 1,421 campaign responses were received from the Wildlife Trusts Wales in opposition to the A494/A55/ Flintshire Corridor, referred to as the 'Red Route'. Each campaign response received was very similar owing to a campaign email template promoted on the North Wales Wildlife Trust website[2]. All responses received during the consultation period have been considered.

The campaign response typically read as follows:

Please accept this as my objection to the draft North Wales Regional Transport Plan regarding its reference to the A494/A55/ Flintshire Corridor often referred to as the Red Route.

[Tailored / unique text]

I object to the inclusion of this new highway scheme in the list of 'aspirations' set out in paragraph 2 of page 39 of the consultation document, for the following reasons:

[2] home page | North Wales Wildlife Trust

- *The dual carriageway would destroy large areas of Flintshire's rich and irreplaceable wildlife, including for example, the Leadbrook ancient woodland and species-rich grassland.*
- *The new highway would create new traffic, and the resultant increase in carbon emissions, including construction-related emissions would seriously damage Wales's fight against climate change*
- *The project is not needed. Recent advances in SMART traffic technology, minor 'on-line' highway works not involving new highway construction, coupled with enhanced public and active transport would go a very long way towards addressing any congestion issues, at a small fraction of the cost and carbon budget of the Red Route.*
- *The cost has already spiralled out of control – the last Government budget update in 2019, estimated the cost of the Red Route as £300m. The cost, if the Red Route were to proceed now, would be a staggering £5700m, an increase of £207m or 70%. Even these astronomical sums are probably an underestimate.*
- *Welsh Government guidance states that Regional Transport Plans are supposed to focus on making the best use of existing transport infrastructure and help disincentivise car-use, so the inclusion of the Red Route as an aspiration runs counter to the remit of the plan.*

Please therefore delete the Red Route from the list of 'aspirational' schemes set out in the draft North Wales Regional Transport Plan.

[Name and postcode]

Where tailored / unique text was included, common themes of content included concerns about the 'Red Route' in relation to:

- Wellbeing, both mental and physical.
- Increased flood risk.
- Environmental and biodiversity impact.
- Impact on ancient woodland.
- The climate emergency.
- The cost of the route.
- The plans being unjustified.

It is not the role of Ambition North Wales to lobby for the Red Route, however the function of the Regional Transport Plan is to provide options to address transport related problems on the SRN through Flintshire, North Wales and beyond. This point has been clarified with updates to the plans.

It should be noted that the Wildlife Trusts Wales submitted a unique detailed response to the consultation, which has been considered and taken into account separately, also responded to with key themes identified in Appendix 6.

3.8 Organisational responses

Alongside individual responses to the consultation, responses were also identified to be representing organisations as follows (list may not be exhaustive):

1. Active Travel Board
2. Ambition North Wales Local Carbon Energy
3. Bangor City Council
4. Bangor University
5. Caernarfon Town Council
6. Cheshire West & Chester Council
7. CIHT Cymru
8. Community Transport Association (CTA)
9. Crafty Jo (retailer)
10. Cycling UK
11. Darwin Gray (law firm)
12. Denbighshire County Council
13. Design Commission for Wales
14. Electric Vehicle Association
15. Eryri National Park Authority
16. FI Real Estate Management
17. Friends of the Earth Ruthin
18. Gwynedd Council
19. Holywell Town Council
20. Institute of Civil Engineers (ICE) Cymru
21. Isle of Anglesey County Council
22. Llanddaniel Community Council
23. Llanengan Community Council
24. Logistics UK
25. M-SParc
26. National Trust
27. Northop Community Council
28. Natural Resources Wales
29. RML Consult (Richards, Moorehead & Laing Ltd)
30. RNIB Cymru
31. Snowdonia Hub
32. Stamp Out The Red Route and North Wales Wildlife Trust (joint response)
33. Sustrans
34. The Snowdonia Society
35. Transport for the North
36. Vision Support
37. Wrexham County Borough Council

This list helps to demonstrate a wide variety of interests engaging in the consultation and representing the economy, society, culture and environment in North Wales and beyond.

4. How feedback has been taken into account

All feedback has been carefully considered and taken into account, informing the final NWRTP and its supporting documents.

To help demonstrate how feedback has been taken into account, topics of feedback have been grouped and responses provided in a 'You Said ,We Did' approach, which can be found in Appendix 6. Where the NWRTP or any of its supporting documents have been amended to address feedback, this is explained in the responses provided.

As set out in section 1.2, a Post Adoption Statement for the IWBA has been prepared alongside and separately to this Consultation Report, which explains how the feedback has shaped the IWBA and how the IWBA has informed the NWRTP documents accordingly (in accordance with SEA and associated procedures).

The NWRTP and supporting documents are subject to Welsh Government approval, which when given will lead to the plans being adopted and published by Ambition North Wales.

Appendices

A.1 Consultation Questionnaire (English and Welsh)

Consultation on the draft North Wales Regional Transport Plan Questionnaire

The consultation runs from 20th January 2025 for 12 weeks. Please submit your response to us by 23:59pm on 14th April 2025.

Have your say

Ambition North Wales are seeking your views on the proposed Regional Transport Plan for North Wales and its supporting documents, which include a monitoring and evaluation plan, delivery plan for local authority schemes, and an integrated well-being appraisal.

You can view our plans and respond to our consultation by completing a questionnaire online, available in our virtual exhibition room here: **https://northwalesregionaltransportplan.virtual-engage.com/**

Alternatively, you can email responses to **northwalesregionaltransportplan@arup.com**

Or, write to us and post printed copies of the questionnaire to: **FREEPOST UGC / ANW**

If you'd like to speak to us about our plans, you can also call us on: **01172 405 350**

Paper or alternative copies can be provided to you on request by emailing us or leaving us a message on our telephone service (details above).

We will carefully consider all the feedback we receive, which will be used to update and finalise our plans. We are aiming to publish and adopt our Regional Transport Plan in the Summer 2025.

About you

The following information is optional for you to provide, but by providing us with this data it will help us to understand who has participated in this consultation, which will provide insight on whether comments received are representative of the community in North Wales. It will also help us to consider how to undertake similar consultations in the future. We would only use this information to contact you should we have any unforeseen technical issues with your responses.

If you do not want to complete this section of the form, please only provide us with your postcode, which will help us understand from where people are having their say.

Postcode

First Name / Last Name

Age

☐ under 25 ☐ 25-39 ☐ 40-60 ☐ 60+

Gender

☐ male ☐ female ☐ non-binary

☐ prefer to self-describe ☐ prefer not to say

other

Do you consider yourself to be disabled?

☐ Yes ☐ No

Are you in employment?

☐ Yes ☐ No

Are you in education or training?

☐ Yes ☐ No

Email address



Data protection

Arup is undertaking a public consultation on the North Wales Regional Transport Plan on behalf of Ambition North Wales. Ambition North Wales's data policy can be found here: Data protection (llyw.cymru). Arup act as a Data Processor on behalf of Ambition North Wales. At the end of the consultation all personal information is transferred to Ambition North Wales. Personal information is not retained beyond this time. When we do temporarily store your information, it is stored securely in our cloud infrastructure located within the EU.

Your feedback including any comments will be anonymised and used to help us finalise our proposals. A record of comments may be produced that could be published. Comments will not be made attributable to any individual or organisation if this happens.

Questions

All questions are optional.

1. Regional Transport Plan

B. To what extent do you support the vision and objectives set out in our draft Regional Transport Plan?

- Strongly support
- Support
- Neutral
- Disagree
- Strongly disagree

C. To what extent do you support the policies and interventions set out in our draft Regional Transport Plan?

- Strongly support
- Support
- Neutral
- Disagree
- Strongly disagree

D. Please tell us what you think about our draft Regional Transport Plan or make alternative suggestions here . . .

2. Monitoring and Evaluation Plan

A. To what extent do you support the approach we have taken to our draft Monitoring and Evaluation Plan?

- Strongly support
- Support
- Neutral
- Disagree
- Strongly disagree

B. Please tell us what you think about our draft Monitoring and Evaluation Plan or make alternative suggestions here . . .

3. Regional Transport Delivery Plan

A. To what extent do you support the approach we have taken to our draft Regional Transport Delivery Plan?

- Strongly support
- Support
- Neutral
- Disagree
- Strongly disagree

B. Please tell us what you think about our draft Regional Transport Delivery Plan or make alternative suggestions here . . .

4. Integrated Well-being Appraisal

A. To what extent do you support the approach we have taken to our draft Integrated Well-being Appraisal?

- Strongly support
- Support
- Neutral
- Disagree
- Strongly disagree

B. Please tell us what you think about our draft Integrated Well-being Appraisal or make alternative suggestions here . . .

5. Any other comments

Do you have any other comments about this consultation or our proposals?

Ymgynghoriad ar Gynllun Trafnidiaeth Rhanbarthol drafft Gogledd Cymru

Holiadur

Mae'r ymgynghoriad yn rhedeg o 20 Ionawr 2025 am 12 wythnos. Anfonwch eich ymateb atom erbyn 23:59pm ar 14 Ebrill 2025.

Dweud eich dweud

Mae Uchelgais Gogledd Cymru yn ceisio'ch barn ar Gynllun Trafnidiaeth Rhanbarthol arfaethedig Gogledd Cymru a'i ddogfennau ategol, sy'n cynnwys cynllun monitro a gwerthuso, cynllun cyflawni ar gyfer cynlluniau awdurdodau lleol, ac arfarniad llesiant integredig.

Gallwch weld ein cynlluniau ac ymateb i'n hymgynghoriad drwy lenwi holiadur ar-lein, sydd ar gael yn ein hystafell arddangos rithwir yma: **https://northwalesregionaltransportplan.virtual-engage.com/**

Fel arall, gallwch e-bostio ymatebion i **northwalesregionaltransportplan@arup.com**

Neu, ysgrifennwch atom a phostiwch gopïau argraffedig o'r holiadur at:
FREEPOST UGC / ANW

Os hoffech siarad â ni am ein cynlluniau, gallwch hefyd ein ffonio ar: **01172 405 350**

Gellir darparu copïau papur neu amgen i chi ar gais drwy anfon e-bost atom neu adael neges i ni ar ein gwasanaeth ffôn (manylion uchod).

Byddwn yn ystyried yr holl adborth a gawn yn ofalus, a fydd yn cael ei ddefnyddio i ddiweddaru a chwblhau ein cynlluniau. Ein nod yw cyhoeddi a mabwysiadu ein Cynllun Trafnidiaeth Rhanbarthol yn Haf 2025.

Amdanoch chi

Mae'n ddewisol i chi ddarparu'r wybodaeth isod ond trwy ddarparu'r data hwn i ni, bydd yn ein helpu i ddeall pwy sydd wedi cymryd rhan yn yr ymgynghoriad hwn, a fydd yn rhoi cipolwg p'un a yw'r sylwadau a dderbynnir yn gynrychioliadol o'r gymuned yng Ngogledd Cymru. Bydd hefyd yn ein helpu i ystyried sut i gynnal ymgynghoriadau tebyg yn y dyfodol. Byddwn ond yn defnyddio'r wybodaeth hon i gysylltu â chi os oes gennym unrhyw faterion technegol annisgwyl gyda'ch ymatebion.

Os nad ydych am gwblhau'r rhan hon o'r ffurflen, rhowch eich cod post i ni yn unig, a fydd yn ein helpu i ddeall o ble mae pobl yn cael dweud eu dweud.

Cod post

Enw Cyntaf / Cyfenw

Oedran

☐ o dan 25 ☐ 25-39 ☐ 40-60 ☐ 60+

Rhyw

☐ gwryw ☐ benyw ☐ anneuaidd

☐ well gennyf hunan-ddisgrifio ☐ mae'n well gen i beidio â dweud

arall

Ydych chi'n ystyried eich hun yn anabl?

☐ Ydw ☐ Nac ydw

Ydych chi mewn cyflogaeth?

☐ Ydw ☐ Nac ydw

Ydych chi mewn addysg neu hyfforddiant?

☐ Ydw ☐ Nac ydw

Cyfeiriad e-bost

Diogelu data

Mae Arup yn cynnal ymgynghoriad cyhoeddus ar Gynllun Trafnidiaeth Rhanbarthol Gogledd Cymru ar ran Uchelgais Gogledd Cymru. Gellir gweld polisi data Uchelgais Gogledd Cymru yma: Diogelu data (llyw.cymru) . Mae Arup yn gweithredu fel Prosesydd Data ar ran Uchelgais Gogledd Cymru. Ar ddiwedd yr ymgynghoriad mae'r holl wybodaeth bersonol yn cael ei throsglwyddo i Uchelgais Gogledd Cymru. Nid yw gwybodaeth bersonol yn cael ei chadw y tu hwnt i'r cyfnod hwn. Pan fyddwn yn storio eich gwybodaeth dros dro, caiff ei storio'n ddiogel yn ein hisadeiledd cwmwl sydd wedi'i leoli yn yr UE.

Bydd eich adborth gan gynnwys unrhyw sylwadau yn ddienw ac yn cael ei ddefnyddio i'n helpu i gwblhau ein cynigion. Gellir llunio cofnod o sylwadau y gellid eu cyhoeddi. Ni ellir priodoli sylwadau i unrhyw unigolyn neu sefydliad os bydd hyn yn digwydd.

Cwestiynau

Mae'r holl gwestiynau yn ddewisol.

1. Cynllun Trafnidiaeth Rhanbarthol

B. I ba raddau ydych chi'n cefnogi'r weledigaeth a'r amcanion a nodir yn ein Cynllun Trafnidiaeth Rhanbarthol drafft?

- Cefnogi'n gryf
- Cefnogi
- Niwtral
- Anghytuno
- Anghytuno'n gryf

C. I ba raddau ydych chi'n cefnogi'r polisïau a'r ymyraethau a nodir yn ein Cynllun Trafnidiaeth Rhanbarthol drafft?

- Cefnogi'n gryf
- Cefnogi
- Niwtral
- Anghytuno
- Anghytuno'n gryf

D. Dywedwch wrthym beth yw eich barn am ein Cynllun Trafnidiaeth Rhanbarthol drafft neu gwnewch awgrymiadau eraill yma . . .

2. Cynllun Monitro a Gwerthuso

A. I ba raddau ydych chi'n cefnogi'r dull a ddilynwyd gennym yn ein Cynllun Monitro a Gwerthuso drafft?

- Cefnogi'n gryf
- Cefnogi
- Niwtral
- Anghytuno
- Anghytuno'n gryf

B. Dywedwch wrthym beth yw eich barn am ein Cynllun Monitro a Gwerthuso drafft neu gwnewch awgrymiadau eraill yma . . .

3. Cynllun Cyflawni Trafnidiaeth Rhanbarthol

A. I ba raddau ydych chi'n cefnogi'r dull a ddilynwyd gennym yn ein Cynllun Cyflawni Trafnidiaeth Rhanbarthol drafft?

- Cefnogi'n gryf
- Cefnogi
- Niwtral
- Anghytuno
- Anghytuno'n gryf

B. Dywedwch wrthym beth yw eich barn am ein Cynllun Cyflawni Trafnidiaeth Rhanbarthol drafft neu gwnewch awgrymiadau eraill yma . . .

4. Arfarniad Llesiant Integredig

A. I ba raddau ydych chi'n cefnogi'r dull a ddilynwyd gennym yn ein Hasesiad Llesiant Integredig drafft?

- Cefnogi'n gryf
- Cefnogi
- Niwtral
- Anghytuno
- Anghytuno'n gryf

B. Dywedwch wrthym beth yw eich barn am ein Harfarniad Llesiant Integredig drafft neu gwnewch awgrymiadau eraill yma . . .

5. Unrhyw sylwadau eraill

A oes gennych unrhyw sylwadau eraill am yr ymgynghoriad hwn neu ein cynigion?

Easy Read

Cyd-Bwyllgor Corfforedig
Gogledd Cymru
North Wales
Corporate Joint Committee

Our plan for transport in North Wales

We want to know what you think








This document was written by the **Ambition North Wales**. It is an easy read version of '**North Wales Regional Transport Plan**'.

March 2025

How to use this document

This is an easy read document. You may still need support to read it. Ask someone you know to help you.

Where the document says **we**, this means **Ambition North Wales.** For more information contact:

Website: Ambition North Wales | North Wales Regional Transport Plan (draft) - Public Consultation

Email: northwalesregionaltransportplan@arup.com

Phone: 01172 405 350

Easy Read Wales made this document into Easy Read using **Photosymbols**. To tell us what you think about this easy read version, click here.

Photosymbols Licence number 403527247

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About this plan

We are **Ambition North Wales**.



We are made up of the 6 councils in North Wales. And some universities and colleges.

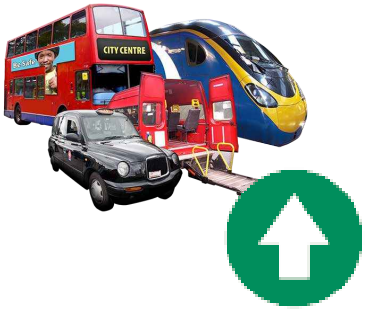


We have worked together to make this plan.



It is really important that people can get around easily in North Wales. For example, it should be easy for people to:

- get to work,
- go to school,
- go shopping
- and many other things.



We have made this plan to improve transport in North Wales.



It says what needs to be done in the next 5 years.



We would like to know what you think about this plan.

What we want to change



We want it to be safer to walk, cycle, use wheelchairs and use public transport.



We want public transport to be cheaper.



We want buses and trains to run more often and on time.



We want buses and trains to be better for the environment.



We want it to be easier to plan journeys using the internet and phones.



Some of the changes we want to make are:

Changes to trains



Railways in North Wales are run by the UK Government. So local councils have no control over them.



But we would like to see these things improved:

- North Wales Main Line and Chester Station
- Borderlands Line and Padeswood
- Shotton Station Interchange
- New Station at Deeside Industrial Park
- Shrewsbury – Wrexham – Chester Line
- Conwy Valley and Cambrian Coast Lines

Trunk roads



This means really large, main roads. They connect places to make it easier for people to travel long distances, and to deliver goods.

We do not control these roads. But we would like to see:



- The roads improved. So they are safer and less busy.



- Better connections across the Menai Strait.

Bus



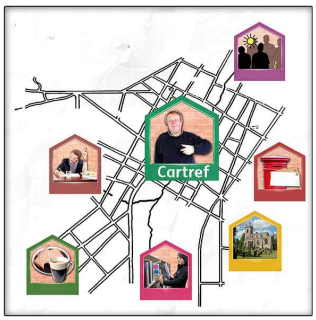
We want buses to be better for the environment.



We want more buses going to more places.



There should be buses at least every hour between main towns. From 7am to 10pm.



Buses should connect villages to large towns at least 3 times a day.



We will support the Welsh Government with how bus services are managed.

Coach and community transport



Coaches can be useful for long trips. And for routes buses do not cover.



We support the services called '**Fflecsi**' and '**Ring and Ride**'. These are transport services that can pick you up and drop you off in places more easier for you.



We want '**Sherpa'r Wyddfa**' to keep going. This is a bus service that travels around Yr Wyddfa. We want this service to connect with other buses and trains better.



We want more coach services between towns and cities where there are no trains.

Walking, wheelchairs and cycling



We want it to be easier to do these things.

We want to see changes like:



- Make it quicker and safer to do these things



- Support hiring bikes and other equipment in a safe way. And that people can afford.

Ports and freight



This is about moving products by ships and lorries.

Some of the changes we want to see are:



- Improve ports and have more jobs there



- Make services for drivers of big lorries safer and easier



- Improve using clean fuel. For example, electric vehicles



- Use more railways to move products. This is better for the environment.

Roads, streets and parking



We want people to travel in ways that are cleaner for the environment.



But we know many journeys still need to be made by car. For example, in countryside areas.



We want roads to be safe and in good condition.



We will help people think about greener ways of travelling. This means travel that is better for the environment.



We want our streets and areas to feel safe. We will look into our car parks and costs.



We will support car sharing schemes. This is where people travelling to the same place, travel together in 1 car.

Access to airports



There are 3 large airports close to North Wales. They are in Liverpool, Manchester and Birmingham.



There is also Anglesey Airport for short flights.



We want to make it easier to travel to airports.

Digital connection



The Welsh Government wants many more people to work away from their office.



This will help reduce traffic and pollution.



So it is important that people can get online and use computers easily.

Some changes we want to see are:



- Better local working hubs



- More training on computers and online services



- Better online information about public transport services and times.

Travel behaviour



We want people to have more choices about travel.



We want people to make good choices about travel. For example, thinking about the environment.



We want people to get the information they need about travel easily.

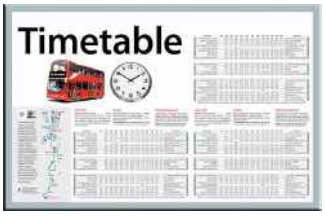


We want visitors to use public transport and support tourism in the area.

Better connections



People often have to use more than 1 type of transport for a trip. It should be easier to do so.



The different types of transport need to connect together well.



This includes tickets being used on more than one type of transport. And better timetables.

Planning



Planning for cities and towns needs to think more about transport and links.

Checking this plan



We will check how well the goals of this plan are being achieved.



There will be regular meetings about developments and updates.



We will write a report every year for the Welsh Government. And a bigger report every 3 years.

Have your say



We want to know what you think about this plan.



You can call us and speak to us on: 01172 405 350.



You can also complete the questionnaire online here: https://northwalesregionaltransportplan.virtual-engage.com/



You can download the form with the questions here: Draft: Regional Transport Plan North Wales.



Then email it back to:
northwalesregionaltransportplan@arup.com



We can also post you a questionnaire. Please call us on 01172 405 350. Or email us at:
northwalesregionaltransportplan@arup.com

Hawdd ei Ddeall

Cyd-Bwyllgor Corfforedig Gogledd Cymru
North Wales Corporate Joint Committee

Ein cynllun ar gyfer trafnidiaeth yng Ngogledd Cymru

Ffurflen ymateb



Mae'r ddogfen yma wedi cael ei hysgrifennu gan **Uchelgais Gogledd Cymru**. Mae'n fersiwn hawdd ei ddeall o '**Ymgynghoriad ar Holiadur drafft Cynllun Trafnidiaeth Rhanbarthol Gogledd Cymru**'.

Mawrth 2025

Am y ffurflen ymateb yma

Dyma ffurflen ymateb hawdd ei ddeall. Efallai y byddwch chi angen help o hyd i'w darllen. Gofynnwch i rywun rydych chi'n ei adnabod eich helpu chi.



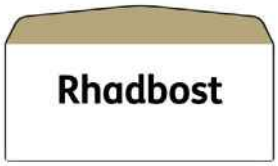
Darllenwch "Ein cynllun ar gyfer trafnidiaeth yng Ngogledd Cymru". Ac yna atebwch y cwestiynau yn y ffurflen ymateb yma.



Anfonwch eich atebion i ni erbyn: **14 Ebrill 2025**.



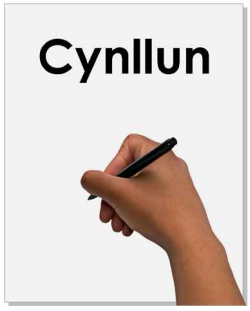
Rydych chi'n gallu e-bostio'r ffurflen at:
northwalesregionaltransportplan@arup.com



Neu ei bostio i: **FREEPOST UGC / ANW**



Fe fyddwn ni'n gwrando ar beth mae pobl yn ei ddweud.



Yna fe fyddwn ni'n gwneud cynllun terfynol yn haf 2025.

Hawdd ei Ddeall Cymru
Easy Read Wales

Mae Hawdd ei Ddeall Cymru wedi gwneud y ddogfen yma yn Hawdd ei Ddeall gan ddefnyddio **Photosymbols**. I ddweud wrthyn ni beth rydych chi'n feddwl am y fersiwn hawdd ei ddeall yma, cliciwch yma.

Rhiftrwydded Photosymbols 4035272477

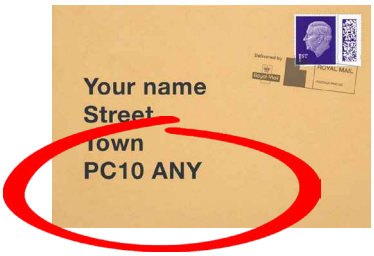
Cwestiynau amdanoch chi



Does dim rhaid i chi ateb y cwestiynau amdanoch chi. Ond fe fydd yn ein helpu i ddysgu mwy am bwy sy'n cymryd rhan.

Dywedwch wrthyn ni beth ydy eich:

Cod post:



Enw Llawn:



Oed:



Rhyw:



Cyfeiriad ebost:





Ydych chi'n cyfrif eich hun yn anabl?

☐ Ydw

☐ Nac ydw



Oes gennych chi swydd?

☐ Oes

☐ Nac oes

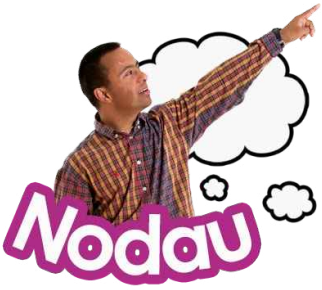


Ydych chi mewn addysg neu hyfforddiant?

☐ Ydw

☐ Nac ydw

Cwestiynau am y cynllun



1. Faint ydych chi'n cytuno â'r newidiadau rydyn ni eisiau eu gwneud yn y cynllun?

- ☐ ☺ Cytuno'n gryf
- ☐ ☺ Cytuno
- ☐ 😐 Dim un ohonyn nhw
- ☐ ☹ Anghytuno
- ☐ ☹ Anghytuno'n gryf



2. Dywedwch wrthyn ni beth rydych chi'n feddwl am y cynllun. Ac unrhyw syniadau sydd gennych chi:



3. Ydych chi'n cytuno â sut fyddwn ni'n edrych dros y cynllun?

- ☐ Cytuno'n gryf
- ☐ Cytuno
- ☐ Dim un ohonyn nhw
- ☐ Anghytuno
- ☐ Anghytuno'n gryf



4. Dywedwch wrthyn ni am unrhyw farn neu syniadau sydd gennych chi am edrych dros y cynllun yma:



5. Oes yna unrhyw beth arall rydych chi eisiau ei ddweud am y cynllun?

Sut rydyn ni'n edrych ar ôl eich gwybodaeth bersonol



Mae cwmni o'r enw Arup yn rheoli'r holiadur yma i ni.



Fydd eich gwybodaeth breifat ddim yn cael ei rhannu ag unrhyw un arall. Fe fyddwn ni'n gwneud yn siŵr bod eich gwybodaeth yn cael ei chadw'n ddiogel ac yn breifat.



Fyddwn ni ddim yn rhannu eich gwybodaeth bersonol gyda'ch atebion i'r cwestiynau.



Cysylltwch â ni os ydych chi eisiau rhagor o wybodaeth am hyn. Rydych chi'n gallu:

Ffôn: 01172 405 350

Neu ebostiwch:
northwalesregionaltransportplan@arup.com

A.2 Exhibition Display Boards (English and Welsh)

Welcome

Welcome to our consultation on the proposed Regional Transport Plan for North Wales.

Please read the information on display and find out how you can provide your feedback on our proposals via the 'Have your say' panel. This consultation is being undertaken by Ambition North Wales, representing the North Wales Corporate Joint Committee, which is responsible for the Regional Transport Plan.

Who is Ambition North Wales?
Ambition North Wales is a joint committee and decision-making body overseeing the North Wales Growth Deal, which is an agreement that will generate a total investment of over £1 billion for North Wales in order to generate over 4000 new jobs by 2036. Ambition North Wales will take on the responsibilities of the North Wales Corporate Joint Committee, and moving forwards we hope you will hear about us a lot more as we help shape a more vibrant, sustainable and resilient North Wales.

What is a Corporate Joint Committee?
Corporate Joint Committees (CJCs) are new regional government organisations with similar powers and duties to local authorities in Wales, and are responsible for economic well-being, strategic land use planning, and regional transport planning. Our North Wales Corporate Joint Committee includes representatives from the six councils of Conwy, Denbighshire, Flintshire, Gwynedd, Isle of Anglesey, and Wrexham, as well as Eryri National Park Authority for planning matters.

Why do we need a Regional Transport Plan? This Regional Transport Plan will help us to address current and future local and regional transport issues over the next 5 years (20252030) by providing a framework for decisions on future investment. It will replace the need for local transport plans and is essential for ensuring that North Wales can contribute to the delivery of national strategies alongside regional and local priorities, building on the extensive work already undertaken and planned. In the future, the Welsh Government funding of transport will be aligned to Regional Transport Plans across Wales.

What do we want your views on?
We want to know what you think about our draft **Regional Transport Plan,** its vision, objectives, policies and interventions.

To help ensure we meet our targets and objectives, such as those related to climate change and sustainable forms of transport, we have prepared our **Monitoring and Evaluation Plan.** We'd like to know if you agree with our proposed approach to monitoring and evaluating the success of our policies and interventions.

Supporting our Regional Transport Plan is our **Regional Transport Delivery Plan,** which sets out the interventions our local authorities will be progressing. We'd like to know whether you agree with our suggested priorities for delivery over the next few years.

Also supporting our Regional Transport Plan is our **Integrated Well-being Appraisal,** which includes the impact assessments we have undertaken to consider issues such as the environment, health, equality, and biodiversity. We'd like to understand if you agree with our appraisal and assessments to make sure that we maximise transport's contribution to wellbeing across North Wales.

The North Wales Regional Transport Plan

Our draft Regional Transport Plan outlines the vision, objectives, and strategic policies and interventions for improving the transport network in North Wales over the next five years.

We want to create a safe, sustainable, affordable, resilient, and effective integrated transport network that supports economic growth, prosperity, and well-being in North Wales. Our objectives are clear: to improve digital connectivity and local services, enhance accessibility and transport choice, enable decarbonisation through the transition to a zero-emission fleet, and foster sustainable and inclusive economic growth.

Our draft Regional Transport Plan captures the unique challenges and opportunities for North Wales and outlines our strategic policies and interventions across various modes of transport, including rail, road, bus, walking and cycling. We recognise that having access to accurate and up to date information at the touch of a button can modernise and transform commuter experience therefore the significance of digital connectivity is amplified in our draft Plan.

Our proposals also focus on behaviour change and reducing the need to travel by car, for example by better integrating transport with economic development and land use planning. We also consider the needs of our energy systems as we increase our reliance on alternative sustainable fuel sources, such as electric vehicles.

This consultation and supporting draft documents represent the collective efforts of the North Wales Corporate Joint Committee, its Transport Sub-Committee, and our partners, including local authorities, Transport for Wales, the Welsh Government and Arup - who have provided expert advice to inform its development. We now want your views on our proposals to help us shape and progress our plans.



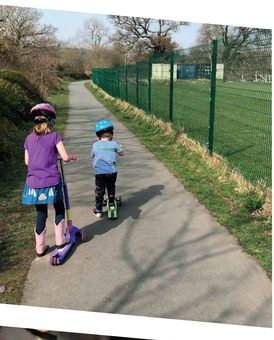
Monitoring and Evaluation Plan

Our draft Monitoring and Evaluation Plan sets out how we intend to monitor and evaluate the progress of our Regional Transport Plan, its policies and objectives. Ambition North Wales, as the North Wales Corporate Joint Committee, will be responsible for monitoring and evaluation, working with local authorities and Transport for Wales to undertake data collection and track progress against our proposed measures and indicators.

The Monitoring and Evaluation Plan includes key and subsidiary measures based on the objectives of the Regional Transport Plan, the Integrated Well-being Appraisal, and closely links to the Wales Transport Strategy Monitoring Framework. Key measures include access to public transport, remote working, active travel (walking, wheeling and cycling), bus services, and reducing greenhouse gas emissions. This approach will help demonstrate how our regional progress is contributing to national targets for modal shift and decarbonisation.

To help the CJC and local authorities undertake and prioritise the monitoring and evaluation, we have developed the North Wales Monitoring and Evaluation Tool to help track and record data and progress over the plan period.

Ambition North Wales will submit annual reports to the Welsh Government and a comprehensive evaluation will be prepared after three years to assess whether the Regional Transport Plan is delivering its expected outcomes, providing value for money and whether there are any unintended consequences. This will feed into the subsequent Regional Transport Plan, and the future National Transport Delivery Plan.











Regional Transport Delivery Plan

Our draft Regional Transport Delivery Plan outlines the specific actions needed to implement the broader objectives and policies set out in our Regional Transport Plan. It sets out the interventions our local authorities will be progressing over the next 5 years. It includes our priorities over time, taking into account likely costs, impacts, and contributions to our regional objectives. It does not include strategic 'trunk' road schemes, or rail projects, which would be delivered by other bodies such as the Welsh Government and Network Rail.

Whilst our Regional Transport Plan and its supporting Monitoring and Evaluation Plan outline what we want to achieve, setting appropriate targets in line with our objectives, our Regional Transport Delivery Plan sets out how we intend to achieve the outcomes we want (considering matters such as affordability, deliverability, and management) and when (including timescales).

Our Regional Transport Delivery Plan identifies a prioritised list of the schemes that our North Wales local authorities will progress to help deliver our Regional Transport Plan, overseen by Ambition North Wales as the North Wales Corporate Joint Committee. This will involve working closely with Transport for Wales and the Welsh Government alongside other partners as appropriate. By working collaboratively, we have considered schemes and their contribution to our objectives, and issues including likely impacts on the environment, land use planning, stakeholder acceptability and deliverability.

This has for example helped us think about how a scheme might help contribute to modal shift, decarbonisation, and what its costs and benefits might be. By taking this approach, we have identified our priorities over the next few years, in the short, medium and longer term.

The Welsh Government's funding for transport schemes to be delivered by our local authorities will be allocated based on the schemes included in the Regional Transport Delivery Plan. Importantly, the Welsh Government is progressing its plans for a grant modernisation process, which seeks to bring together several local transport grants, aligning these funding streams with the Regional Transport Plans and their Regional Transport Delivery Plans.

This aims to provide us with greater decision-making capability in how local transport grant funding is spent. By allocating funding to regional transport, this will also help to reduce the administrative burden on our local authorities. We will continue to work with our partners to identify sources of funding at a local, regional, national and UK level to progress our plans for a high-quality sustainable transport network across North Wales.



Integrated Well-being Appraisal

Integrated Well-being Appraisal is required as part of the Welsh Transport Appraisal Guidance. Our Integrated Well-being Appraisal for the draft North Wales Regional Transport Plan shows how our policies will contribute to well-being. This includes consideration of impacts related to issues such as the environment, health, equality, culture and Welsh language, children's rights and biodiversity.

Integrated Well-being Appraisal is not just a 'tick box' exercise. As well as meeting the statutory duty for a range of impact assessments, the assessment outcomes must be used to show how well-being has been addressed; designing in benefits whilst designing out any potentially harmful impacts. Integrated Well-being Appraisal addresses four key questions based on the four ambitions in the Wales Transport Strategy:

How will the programme or project benefit people and communities? (equality, health and safety and confidence)

How will it benefit the environment? (reducing carbon emissions, benefiting biodiversity and ecosystems resilience and reducing waste)

How will it benefit places and the economy? (place-making, innovation, freight)

How will it benefit culture and the Welsh language? (arts and sport and the historic environment)

In helping answer these questions, the Integrated Well-being Appraisal combines the requirements of several impact assessments, including ones that are statutory, such as Strategic Environmental Assessment, and Equalities Impact Assessment, among others. It also includes non-statutory assessments such as Health Impact Assessment, and others that consider rural areas and climate change.

Key findings include:

Positive impacts

Omproved access to services, reduced social isolation, enhanced physical and mental health, and support for economic growth.

Negative impacts

Potential adverse effects on biodiversity, noise, air pollution and water quality from infrastructure development.

Recommendations have been made to help avoid or mitigate negative impacts, such as incorporating biodiversity protection measures, ensuring accessibility in transport design, and promoting the use of zero-emission vehicles. Overall, we consider that the Regional Transport Plan has the potential to enhance the well-being of North Wales residents by promoting sustainable and integrated transport solutions which meet the needs of the communities they aim to serve.



Have your say

We invite your feedback on our proposals for our Regional Transport Plan for North Wales. Our public consultation runs from 20th January 2025 for 12 weeks. Please submit your response to us by 23:59 on 14th April 2025. Responses received after then may not be considered.

You can respond to this consultation by completing our online questionnaire in this virtual exhibition room by clicking on the paper icon at the bottom of this display board, or found in the navigation panel in this virtual exhibition room screen.

Alternatively, you can download an electronic copy by clicking on the questionnaire document, which you can find placed on the table in this virtual exhibition room.

You can email your responses to **northwalesregionaltransportplan@arup.com** or write to us and post printed copies of the questionnaire to: **FREEPOST UGC / ANW.**

If you have questions about the consultation you can refer to our FAQ document, also available to view from the table in this virtual exhibition room.

You can also speak to our project team, or request paper copies and alternative formats by contacting the project team on the email address above or call us on **01172 405 350.**

You can view a paper copy of our Regional Transport Plan at most local library, community centre, college and university buildings across North Wales. If unsure, please contact us to confirm before you make a visit by emailing or calling us.

Local authorities may arrange local events to help people discuss the Regional Transport Plan and encourage participation in the consultation. Please reach out to your local authority to find out more. Any details of local authority events may also be advertised on the Ambition North Wales website during the consultation period.

What will happen next

We will carefully consider all the feedback we receive, which will be used to update and finalise our plans, which will be sent to the Welsh Government for approval in the **Spring 2025.** We are aiming to publish and adopt our plans in **Summer 2025.**

We will produce a consultation report to explain how your feedback has been considered. A record of comments may be produced that could be published. Your feedback including any comments will be anonymised will not be made attributable to any individual or organisation.

As we move forward, we are committed to working collaboratively to implement our plans and achieve our shared vision for a vibrant, sustainable, and resilient North Wales. We invite you to join us on this journey, as we strive to create an integrated transport system that benefits everyone and supports a thriving and prosperous future for North Wales and beyond.

Croeso

Croeso i'n hymgynghoriad ar y Cynllun Trafnidiaeth Rhanbarthol arfaethedig ar gyfer Gogledd Cymru.

Darllenwch y wybodaeth sy'n cael ei harddangos a darganfod sut y gallwch chi roi eich adborth ar ein cynigion drwy'r panel 'Dweud eich dweud'. Mae'r ymgynghoriad hwn yn cael ei gynnal gan Uchelgais Gogledd Cymru, sy'n cynrychioli Cyd-bwyllgor Corfforedig y Gogledd, sy'n gyfrifol am y Cynllun Trafnidiaeth Rhanbarthol.

Pwy yw Uchelgais Gogledd Cymru?
Mae Uchelgais Gogledd Cymru yn gyd-bwyllgor a chorff sy'n gwneud penderfyniadau sy'n goruchwylio Cynllun Twf Gogledd Cymru, cytundeb a fydd yn cynhyrchu cyfanswm buddsoddiad o dros £1 biliwn i Ogledd Cymru er mwyn creu dros 4000 o swyddi newydd erbyn 2036. Uchelgais Gogledd Cymru fydd yn ysgwyddo cyfrifoldebau Cyd-bwyllgor Corfforedig y Gogledd, ac wrth symud ymlaen gobeithiwn y byddwch yn clywed llawer mwy amdanom wrth i ni helpu i lunio Gogledd Cymru fwy bywiog, cynaliadwy a gwydn.

Beth yw Cyd-bwyllgor Corfforedig?
Mae Cyd-bwyllgorau Corfforedig (CJCs) yn sefydliadau llywodraeth ranbarthol newydd sydd â phwerau a dyletswyddau tebyg i awdurdodau lleol yng Nghymru, ac maent yn gyfrifol am les economaidd, cynllunio defnydd tir strategol, a chynllunio trafnidiaeth rhanbarthol. Mae ein Cyd-bwyllgor Corfforedig yma yn y Gogledd yn cynnwys cynrychiolwyr o'r chwe chyngor sef Conwy, Sir Ddinbych, Sir y Fflint, Gwynedd, Ynys Môn, a Wrecsam, yn ogystal ag Awdurdod Parc Cenedlaethol Eryri ar gyfer materion cynlluni.

Pam ein bod angen Cynllun Trafnidiaeth Rhanbarthol? Bydd y Cynllun Trafnidiaeth Rhanbarthol hwn yn ein helpu i ymdrin â materion trafnidiaeth lleol a rhanbarthol yn awr ac yn y dyfodol dros y 5 mlynedd nesaf (2025-2030) drwy ddarparu fframwaith ar gyfer penderfyniadau ar fuddsoddiad yn y dyfodol. Bydd yn disodli'r angen am gynlluniau trafnidiaeth lleol ac mae'n hanfodol er mwyn sicrhau y gall Gogledd Cymru gyfrannu at gyflawni strategaethau cenedlaethol ochr yn ochr â blaenoriaethau rhanbarthol a lleol, gan adeiladu ar y gwaith helaeth sydd eisoes wedi'i wneud a'i gynllunio. Yn y dyfodol, bydd cyllid trafnidiaeth Llywodraeth Cymru yn cyd-fynd â Chynlluniau Trafnidiaeth Rhanbarthol ledled Cymru.

Am beth yr ydym eisiau eich barn?
Rydym eisiau gwybod beth yw eich barn am ein fersiwn ddrafft o'r **Cynllun Trafnidiaeth Rhanbarthol,** ei weledigaeth, amcanion, polisïau ac ymyraethau.

Er mwyn helpu i sicrhau ein bod yn cyrraedd ein targedau a'n hamcanion, megis y rhai sy'n gysylltiedig â newid hinsawdd a dulliau cynaliadwy o deithio, rydym wedi paratoi ein **Cynllun Monitro a Gwerthuso.** Hoffem wybod a ydych yn cytuno â'n dull arfaethedig o fonitro a gwerthuso llwyddiant ein polisïau a'n hymyraethau.

Mae ein **Cynllun Cyflawni Trafnidiaeth Rhanbarthol** yn cefnogi ein Cynllun Trafnidiaeth Rhanbarthol, sy'n nodi'r ymyraethau y bydd ein hawdurdodau lleol yn eu datblygu. Hoffem wybod a ydych yn cytuno â'n blaenoriaethau a awgrymir i'w cyflawni dros yr ychydig flynyddoedd nesaf.

Mae ein **Harfarniad Llesiant Integredig** hefyd yn cefnogi ein Cynllun Trafnidiaeth Rhanbarthol, sy'n cynnwys yr asesiadau effaith yr ydym wedi'u cynnal i ystyried materion fel yr amgylchedd, iechyd, cydraddoldeb a bioamrywiaeth. Hoffem ddeall a ydych yn cytuno â'n harfarniad a'n hasesiadau i sicrhau ein bod yn gwneud y mwyaf o gyfraniad trafnidiaeth at les ledled Gogledd Cymru.

Cynllun Trafnidiaeth Rhanbarthol Gogledd Cymru

Mae ein Cynllun Trafnidiaeth Rhanbarthol drafft yn amlinellu'r weledigaeth, yr amcanion a'r polisïau a'r ymyraethau strategol ar gyfer gwella'r rhwydwaith trafnidiaeth yng Ngogledd Cymru dros y pum mlynedd nesaf.

Rydym am greu rhwydwaith trafnidiaeth integredig diogel, cynaliadwy, fforddiadwy, gwydn ac effeithiol sy'n cefnogi twf economaidd, ffyniant a lles yng Ngogledd Cymru. Mae ein hamcanion yn glir: gwella cysylltedd digidol a gwasanaethau lleol, gwella hygyrchedd a'r dewis o drafnidiaeth, galluogi datgarboneiddio trwy'r newid i fflyd dim allyriadau, a meithrin twf economaidd cynaliadwy a chynhwysol.

Mae ein Cynllun Trafnidiaeth Rhanbarthol drafft yn crynhoi'r heriau a'r cyfleoedd unigryw i Ogledd Cymru ac yn amlinellu ein polisïau ac ymyraethau strategol ar draws gwahanol ddulliau o deithio, gan gynnwys rheilffyrdd, ffyrdd, bws, cerdded a beicio. Rydym yn cydnabod bod cael mynediad at wybodaeth gywir a chyfredol ar gyffyrddiad botwm yn gallu moderneiddio a thrawsnewid profiad cymudwyr felly mae arwyddocâd cysylltedd digidol yn cael ei gynyddu yn ein Cynllun drafft.

Mae ein cynigion hefyd yn canolbwyntio ar newid ymddygiad a lleihau'r angen i deithio mewn car, er enghraifft drwy integreiddio trafnidiaeth â datblygu economaidd a chynllunio defnydd tir yn well. Rydym hefyd yn ystyried anghenion ein systemau ynni wrth i ni gynyddu ein dibyniaeth ar ffynonellau tanwydd cynaliadwy amgen, fel cerbydau trydan.

Mae'r ymgynghoriad hwn a'r dogfennau drafft ategol yn cynrychioli ymdrechion cyfunol Cyd-bwyllgor Corfforedig y Gogledd, ei Is-bwyllgor Trafnidiaeth, a'n partneriaid, gan gynnwys awdurdodau lleol, Trafnidiaeth Cymru, Llywodraeth Cymru ac Arup - sydd wedi darparu cyngor arbenigol i lywio ei ddatblygiad. Rydym nawr eisiau eich barn ar ein cynigion i'n helpu i lunio a datblygu ein cynlluniau.



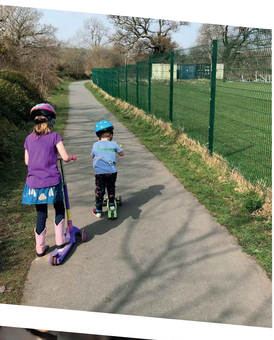
Cynllun Monitro a Gwerthuso

Mae ein Cynllun Monitro a Gwerthuso drafft yn nodi sut rydym yn bwriadu monitro a gwerthuso cynnydd ein Cynllun Trafnidiaeth Rhanbarthol, ei bolisïau a'i amcanion. Uchelgais Gogledd Cymru, fel Cyd-bwyllgor Corfforedig y Gogledd, fydd yn gyfrifol am fonitro a gwerthuso, gan weithio gydag awdurdodau lleol a Thrafnidiaeth Cymru i gasglu data a thracio cynnydd yn erbyn ein mesurau a'n dangosyddion arfaethedig.

Mae'r Cynllun Monitro a Gwerthuso yn cynnwys mesurau allweddol ac ategol yn seiliedig ar amcanion y Cynllun Trafnidiaeth Rhanbarthol, yr Arfarniad Llesiant Integredig, a chysylltiadau agos â Fframwaith Monitro Strategaeth Drafnidiaeth Cymru. Mae mesurau allweddol yn cynnwys mynediad at gludiant cyhoeddus, gweithio o bell, teithio llesol (cerdded, olwyno a beicio), gwasanaethau bysiau, a lleihau allyriadau nwyon tŷ gwydr. Bydd y dull hwn yn helpu i ddangos sut mae ein cynnydd rhanbarthol yn cyfrannu at dargedau cenedlaethol ar gyfer newid moddol a datgarboneiddio.

Er mwyn helpu'r CJC ac awdurdodau lleol i ymgymryd â'r gwaith monitro a'r gwerthusiad a'i flaenoriaethu, rydym wedi datblygu Teclyn Monitro a Gwerthuso Gogledd Cymru i helpu i dracio a chofnodi data a chynnydd dros gyfnod y cynllun.

Bydd Uchelgais Gogledd Cymru yn cyflwyno adroddiadau blynyddol i Lywodraeth Cymru a bydd gwerthusiad cynhwysfawr yn cael ei baratoi ar ôl tair blynedd i asesu a yw'r Cynllun Trafnidiaeth Rhanbarthol yn cyflawni ei ddeilliannau disgwyliedig, gan ddarparu gwerth am arian ac a oes unrhyw ganlyniadau anfwriadol. Bydd hyn yn bwydo i mewn i'r Cynllun Trafnidiaeth Rhanbarthol dilynol, a'r Cynllun Cyflawni Trafnidiaeth Cenedlaethol yn y dyfodol.











Cynllun Cyflawni Trafnidiaeth Rhanbarthol

Mae ein Cynllun Cyflawni Trafnidiaeth Rhanbarthol drafft yn amlinellu'r camau penodol sydd eu hangen i weithredu'r amcanion a'r polisïau ehangach a nodir yn ein Cynllun Trafnidiaeth Rhanbarthol. Mae'n nodi'r ymyraethau fydd ein hawdurdodau lleol yn eu datblygu dros y 5 mlynedd nesaf. Mae'n cynnwys ein blaenoriaethau dros amser, gan ystyried costau, effeithiau a chyfraniadau tebygol i'n hamcanion rhanbarthol. Nid yw'n cynnwys cynlluniau 'cefnffyrdd' strategol, na phrosiectau rheilffyrdd, a fyddai'n cael eu darparu gan gyrff eraill fel Llywodraeth Cymru a Network Rail.

Er bod ein Cynllun Trafnidiaeth Rhanbarthol a'i Gynllun Monitro a Gwerthuso ategol yn amlinellu'r hyn yr ydym am ei gyflawni, gan osod targedau priodol yn unol â'n hamcanion, mae ein Cynllun Cyflawni Trafnidiaeth Rhanbarthol yn nodi sut rydym yn bwriadu cyflawni'r deilliannau yr ydym eu heisiau (gan ystyried materion fel fforddiadwyedd, cyflawniad a rheolaeth) a phryd (gan gynnwys amserlenni).

Mae ein Cynllun Cyflawni Trafnidiaeth Rhanbarthol yn nodi rhestr flaenoriaeth o'r cynlluniau y bydd ein hawdurdodau lleol yng Ngogledd Cymru yn eu datblygu i helpu i gyflawni ein Cynllun Trafnidiaeth Rhanbarthol, a oruchwylir gan Uchelgais Gogledd Cymru fel Cyd-bwyllgor Corfforedig y Gogledd. Bydd hyn yn golygu gweithio'n agos gyda Thrafnidiaeth Cymru a Llywodraeth Cymru ochr yn ochr â phartneriaid eraill fel y bo'n briodol. Drwy gydweithio, rydym wedi ystyried cynlluniau a'u cyfraniad i'n hamcanion, a materion gan gynnwys effeithiau tebygol ar yr amgylchedd, cynllunio defnydd tir, derbynioldeb a chyflawniad rhanddeiliaid.

Mae hyn er enghraifft wedi ein helpu i feddwl sut y gallai cynllun helpu i gyfrannu at newid dulliau teithio, datgarboneiddio, a pha gostau a buddion allai ei gael. Drwy ddilyn y dull hwn, rydym wedi nodi ein blaenoriaethau dros y blynyddoedd nesaf, yn y tymor byr, canolig a thymor hwy.

Bydd cyllid Llywodraeth Cymru ar gyfer cynlluniau trafnidiaeth a ddarperir gan ein hawdurdodau lleol yn cael ei ddyrannu'n seiliedig ar y cynlluniau sydd wedi'u cynnwys yn y Cynllun Cyflawni Trafnidiaeth Rhanbarthol. Yn bwysig, mae Llywodraeth Cymru yn bwrw ymlaen â'i gynlluniau ar gyfer proses moderneiddio grantiau, sy'n ceisio dod â nifer o grantiau trafnidiaeth lleol ynghyd, gan alinio'r ffrydiau ariannu hyn gyda'r Cynlluniau Trafnidiaeth Rhanbarthol a'u Cynlluniau Cyflawni Trafnidiaeth Rhanbarthol.

Nod hyn yw rhoi mwy o allu i ni wneud penderfyniadau o ran sut mae arian grant trafnidiaeth lleol yn cael ei wario. Drwy ddyrannu cyllid i drafnidiaeth ranbarthol, bydd hyn hefyd yn helpu i leihau'r baich gweinyddol ar ein hawdurdodau lleol. Byddwn yn parhau i weithio gyda'n partneriaid i adnabod ffynonellau cyllid ar lefel leol, ranbarthol, genedlaethol a'r DU i ddatblygu ein cynlluniau ar gyfer rhwydwaith trafnidiaeth gynaliadwy o ansawdd uchel ledled gogledd Cymru.



Arfarniad Llesiant Integredig

Mae angen Arfarniad Llesiant Integredig fel rhan o Ganllawiau Arfarnu Trafnidiaeth Cymru. Mae ein Hasesiad Llesiant Integredig ar gyfer Cynllun Trafnidiaeth Rhanbarthol drafft Gogledd Cymru yn dangos sut y bydd ein polisïau yn cyfrannu at lesiant. Mae hyn yn cynnwys ystyried effeithiau sy'n gysylltiedig â materion fel yr amgylchedd, iechyd, cydraddoldeb, diwylliant a'r Gymraeg, hawliau plant a bioamrywiaeth.

Nid ymarfer 'ticio bocs' yn unig yw Arfarniad Llesiant Integredig. Yn ogystal â chyflawni'r ddyletswydd statudol ar gyfer ystod o asesiadau effaith, rhaid defnyddio deilliannau'r asesiad i ddangos sut yr eir i'r afael â llesiant; cynnwys buddion yn y dyluniad ac eithrio unrhyw effeithiau niweidiol posibl o'r dyluniad. Mae Arfarniad Llesiant Integredig yn mynd i'r afael â phedwar cwestiwn allweddol yn seiliedig ar y pedwar uchelgais yn Strategaeth Drafnidiaeth Cymru:

Sut fydd y rhaglen neu'r prosiect o fudd i bobl a chymunedau? (cydraddoldeb, iechyd, diogelwch a hyder)

Sut y bydd o fudd i'r amgylchedd? (lleihau allyriadau carbon, buddiol i fioamrywiaeth a gwytnwch ecosystemau a lleihau gwastraff)

Sut y bydd o fudd i leoedd a'r economi? (creu lleoedd, arloesi, cludo)

Sut y bydd o fudd i ddiwylliant a'r Gymraeg? (y celfyddydau a chwaraeon a'r amgylchedd hanesyddol)

Wrth helpu i ateb y cwestiynau hyn, mae'r Arfarniad Llesiant Integredig yn cyfuno gofynion sawl asesiad effaith, gan gynnwys rhai sy'n statudol, fel Asesiad Amgylcheddol Strategol ac Asesiad Effaith Cydraddoldeb, ymhlith eraill. Mae hefyd yn cynnwys asesiadau anstatudol fel Asesiad o'r Effaith ar Iechyd, ac eraill sy'n ystyried ardaloedd gwledig a newid hinsawdd.

Mae'r prif ganfyddiadau yn cynnwys:

Effeithiau cadarnhaol

Gwell mynediad at wasanaethau, llai o unigedd cymdeithasol, gwell iechyd corfforol a meddyliol, a chefnogaeth ar gyfer twf economaidd.

Effeithiau negyddol

Effeithiau niweidiol posibl ar fioamrywiaeth, sŵn, llygredd aer ac ansawdd dŵr o ddatblygiad isadeiledd.

Gwnaed argymhellion i helpu i osgoi neu liniaru effeithiau negyddol, megis ymgorffori mesurau diogelu bioamrywiaeth, sicrhau hygyrchedd mewn dylunio trafnidiaeth, a hyrwyddo'r defnydd o gerbydau dim allyriadau. Yn gyffredinol, rydym o'r farn bod gan y Cynllun Trafnidiaeth Rhanbarthol y potensial i wella llesiant trigolion Gogledd Cymru trwy hyrwyddo datrysiadau trafnidiaeth cynaliadwy ac integredig sy'n diwallu anghenion y cymunedau y maent yn anelu at eu gwasanaethu.



Dweud eich dweud

Rydym yn gwahodd eich adborth ar ein cynigion ar gyfer ein Cynllun Trafnidiaeth Rhanbarthol ar gyfer Gogledd Cymru. Mae ein hymgynghoriad cyhoeddus yn rhedeg o 20 Ionawr 2025 am 12 wythnos. Anfonwch eich ymateb atom erbyn 23:59 ar 14 Ebrill 2025. Efallai na fydd ymatebion a dderbynnir ar ôl hynny yn cael eu hystyried.

Gallwch ymateb i'r ymgynghoriad hwn drwy gwblhau ein holiadur ar-lein yn yr ystafell arddangos rithwir hon trwy glicio ar yr eicon papur ar waelod y bwrdd arddangos hwn, neu a welir yn y panel llywio yn y sgrin ystafell arddangos rithwir hon.

Fel arall, gallwch lawrlwytho copi electronig trwy glicio ar y ddogfen holiadur, y gallwch ddod o hyd iddi wedi'i gosod ar y bwrdd yn yr ystafell arddangos rithwir hon.

Gallwch e-bostio eich ymatebion at **northwalesregionaltransportplan@arup.com** neu ysgrifennu atom a phostio copïau printiedig o'r holiadur i: **FREEPOST UGC / ANW.**

Os oes gennych gwestiynau am yr ymgynghoriad, gallwch gyfeirio at ein dogfen Cwestiynau Cyffredin (FAQ), sydd hefyd ar gael i'w gweld ar y bwrdd yn yr ystafell arddangos rithwir hon.

Gallwch hefyd siarad â'n tîm prosiect, neu ofyn am gopïau papur a fformatau amgen drwy gysylltu â thîm y prosiect ar y cyfeiriad e-bost uchod neu ein ffonio ni ar **01172 405 350.**

Gallwch weld copi papur o'n Cynllun Trafnidiaeth Rhanbarthol yn y rhan fwyaf o adeiladau llyfrgell, canolfannau cymunedol, colegau a phrifysgolion lleol ledled Gogledd Cymru. Os nad ydych yn siŵr, cysylltwch â ni i gadarnhau cyn i chi wneud ymweliad drwy anfon e-bost atom neu ein ffonio.

Gall awdurdodau lleol drefnu igwyddiadau lleol i helpu pobl i drafod y Cynllun Trafnidiaeth Rhanbarthol ac annog cyfranogiad yn yr ymgynghoriad. Cysylltwch â'ch awdurdod lleol os ydych chi am wybod mwy. Hefyd, gellir hysbysebu manylion unrhyw ddigwyddiadau awdurdodau lleol ar wefan Uchelgais Gogledd Cymru yn ystod y cyfnod ymgynghori.

Beth fydd yn digwydd nesaf

Byddwn yn ystyried yr holl adborth a gawn yn ofalus a bdd yn cael ei ddefnyddio i ddiweddaru a chwblhau ein cynlluniau, a fydd yn cael eu hanfon at Lywodraeth Cymru i'w cymeradwyo yng **ngwanwyn 2025.** Rydym yn bwriadu cyhoeddi a mabwysiadu ein cynlluniau yn **haf 2025.**

Byddwn yn llunio adroddiad ymgynghori i esbonio sut mae eich adborth wedi'i ystyried. Gellir llunio cofnod o sylwadau y gellid eu cyhoeddi. Bydd eich adborth, gan gynnwys unrhyw sylwadau, yn ddienw ac ni fyddant yn cael eu priodoli i unrhyw unigolyn na sefydliad.

Wrth i ni symud ymlaen, rydym wedi ymrwymo i weithio ar y cyd i weithredu ein cynlluniau a chyflawni ein gweledigaeth ar y cyd ar gyfer Gogledd Cymru bywiog, cynaliadwy a gwydn. Rydym yn eich gwahodd i ymuno â ni ar y daith hon, wrth i ni ymdrechu i greu system drafnidiaeth integredig sydd o fudd i bawb ac sy'n cefnogi dyfodol ffyniannus a llewyrchus i Ogledd Cymru a thu hwnt.

A.3 Screenshots of Virtual Engage

Cynllun Trafnidiaeth Rhanbarthol
Gogledd Cymru Ymgynghoriad cyhoeddus
North Wales Regional Transport Plan
Public consultation
Croeso
Welcome
Cynllun
Trafnidiaeth
Rhanbarthol
Gogledd Cymru

Cynllun Monitro a Gwerthuso
Monitoring and Evaluation Plan
Regional Transport Delivery Plan
Arfarniad Llesiant Integredig

Dweud eich dweud
Have your say

A.4 Deposit Points

Location	Address
Abbey Road Centre	5-9 Abbey Rd, Bangor LL57 2EA
Aberffraw Community Hub	52 Church St, Aberffraw, Ty Croes LL63 5LQ
Abergele Library	Market St, Abergele, LL22 7BP
Abermaw library	Ffordd yr Orsaf, Abermaw, LL42 1LU
Abermaw Library	Station Rd, Barmouth LL42 1LE
Acton Community Resource Centre	Overton Way, Wrexham, LL12 7LB
Amlwch Library	Parys Rd, Amlwch LL68 9AB
Bagillt Community Centre	Bagillt CH6 6BB
Bala	Ffrydan Rd, Bala LL23 7RU
Bangor Public Library	Gwynedd Road, Bangor LL57 1DT
Bangor University	Gwynedd LL57 2DG
Bangor University Library	Main University Building, College Rd, Bangor LL57 2DG
Beaumaris Library	Grammar School Lane, Beaumaris LL58 8AL
Blaenau Ffestiniog Library	7 Maenofferen St, Blaenau Ffestiniog, LL41 3DH
Bodelwyddan Community Centre	Ronaldsway, Bodelwyddan, Rhyl LL18 5TE
Broughton and Bretton Community Hall	1 Brookes Ave, Broughton, Chester, CH4 0RD
Broughton Library	119 Broughton Hall Rd, Broughton, Chester CH4 0QO

Location	Address
Bryn Cadno Community Centre	Bryn Cadno, Colwyn Bay LL29 6DW
Buckley Library (shared accommodation with Connects)	The Precinct, Brunswick Rd, Buckley CH7 2EF
Caernarfon Library	Pavilion Hill, Caernarfon LL55 1AS
Canolfan Ddiwylliant Conwy Culture Centre	Town Ditch Rd, Conwy LL32 8NU
Canolfan Dewi Sant Centre	S Parade, Pensarn Abergele LL22 7RG
Canolfan Ebeneser	Bridge St, Llangefni LL77 7PN
Canolfan Esceifiog	Gaerwen, LL60 6HS
Canolfan Glanhwfa	Glanhwfa Rd, Llangefni LL77 7EN
Canolfan Gymuned	Llys Yr Eifl, Caernarfon LL55 2LJ
Canolfan Gymunedol Coed Mawr Community Centre	1 Ffordd Coed Mawr, Bangor LL57 4TB
Canolfan Gymunedol Noddfa	Cil Peblig, Caernarfon LL55 2RS
Canolfan Penmynydd	Penmynydd, Llanfairpwllgwyngyll LL61 6PG
Canolfan Penrhosgarnedd	Penrhosgarnedd, Bangor, LL57 2NN
Capel Curig Community Centre	Capel Curig Community Centre, Betws-y-Coed, LL24 0EE
Cefn Mawr Library	Plas Kynaston Ln, Cefn-Mawr, Wrexham LL14 3AT
Cerrigydrudion Library	The Library King St, Cerrigydrudion, Corwen LL21 9UB
Chirk Library	Chapel Ln, Chirk, Wrexham,LL14 5NF
Clwb yr Efail	Berry St, Conwy LL32 8DG
Coedpoeth Library	1A Castle Road, Coedpoeth, Wrexham, LL11 3NU
Coleg Cambria	Various

Location	Address
Connah's Quay Library (shared accommodation with Connects)	Wepre Dr, Connah's Quay, Deeside CH5 4HA
Conwy North Family Centre, Abergele	Canolfan Dinorben, Faenol Avenue, Abergele, LL22 7HT
Conwy North Family Centre, Colwyn Bay	Canolfan Ffordd Douglas, 3 Douglas Road, Colwyn Bay, LL29 7PE
Conwy North Family Centre, Llandudno	Eryl Wen, Eryl Place, Llandudno, LL30 2TX
Corwen Library	London Rd, Corwen LL21 0DR
Council offices, Ruthin	Neuadd y Sir, Ffordd Wynnstay, Ruthin LL15 1YN
Craig-y-Don Sports and community centre	Queen's Rd, Craig-y-Don Llandudno, LL30 1TE
Criccieth Library	Encil y Coed Centre, High St, Criccieth LL52 0RN
CRNCA Activity Centre	Cefn-Mawr, Wrexham LL14 3PA
Cyngor Conwy	Coed Pella, Conway Road, Colwyn Bay, LL29 7AZ
David Hughes Community Centre	1 Cadnant Ct, Beaumaris LL58 8AL
Deeside Library (and mobile library)	Chester Rd, Deeside CH5 1SA
Denbigh Library	Hall Square, Denbigh Ll16 3NU
Denbighshire Council offices, Rhyl	Russell House, Churton Road, Rhyl LL18 3DP
Denbighshire libraries, Rhyl and Ruthin offices	Rheoli Cyfathrebu ac Ymgyrchoedd, Gwasanaethau Cymorth Corfforaethol: Pobl, Cyngor Sir Ddinbych, Level 3, Neuadd y Sir, Ffordd Wynnstay, Ruthin LL15 1YN
Dolgellau Library	Ffordd y Bala, Dolgellau, LL40 2YF
Dyffryn Ogwen Community Library	Coetmor Rd, Bethesda, Bangor LL57 3NL
Dyserth Community Hall	Cwm Rd, Dyserth Rhyl LL18 6BA
Eirianfa Community Centre	Factory Pl, Denbigh, LL16 3TS
Ffrith and Llanfynydd Community centre	High St, Ffrith, Wrexham LL11 5LH
Flint Library	Church St, Flint CH6 5AP
Flintshire Connects	Flintshire Connects, High Street, Holywell, Flintshire, CH8 7TD
Flintshire Council offices	Chapel Street, Flint, Flintshire, CH6 5BD
Froncysyllte Community Centre	1 Gate Rd, Froncysyllte Llangollen LL20 7RH

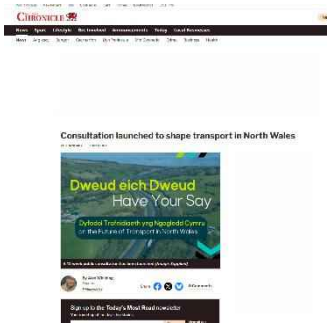
Location	Address
Garth Community Centre	Garth Hill, Bangor, LL57 2SY
Gresford and District Community Library	GDCL, Vicarage Ln, Gresford Wrexham, LL12 8UW
Gresford Trust Memorial Hall	Gresford Trust Off, High Street, Gresford LL12 8PS
Grwp Llandrillo Campuses (Rhos, Rhyl, Bangor, Parc Menai, Llwyn Brain, Llangefni, Pwllheli, Dolgellau)	Llandrillo Menai, Ffordd Penlan, Parc Menai, Bangor, LL57 4HJ
Gwelfor Community Centre	Ffordd Tudur, Holyhead LL65 2DH
Gwersyllt Library and Resource Centre	Second Ave, Gwersyllt, Wrexham LL11 4ED
Hightown Community Resource Centre	Fusilier Way Wrexham LL13 7YF
Holyhead Library	The Market Hall, Stanley Street, Holyhead LL65 2DH
Holyhwell Library	Holywell Leisure Centre, North Road, Holywell CH8 7TQ
Hope Community Library	Fagl Ln, Hope, Wrexham, LL12 9PY
HWB Cemaes	Glascoed Road, Cemaes Bay LL67 0HN
Johnstown Community Centre	Heol Kenyon, Johnstown Wrexham LL14 2BE
Jubilee Community Centre	Seabank Drive, Prestatyn LL19 7PP
Kings Hall Community Centre	Kings Ave, Prestatyn LL19 9AA
Kingsland Community Centre	Holyhead, LL65 2TF
Kinmel Bay Community Centre	Foryd Rd, Kinmel Bay, Rhyl LL18 5BT
Kinmel Bay Library	Community Centre, Kendal Rd, Kinmel Bay LL18 5BT
Leeswood Community Centre	Kings St, Leeswood, Mold CH7 4SB
Library Coleg Cambia	Grove Park Rd, Wrexham, Ll12 7AB
Llanberis Community Centre	Llanberis, Y Ganolfan LL55 4UR
Llanddulas Youth and Community Centre	Beach rd, Llanddulas Abergele LL22 8HB
Llanfaes Community Centre	17 Hampton Way, Llan-Faes, Beaumaris LL58 8LG
Llanfairfechan Community Centre	Village Rd, Llanfairfechan, LL33 2AB
Llanfairfechan Library	Village Rd, Llanfairfechan, LL33 0AA
Llanfwrog Community Centre	Mwrod St, Ruthin Ll15 1LE
Llangefni Library and mobile libraries	Llyfrgell Llangefni Lon Y Felin, Llangefni LL77 7RT
Llangollen Library	Castle St, Llangollen LL20 8NU

Location	Address
Llanrwst Library	Glasdir, Llanrwst LL26 0DF
Llay Library	Market Square, Llay LL12 0TR
Llay Park Resource Centre	Market Square, Llay Resource Centre, Llay Wrexham LL12 0SA
Llyfrgell Bae Colwyn Bay Library and Council Office at Coed Pella	Woodland Road West, Colwyn Bay, LL29 7DH
Llyfrgell Bae Penrhyn Bay Library	Llandudno Rd, Penrhyn Bay, Llandudno Ll30 3NH
Llyfrgell Benllech Library	Min-Yr, Afon, Benllech, Tyn-y-Gongl Ll74 8TF
Llyfrgell Llandudno Library	48 Mostyn St, Llandudno LL30 2SW
Llyfrgell Porthaethwy Library	Wood St, Meni Bridge LL59 5AS
Mancot Library	Mancot Ln, Mancot, Deeside CH5 2AH
Maesgwyn Community Centre	Lilac Way, Wrexham LL11 2BB
Meliden Community Association	10 Ffordd Talargoch Meliden Prestatyn LL19 8LA
Millbank Community Centre	Bryn Gwyn Rd, Holyhead LL65 1ST
Mold Library & Museum (shared accommodation with Connects)	Earl Rd, Mold CH7 1AP
Mostyn Community Centre	Ffordd Ddyfrdwy, Mosytn, Holywell CH8 9PF
Nefyn Library	Rhodfar Mor, Nefyn, Pwllheli LL53 6EB
Newry Community centre	1 Newry Street, Holyhead Ll65 1LA
Oak Tree Centre	Ffordd Las, Rhyl LL18 2DY
Overton Library	Cocoa Rooms, Pen-Y-Llan St, Overton, Wrexham LL13 0EE
Parkfields community centre	Ash Grove, Mold, CH7 1TB
Penmaenmawr Community Centre	Conway Rd, Constitution Hill, Penmaenmawr LL34 6AB
Penmaenmawr Library	Penmaenmawr Library/ Bangor Rd, Penmaenmawr LL34 6DA
Pentre Gwyn Community Centre	Abenbury Rd, Wrexham, LL13 0NT
Pentre Halkyn Community Centre	Martins Hl, Pentre Halkyn, Holywell CH8 8JE
Pentredwr Community Centre	Pentredwr Llangollen LL20 8DG
Penygroes Library	Dyffryn Nantlle Technology Centre, Heol y Dŵr, Penygroes, LL54 6LR.
Plas Pentwyn Community Centre	1A Castle Road, Coedpoeth, Wrexham, LL11 3NU
Porthi Dre	St Helen's Rd, Caernarfon LL55 2YD

Location	Address
Porthmadog Library	Stryd Y Llan, Porthmadog, LL49 9HX
Prestatyn Community Hall	1 Church Walks, Prestatyn LL19 9BY
Prestatyn Library	Kings Ave, Prestatyn LL19 9AA
Pwllheli Library	Penlan St, Pwllheli, LL53 5DE
Rhosddu Community Centre	Price's Ln, Wrexham LL11 2NB
Rhosllanerchrugog Library	Princes Rd, Rhosllanerchrugog, Wrexham, LL14 1AB
Rhosneigr Library	1 Awel-Y-Mor, Rhosneigr LL64 5UJ
Rhosneigr Village Hall	High St, Rhosneigr LL64 5UX
Rhuddlan Community Centre	5AW Parliament St, Rhuddlan Rhyl
Rhuddlan Library	9 Vicarage Ln, Rhuddlan, Rhyl LL18 2UE
Rhyl Community Association	20 Ffordd Las, Rhyl LL18 2EB
Rhyl Library	Church St Rhyl, LL18 3AA
Ruabon Library	Ruabon Library, Caer Llan, Ruabon, Wrexham, LL14 6NH
Ruthin Library	Record St, Ruthin LL15 1DS
Sandycroft Community Centre	Sandycroft, Deeside, CH5 2PD
St Asaph Library	Library, The Roe, Saint Asaph LL17 0LU
St Josephs community centre	Brackley Ave, Colwyn Bay, LL29 7UU
The Opportunity Centre, Plas Madoc	Plas Madoc, Hampden Wy, Acrefair, Wrexham LL14 3US
The Trinity Centre Llandudno	Trinity Ave. Llandudno LL30 2TQ
The Youth and Community Centre	Penrhyn Ave, Bangor, LL57 1LS
Towyn Community Centre	Ty'n y Coed, 9ES Towyn Rd, Towyn Abergele
Trearddur Bay Village Hall	Lon Y Traeth, Trearddur Bay, Holyhead, LL65 2YJ
Trefnant Village Hall	The Village Hall, A525 Trefnant Denbigh LL16 5UG
Ty Calon	Ty Calon, Deeside, CH5 1SA
Ty Caradoc Community Centre	4 Caradoc Rd, Prestatyn LL19 7PF
Ty Llywelyn	Ffordd Tyr Orsedd, Llandudno LL30 1LA
Tynewydd Community Centre	19A Tynewydd Rd, Rhyl LL18 3ST
Tywyn Library	Neptune Rd, Tywyn LL36 9HA
Wellington Community Centre	Wellington Rd, Rhyl LL18 1LE

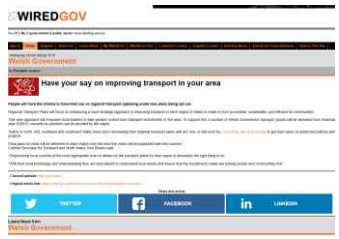
Location	Address
Wrexham Library	Arweinydd Llyfrgelloedd Wrecsam, Llyfrgell Wrecsam, Ffordd Rhosddu, Wrecsam, LL11 1AU
Wrexham Library	Rhosddu Rd, Wrexham LL11 1AU
Wrexham University campus	Swyddog Cyfathrebu a Marchnata Cyhoeddus, Prifysgol Wrecsam, Ffordd yr Wyddgrug, Wrecsam, LL11 2AW
Y Ganolfan Community Centre	High St, Porthmadog LL49 9LU
Y Ganolfan Pentrefelin	A497 Pentrefelin, Criccieth LL52 0PU
Yr Orsaf	Water St, Penygroes, Caernarfon LL54 6LP

A.5 Examples of Publicity

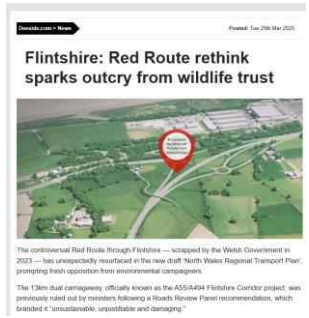
Date	Publication/ Notification	Headline	Link	Article Image
20th Jan 25	The Leader	Have Your Say on the Future of Transport in North Wales	https://www.leaderlive.co.uk/news/24870533.say-future-transport-north-wales/	
20th Jan 25	Golwg360	Ymgynghoriad cyhoeddus ar ddyfodol trafnidiaeth yn y gogledd	Ymgynghoriad cyhoeddus ar ddyfodol trafnidiaeth yn y gogledd – Golwg360	
21st Jan 25	North Wales Chronicle	Consultation launched to shape transport in North Wales	Consultation launched to shape transport in North Wales | North Wales Chronicle	

Date	Publication/ Notification	Headline	Link	Article Image
21st Jan 25	Business News Wales	Have Your Say on the Future of Transport in North Wales	https://businessnewswales.com/have-your-say-on-the-future-of-transport-in-north-wales/	
21st Jan 25	North Wales Pioneer	Consultation launched to shape transport in North Wales	https://www.northwalespioneer.co.uk/news/24869286.consultation-launched-shape-transport-north-wales/?ref=rss	
21st Jan 25	Rhyljournal.co.uk	Consultation launched to shape transport in North Wales	https://www.rhyljournal.co.uk/news/24869286.consultation-launched-shape-transport-north-wales/	
22nd Jan 25	Placenorthwest.co.uk	Input sought on Ambition North Wales transport vision	https://www.placenorthwest.co.uk/input-sought-on-ambition-north-wales-transport-vision/	

Date	Publication/ Notification	Headline	Link	Article Image
24th Jan 25	Wrexham.com	Residents asked to help shape future of North Wales' travel networks	https://wrexham.com/news/residents-asked-to-help-shape-future-of-north-wales-travel-networks-264149.html	
24th Jan 25	Llyr Gruffydd on X	Launch of public consultation	https://x.com/LlyrGruffydd/status/1882785875530260923?mx=2	
21st Feb 25	MSN	Public consultation launched to shape the future of travel across the region	Public consultation launched to shape the future of travel across the region	

Date	Publication/ Notification	Headline	Link	Article Image
14th Feb 25	The Leader	Reversing long-term impact of austerity will take time'	Reversing long-term impact of austerity will take time' | The Leader	
19th Feb 25	WiredGov	Have your say on improving transport in your area	https://www.wired-gov.net/wg/news.nsf/articles/Have+your+say+on+improving+transport+in+your+area+19022025141500?open	
21st Feb 25	MSN	Public consultation launched to shape the future of travel across the region	Public consultation launched to shape the future of travel across the region	

Date	Publication/ Notification	Headline	Link	Article Image
26th Feb 25	Business News Wales	New Eco-Tourism Drive Encourages Visitors to Explore North Wales by Train and Bus	New Eco-Tourism Drive Encourages Visitors to Explore North Wales by Train and Bus	
6th March 25	The Leader	Campaign to bring back 'critical' A483 Wrexham Bypass congestion plan	https://www.leaderlive.co.uk/news/24986509.campaign-bring-back-critical-a483-wrexham-bypass-congestion-plan/	
6th March 25	The Leader	Wrexham pledges rural bus support as Welsh franchise plans progress	https://www.leaderlive.co.uk/news/24987707.wrexham-pledges-rural-bus-support-welsh-franchise-plans-progress/	

Date	Publication/ Notification	Headline	Link	Article Image
25th March 25	North Wales Live	Revival plan for controversial 'Red Route' road 'could cost every North Wales household £1,770'	https://www.dailypost.co.uk/news/north-wales-news/revival-plan-controversial-red-route-31275954	
25th March 25	Daily Post.co.uk	Revival plan for controversial 'Red Route' road 'could cost every North Wales household £1,770'	https://www.dailypost.co.uk/news/north-wales-news/revival-plan-controversial-red-route-31275954	
25th March 25	Deeside.com	Flintshire: Red Route rethink sparks outcry from wildlife trust	https://www.deeside.com/flintshire-red-route-rethink-sparks-outcry-from-wildlife-trust/	

Date	Publication/ Notification	Headline	Link	Article Image
26th March 25	BBC News online	Fears for wildlife after road scheme revived	https://www.bbc.co.uk/news/articles/c7782j0evjko	
26th March 25	The Leader	Controversial A55 'Red Route' emerges in transport plan	https://www.leaderlive.co.uk/news/25036711.controversial-a55-red-route-emerges-transport-plan/	
27th March 25	Business News Wales	Final Chance to Have Your Say on Regional Transport Plan for North Wales	https://businessnewswales.com/final-chance-to-have-your-say-on-regional-transport-plan-for-north-wales/	

Date	Publication/ Notification	Headline	Link	Article Image
27th March 25	Wrexham Council News	Come find out more about the regional Transport Plan for North Wales	https://news.wrexham.gov.uk/come-find-out-more-about-the-regional-transport-plan-for-north-wales/	
27th March 25	WalesOnline	Toll charge' call over renewed proposal to build controversial 'Red Route' road	https://www.walesonline.co.uk/news/wales-news/toll-charge-call-over-renewed-31292874	
1st April	Chester Standard.co.uk	Controversial A55 'Red Route' emerges in transport plan	https://www.chesterstandard.co.uk/news/25052716.controversial-a55-red-route-emerges-transport-plan/	

Date	Publication/ Notification	Headline	Link	Article Image
10th April 25	The Leader	Welsh Government questioned over Delyn transport priorities	https://www.leaderlive.co.uk/news/25075527.welsh-government-questioned-delyn-transport-priorities/	
15th April 25	Uchelgais Gogledd Cymru – Ambition North Wales on LinkedIn	YN CAU HEDDIW – CLOSING TODAY	https://www.linkedin.com/posts/ambitionnorthwales_bilingual-post-yn-cau-heddiw-activity-7317441675256094720-mL2Q?utm_source=share&utm_medium=member_desktop&rcm=ACoAAD5tDH8BR4Kv7_Gbp93YqkXf6X6ei8zcZk0	

A.6 You Said, We Did

This document provides responses to comments made during the public consultation on the draft North Wales Regional Transport Plan and associated documents.

The table below provides an overview of comments categorised by common themes, with a response provided for each.

Responses have informed amendments to the final North Wales Regional Transport Plan and associated documents.

Responses from Natural Resources Wales and Cadw as statutory consultees are considered in the Integrated Well-being Appraisal Post Adoption Statement.

Theme	Summary of issues raised in consultation	Response
Vision & Objectives	Some respondents, while in broad agreement with the Regional Transport Plan's vision, feel it lacks the mention of well-being and should focus more on sustainable transport.	Whilst well-being is referenced in our vision, a comprehensive Integrated Well-being Appraisal has been completed in support of the Regional Transport Plan, which considers how the policies will contribute to well-being. Our objectives and cross cutting themes as set out in the Regional Transport Plan seek to embed sustainable transport into the proposals.
	Some respondents strongly support the plan's vision and objectives, noting that they reflect the national targets for modal shift and decarbonisation of transport.	Noted.
	Some respondents urge a commitment to accessibility and inclusivity as part of the vision statement. This would reflect the strengths of the Objectives, with a clear focus to 'improve accessibility and transport choice.' It is recommended that all the Objectives consider the needs of disabled people, including blind and partially sighted people, by adding details on integrating assistive technologies and physical accessibility features. This will enable and aid all people to get around an improved and integrated transport network in North Wales.	The Regional Transport Plan has been updated to strengthen Ambition North Wales's commitment to accessibility and inclusivity as part of its vision statement. Further reference has been made to integrating assistive technologies and physical accessibility features in the digital connectivity section of the plan to aid all people to get around an improved and integrated transport network in North Wales.

Theme	Summary of issues raised in consultation	Response
	Some respondents suggest it would be useful to explicitly detail how objectives work to achieve the vision and to set more SMART (Specific, Measurable, Achievable, Relevant, and Time-bound) objectives for each policy area. Some respondents highlight Objective 4 to be particularly vague with the statement 'increased range of travel within 1 hour' considered unambitious and unmeasurable.	Our four SMART objectives have been developed further to 15 initial ambitions agreed with the North Wales local authorities, which are detailed in the Case for Change. They reflect the national targets for modal shift and decarbonisation of transport, which will help ensure our region's progress and successes contribute positively to national outcomes. Our objectives inform our Monitoring and Evaluation Plan, which aligns with the overarching national and regional objectives for transport to help ensure it contributes to meeting them, considering each policy area with a series of measures and indicators.
Rail ambitions	Some respondents recommend the plans consider the importance of the Manchester & North West Transformation Programme / Manchester Task Force in unlocking congestion in Manchester, as an enabler to deliver greater regional rail connectivity with North Wales. It is suggested the plans refer to the TriLink programme to renew the West Coast Main Line North of Crewe. It is suggested commitments to the Borderlands Line align with Liverpool City Region (LCR)'s ambition for a new station at Woodchurch, and that a new station at Daresbury would also offer benefits to North Wales. It is also suggested LCR also supports a new station at Deeside Industrial Park.	The national rail network in North Wales is managed and maintained by Network Rail, with passenger services operated by Transport for Wales and Avanti West Coast. The Regional Transport Plan recognises the importance of cross border connectivity between North Wales and Northwest England, and these helpful suggestions have been taken into account with updates made to the plans accordingly as part of the rail ambitions. Flintshire County Council supports the comments for a new station at Deeside Industrial Park on the Borderlands Line.
	Some respondents consider the need for Rail Aspiration 9 to further prioritise capacity and service enhancements on the Conwy Valley and Cambrian Coast Lines to address rural service risks and economic disadvantages. It is suggested the scheme is too low priority with a failure to explicitly define the train service frequency expansion ambition for the Cambrian Coast Line or the Conwy Valley Line.	Plans to further prioritise capacity and service enhancements on the Conwy Valley and Cambrian Coast Lines are not in the Rail Board Priorities or the National Transport Delivery Plan. Whilst no business case work has been done to identify preferred service levels Transport for Wales will continue to monitor levels of potential support and funding. The Regional Transport Plan will help continued engagement with Transport

Theme	Summary of issues raised in consultation	Response
	Some respondents highlight a need for increased frequency of services and later trains (or buses) for commuters, especially connecting Tywyn Aberdovey and Machynlleth.	for Wales seeking to ensure public transport in North Wales meets the needs of its communities in its operating hours and frequency. In terms of buses, services are subject to on-going review and any enhancements subject to funding will continue to be considered by Cyngor Gwynedd.
	Some respondents consider the plan rightly recognises the improvements at Chester Station which are in line with proposals for Chester City Gateway and support aspirations for improvements to the Borderlands Line, including providing direct through-services to Liverpool, which would provide significant benefits for Cheshire West and Chester residents in Neston and Parkgate. However, reassurances are sought that these improvements do not lead to negative impacts on rail services on the Merseyrail network within Cheshire West and Chester, with groups keen to work together to ensure potential improvements on the Borderlands Line and potential improvements from Hooton to ORIGIN Business Park in Ellesmere Port are mutually compatible.	Transport for Wales is working with partners cross-border to identify preferred solutions to both improving services on Borderlands and increasing capacity at Chester station. Future service specification decisions on Merseyrail services to Chester would be a decision for Liverpool City Region who would consult on these as per their own requirements and programmes.
	Some respondents raise that Ruabon Station footbridge has never been replaced, that this was to include disabled access, currently preventing access and use of services, particularly going north or alighting south.	An outline design for an Access for All scheme at Ruabon has been completed with Network Rail working with partners to take through the approvals and permissions process.

Theme	Summary of issues raised in consultation	Response
	Some respondents express concern as to a perceived omission of Greenfield / Holywell Station in the plans. Some raise concerns that Transport for Wales did not present the North Flintshire Transport Study 2021 to the Transport Commission. The omission is seen as having a negative impact on local regeneration. It is suggested Holywell Town Council strongly supports Greenfield Station in future rail recommendations, noting that a Welsh Transport Appraisal Guidance (WelTAG) Stage 1 study is completed, and WelTAG Stage 2 is mostly completed. Some respondents suggest there is a gap in rail access along the north coast between Prestatyn and Flint without the station, and that the existing infrastructure at Greenfield would require little work to bring it back into operation, opening up rail travel for a large number of people in Holywell. Some respondents raise concerns about project prioritisation, suggesting that Transport for Wales's North Wales Metro plans have been scaled back by omitting a new station in Greenfield.	The national rail network in North Wales is managed and maintained by Network Rail, with passenger services operated by Transport for Wales and Avanti West Coast. The Regional Transport Plan has been updated to explain the position on any plans for a station at Greenfield. Where there is a strong case for new stations or rail infrastructure that will improve access to the rail network without adversely impacting existing services and encourage sustainable travel, Transport for Wales will work with partners to progress these. This work will also consider wider options for better connecting communities to rail stations. Ambition North Wales will continue to engage with Transport for Wales recognising that locations where there is local support for a new station include Greenfield.

Theme	Summary of issues raised in consultation	Response
	Some respondents consider it disappointing that infrastructure improvements proposals are not prioritised west of Llandudno Junction (RA4). This is suggested to fail to meet the aspirations set out in the Regional Transport Plan and not take into account the importance of Holyhead Rail Station which could cater for international passengers to connect onward travel from/to Ireland to the rest of the UK or even to Europe through London and to the Ynys Mon Freeport. Some respondents consider the need for better connections between Llandudno Junction to Llandudno from the west.	The national rail network in North Wales is managed and maintained by Network Rail, with passenger services operated by Transport for Wales and Avanti West Coast. The business case for service enhancements on the North Wales Main Line identifies that benefits decrease, and costs increase further west. The preferred services levels identified in the Regional Transport Plan however would provide enhanced services at all stations between Holyhead and Chester and upgrades are programmed to help ensure an affordable pipeline of improvements across North Wales. The proposals for Holyhead Gateway will facilitate improved interchange at the station, and make it easier to access the station by walking, cycling, and public transport, whilst enhancing the local environment at this important gateway to Wales. The Regional Transport Plan includes policies on enhancing access to the Freeport and the Port of Holyhead, and Ambition North Wales will work with partners to help identify how this can be done. In terms of connections at Llandudno Junction to Llandudno from the west, Transport for Wales has suggested it is unlikely an infrastructure solution would be affordable or practical.
	Some respondents consider ambitions for Bangor station to be unclear, suggesting there is an opportunity to create a dynamic and high quality transport Hub that offers clear and easy onward travel options, as well as pointing people in the right direction for areas to visit and how to do this sustainably.	The Bangor Gateway proposals that have been developed by Transport for Wales in partnership with Cyngor Gwynedd will create a dynamic high quality transport interchange. Details will emerge as the proposals progress.

Theme	Summary of issues raised in consultation	Response
	Some respondents highlight a need to increase frequency and availability of train services at the following locations: • Hourly train service between Crewe and Llandudno to improve connectivity. • Wrexham to Cardiff, as it is currently quicker and easier to travel to London. • Holyhead Port, for employees that work early shifts. • Holywell to Chester. • Linking Caernarfon to the national rail network for more convenient west/south connections.	Transport for Wales has undertaken business case work to help identify the most effective service patterns on the North Wales Main Line. This has informed the service level aspirations that are identified in the Regional Transport Plan. Studies have been undertaken on linking Caernarfon as part of wider route studies. Whilst there may be some merit in this providing a direct rail connection to Caernarfon it is complex and unlikely to be prioritised in the medium term. However, the town has direct bus links to both Bangor station on the North Wales Main Line and Porthmadog and Machynlleth on the Cambrian Line via the Traws T2 service. Wrexham to Cardiff and London journey times are comparable. Where there is a strong case for new stations or rail infrastructure that will improve access to the rail network without adversely impacting existing services and encourage sustainable travel, Transport for Wales will work with partners to progress these. This work will also consider wider options for better connecting communities to rail stations. Ambition North Wales will continue to engage with Transport for Wales recognising that locations where there is local support for a new station include Holywell / Greenfield amongst others.
	Some respondents highlight support for train timetable investment and capacity improvements to improve rail services, especially at Hawarden and Shotton.	Noted.

Theme	Summary of issues raised in consultation	Response
	Some respondents suggest that rather than focusing on the Chester and Borderlands Line, priority should be had for improvements to the North Wales Coast Line as the busiest and in need of most improvements. Respondents also highlight a lack of attention to improving rail infrastructure at Bangor despite acknowledgment that is it the most used station in the region.	The national rail network in North Wales is managed and maintained by Network Rail, with passenger services operated by Transport for Wales and Avanti West Coast. The Borderlands Line provides an important north-south link in the east of our region. The potential to provide direct services to Liverpool provides significant opportunity to increase access to jobs for all North Wales residents and increases the labour market for employers in our region. The North Wales Main Line has received investment more recently than the Borderlands line and the service levels aspired to cannot be achieved without work to increase capacity at Chester Station, so this is key to enhancing rail services in North Wales. The proposals for Bangor Gateway will facilitate improved interchange at the station, and make it easier to access the station by walking, cycling, and public transport, whilst enhancing the local environment the most used station in North Wales.
	Some respondents highlight a lack of discussion in the plans regarding the frequent flooding of the Conwy Valley line and the significant constraints this creates for its dependability.	The Regional Transport Plan has been updated to recognise the importance of resilience and reliability on the Conwy Valley/Cambrian Coast infrastructure.
	Some respondents suggest Regional Transport Delivery Plan Scheme No. 9 (Integration with strategic public transport services: Improved access to Ruabon Station and Gwersyllt Station) should be listed separately, as they are on different lines and will be delivered independently.	This change has been made to the Regional Transport Delivery Plan further to engagement with Transport for Wales on this matter.

Theme	Summary of issues raised in consultation	Response
	Some respondents highlight the need for continued strong connections with London and Northwest England as a priority in the long-term to connect people onwards from Dublin and for business travel for those who choose to reside on the [Anglesey] Island and would be very valuable for 'hybrid-working'. In this regard, Policy PF1 appears at odds with this where the policy promotes prioritising sustainable transport connections to Holyhead, but the aspiration to improve infrastructure does not appear to extend beyond Llandudno Junction. Similarly, the cost of rail travel (recently increased by Transport for Wales) and the lack of stopping services at most stations on Anglesey does not encourage regular use over private cars.	Transport for Wales has agreed that an aspiration to prioritise Crewe to Llandudno Junction is correct as that is where the business case is strongest and would enable benefits to the entire line through to Holyhead. Transport for Wales recognises that the section(s) to Holyhead are more challenging, and the Regional Transport Plan has been updated to recognise that Bangor then Holyhead are longer term aspirations with a view to exploring an affordable programme of upgrades.

Theme	Summary of issues raised in consultation	Response
	Some respondents consider there to be lack of commitment to protect the former rail alignment from Penyffordd to Mold from development, which was detailed in the Campaign for Better Transport's 2019 'Expanding the Railway Network' which identified the railway as a priority candidate for reopening, considering it an omission from the draft Regional Transport Plan. Some respondents suggest a lack of synergy with Llwybr Newydd in respect of re-utilising disused railway lines. One stakeholder cited the opportunity for Lein Amlwch asset to be brought into use, suggesting re-utilising redundant rail assets for future use could create a positive visitor economy and a community asset if reopened.	Whilst Transport for Wales is not aware of any aspirations or work being undertaken to reopen the former rail alignment from Penyffordd to Mold and that it would be a long term scheme which would need to upgrade the whole Borderlands signalling to achieve further upgrades, this comment has been shared with land use planning officials with a view to the point being considered as part of the emerging Strategic Development Plan and Flintshire's Local Development Plan. The North Wales Transport Commission (NWTC) recommended safeguarding 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, which is consistent with the Regional Transport Plan. The NWTC recognised there is some interest in the reinstatement of the Amlwch – Gaerwen and Bangor – Porthmadog rail lines and concluded d these interventions are not the most effective use of public funds compared to the other recommendations, however, where development has not already taken place, it is prudent to safeguard previous rail routes across the region. It supported the creation of an active travel link between Amlwch and Llangefni in line with low carbon modal shift, travel to work and leisure. In addition, it recommended that bus routes, integrated with the railway network, are introduced along both the Amlwch – Gaerwen and Bangor – Porthmadog corridors. The Regional Transport Plan sets out that in more rural areas there is also the opportunity to make use of former railway lines for active travel and connecting towns, which should be explored as complementary measures to the delivery of the Active Travel Network Maps.

Theme	Summary of issues raised in consultation	Response
	Some respondents suggest the need for more train lines and stations to be reopened, specifically mentioning: • Bangor to Caernarfon • Pwllheli to Bangor • Nant Conwy Line • Menai Bridge, Plas Menai and/or Gaerwen stations • Johnstown, Gresford and Marford stations • Loop-line from Shotton High Level to North Wales Midline (which would also allow for cross-border services to Birmingham) • Direct trains from Holyhead to Lime Street via the Halton Curve (the Regional Transport Plan states there is a direct rail service to Liverpool, but this is not the case on the North Wales Main Line) • A station at Deeside (to reduce traffic to work) • Bangor to Afon Wen • Bangor to Llangefni • Amlwch • Shrewsbury – Wrexham – Chester • Chirk – as a Gateway Station (Policy IN1)	The Regional Transport Delivery Plan includes local authority schemes seeking to improve connectivity to rail services, for example a new station for Deeside Industrial Park (development of new railway station with connecting bus route) alongside aspirations for Shrewsbury, Wrexham and Chester. Where there is a strong case for new stations or rail infrastructure that will improve access to the rail network without adversely impacting existing services and encourage sustainable travel, Transport for Wales will work with partners to progress these. This work will also consider wider options for better connecting communities to rail stations.

Theme	Summary of issues raised in consultation	Response
Strategic road ambitions	Some respondents suggest SRN Aspiration 3 which read in the draft Regional Transport Plan "The case for delivering selected paused strategic highway schemes" may need to be changed, suggesting referenced schemes have been cancelled by the Welsh Government (as part of its Roads Review). Some respondents suggest it is confusing to have both SRN3 and RS1, maintenance of existing highway assets, which does not mention the potential need for highway network improvements.	The Roads Review Panel advised the Welsh Government on road projects and how we should consider road projects in future. The Welsh Government is content with the current drafting and the SRN Aspiration 3 involves a review of delivering selected paused strategic highway schemes, particularly those that can provide wider benefits and enhance facilities. This implies a focus on re-evaluating previously paused projects and alternatives that could offer significant improvements to the transport network. The Strategic Road Network (SRN) in North Wales is managed and maintained by the North and Mid Wales Trunk Road Agent and the Welsh Government, whereas the local highway network as considered in our 'roads, streets and parking' section of the Regional Transport Plan, is the responsibility of our local authorities. Improvements are focused more on the resilience of the network rather than capacity.
	Some respondents highlight the need to have plans reviewed through the lens of the principles set out by the Wales Road Review Report: The future of Road investment in Wales.	

Theme	Summary of issues raised in consultation	Response
	Some respondents consider building more trunk road schemes and a 3rd Menai Crossing will not encourage any modal shift away from road use. Some consider that the Menai Crossing scheme would be a mistake (without clarification). Others expressed support for such improvements, considering it to be an opportunity for Anglesey and Northwest Wales to resolve a transportation and economic challenge. Some stress aspirations for transformational infrastructural change at the Menai Crossing is vital to the resilience of the A55 (Euro-22 route) corridor which is the transport artery of the North Wales region for international connectivity with Ireland. Some emphasise the adverse impacts bridge closures have upon the economic and social well-being of residents.	The Strategic Road Network (SRN) in North Wales is managed and maintained by the North and Mid Wales Trunk Road Agent and the Welsh Government. This means that the Corporate Joint Committee and local authorities in North Wales have no direct influence over the strategic road network. However, it is important that this Regional Transport Plan sets out regional aspirations for strategic roads as these are key to supporting our wider connectivity aspirations for North Wales. SRN Aspiration 4 and 5 relate to Menai Crossing resilience, supporting a case for a third crossing and a package of interventions including public transport and active travel infrastructure enhancements, wind deflectors, junction improvements, and traffic management measures. Following the recommendations of the North Wales Transport Commission, the Welsh Government has progressed with work on the highest priority recommendations including improvements to junctions and carriageway alignments, introduction of wind deflectors to Britannia Bridge and improvements for walking and cycling. This study is now nearing completion, and it will be able to decide and announce details of the preferred options and the next stages of development in summer 2025. This does not rule out a third crossing in the future, but the Welsh Government considers more could be done in the short to medium term to improve the resilience of the existing crossings.
	Some respondents consider the need to upgrade the A483 Chirk Bypass into a dual carriageway to match the rest of the area, with too much of a bottleneck forming throughout the day due to the single carriageway section.	Welsh Government currently have no plans to dual the A483 at Chirk. Route management strategies for mahoe strategic routes will be developed in Wales starting with the A55 and M4 with considerations and future planning part of this work which will consider the incorporation of RTP proposals.

Theme	Summary of issues raised in consultation	Response
	Many respondents oppose the A494/A55/Flintshire Corridor (commonly referred to as the 'Red Route' in responses) which is referenced as part of the draft Regional Transport Plan SRN aspirations. Many express its reference / inclusion in the plans should be reconsidered, often citing that it will not help reduce congestion but will have a significant negative environmental impact (with explicit references to wildlife, ancient woodland and flood risk). It should be noted that some respondents express support for improved roads, particularly referencing the Red Route (but with comments of objection significantly outweighing comments of support owing to a campaign response in connection with the Wildlife Trusts Wales). Some raise concerns that there is no consideration of SRN Aspiration 3 and 4 (some explicitly referencing the Red Route) against Net Zero and climate targets.	The Strategic Road Network (SRN) in North Wales is managed and maintained by the North and Mid Wales Trunk Road Agent and the Welsh Government. This means that the Corporate Joint Committee and local authorities in North Wales have no direct influence over the strategic road network. However, it is important that this Regional Transport Plan sets out regional aspirations for strategic roads as these are key to supporting our wider connectivity aspirations for North Wales. SRN Aspiration 3 involves a review of delivering some previously paused strategic highway schemes, particularly those that can provide wider benefits and enhance facilities. This involves re-evaluating previously considered projects through exploring alternatives that could offer significant improvements to the transport network. It is not the role of Ambition North Wales to lobby for the Red Route, however the function of the Regional Transport Plan is to provide options to address transport related problems on the SRN through Flintshire, North Wales and beyond. This point has been clarified with updates to the plans. The Welsh Government confirms that the A55/A494/A548 Flintshire Corridor Improvements are not currently being progressed following the recommendations of the Roads Review Panel and it is currently in the process of commissioning work to develop a Route Strategy for the A55/A494 which will identify the challenges and issues along the corridor along with potential interventions to address them.
	Some respondents welcome the proposed replacement of the River Dee Bridge but raise concerns about a continued lack of coherence in the adjoining network. It is believed the scheme could offer opportunities to improve the highways system resilience in this location, especially for westbound traffic.	

Theme	Summary of issues raised in consultation	Response
	Some respondents suggest the following change to be made to Llanbedr Transport Improvements: Cyngor Gwynedd is collaborating with partners to identify a package of sustainable transport solutions to improve access and alleviate transport problems in Llanbedr. This is being progressed through the WelTAG process in line with the 2021 Roads Review.	The Regional Transport Plan has been updated to make this change.
	Some respondents question how the A55 Llanfairfechan to Llandudno will be improved and question if there will be any changes to the A494 proposals given sensitive land issues and the purchase of homes.	The Regional Transport Delivery Plan includes multiple schemes seeking improvements along the A55 and a scheme to identify and implement localised active travel links in connection with the River Dee Crossing. The Welsh Government has confirmed that the A494 River Dee Bridge Replacement continues to be progressed with a preferred option due to be announced in summer 2025. This will include an active travel route parallel to the A494 with links to other active travel networks in the area. As part of the statutory process, draft Orders and an Environmental Statement are due to be published in autumn 2025 which will identify the land required for the scheme. A Public Local Inquiry may be held depending on the nature of the responses/objections received.
	Some respondents highlight a need to upgrade the road between Cross Foxes to Machynlleth through Corris, expressing frustration that the focus on maintenance is not enough.	This comment relates to the A487 trunk road, which is the responsibility of the Welsh Government and maintained by the North and Mid Wales Trunk Road Agent.

Theme	Summary of issues raised in consultation	Response
	Some respondents welcome the Regional Transport Plan supporting a review into key routes which will help ease congestion, although suggest a lack of funding allocated to improve roads could result in many of the projects not proceeding. Some respondents consider it essential that the plans seek to improve road links across the region with views that residents are unlikely to cycle or take the bus if they have cars, especially during summer congestion. The A55 is specifically mentioned as needing further investment to reduce congestion issues, particularly Junctions 14 to 16 Improvements which is flagged as needing to be prioritised from stalled schemes due to the roundabouts causing major blockages, similar to the Menai Crossing constraint. Other respondents also raised that without new roads, environmental issues in villages will remain. Some other respondents express objection to any new roads.	As is outlined in the Regional Transport Plan, roads in North Wales are maintained by the North and Mid Wales Trunk Road Agent and the Welsh Government meaning the Corporate Joint Committee and Local Authorities have no direct influence over the strategic road network. However, policy aspirations highlighted in the 'Strategic Road Network' and 'Roads, Streets and Parking' sections of the Regional Transport Plan highlights how the plan will continue to ensure that routes remain safe and reliable (SRN1/RS1), as well as how the road network can be improved to enhance facilities for sustainable travel (SRN3/RS6). SRN3 explains that certain paused highway schemes will be reviewed where they can help address congestion and support wider aspirations for sustainable transport. The Regional Transport Plan has been updated to make this clearer. The Welsh Government has confirmed it has commissioned a study (WelTAG 1 and 2) to consider network operational challenges, resilience and road safety between Junctions 14 and 18 on the A55. The Welsh Government is also commissioning work to develop a A55/A494 Route Strategy.
Enabling changes to travel behaviour	Some respondents specify the need for changes to the Highway Code regarding the hierarchy of road users to help make a positive change to people travelling by alternative modes to the car. The national CLOCS and Kerbcraft campaigns are also suggested as a way to raise awareness, especially within schools.	Whilst changes to the Highway Code are outside of the remit of Ambition North Wales and the Regional Transport Plan, it has been updated to reflect the need for good information to help people make sustainable and safe travel choices.

Theme	Summary of issues raised in consultation	Response
	Some respondents support the proposals to promote and facilitate greater remote working, some referencing a good example being the development of collaborative working spaces such as those provided at M-SParc. It is suggested that hot-desking and networking opportunities could help address some of the challenges of home/remote working as well as promote collaboration, innovation and entrepreneurship, especially in rural areas. It is also suggested this is particularly important to support micro and small businesses which form a key part of the regional economy.	The North Wales Growth Deal, through its Egni project with Bangor University is focused on developing a Low Carbon Energy Centre of Excellence at Bangor University and M-Sparc. This will enhance the region's capabilities for research, design and innovation in low carbon energy and it will provide opportunities for further research, supply chain development and in making North Wales attractive for inward investment opportunities. The enhancement of capacity at M-Sparc is core to this project and will facilitate a greater collaborating across businesses and the wider community.
	Some respondents support the proposals for public engagement and campaigns to share information, awareness and help address transport related barriers. Others suggest this type of activity must be built around a coherent narrative and consistent messaging across the region, be relevant to people, and incentivise them to make more sustainable decisions. Some suggest this will require a significant commitment in terms of time and resources, and will need to be co-ordinated effectively to ensure impact.	The Regional Transport Plan recognises that providing the infrastructure and services that allow people to make sustainable travel choices is important but can only be effective if people are aware of them and the benefits of using them. Marketing and communications campaigns are essential and can be tailored to focus on specific target user groups, such as tourists and leisure users, commuters, young people, or older people. Ambition North Wales will work with communications specialists and partner organisations to help ensure it has the skills and resources needed to deliver its plans.
	Some respondents consider the opportunity for education to make a difference to the culture and attitudes of residents, including transport based education in schools.	The Regional Transport Plan recognised the importance of providing people with choices about how they access education, and Ambition North Wales will work with local authorities to support transport based education.

Theme	Summary of issues raised in consultation	Response
	Some respondents suggest introducing promotions on travel for certain groups, including tourists or new home owners.	Ambition North Wales will work with stakeholders as appropriate to help identify and progress innovative approaches to encouraging sustainable transport choices. Relevant is Regional Transport Plan Policy CB14 (marketing and communications campaigns) and Policy CB15 (work with partners and stakeholders in the tourist sector to investigate methods for encouraging visitors to North Wales to travel sustainably).
	Some respondents highlight the need for public transport to be more affordable in order to increase footfall.	Affordability is a cross-cutting theme in the Regional Transport Plan and Ambition North Wales will work with stakeholders to help improve access to affordable sustainable transport.
	Some respondents highlight Policy CB23 (A partnership approach will be taken to develop a plan for further improvement to rail services in North Wales that better supports the visitor economy) as important in the way that visitors access the area but suggest consideration needs to be given to onward travel options, luggage storage, information systems and bike storage as exists in most other countries where rail is a common mode of transport.	Whilst other Regional Transport Plan policies are complementary, for example Policy DC3(A partnership approach will be taken to rolling out digital and real time information about public transport services, prioritising digital displays at key transport interchanges, and working towards real time information at bus stops across North Wales) and PT8 (Key bus stops, such as those in village centres, those with high usage, and those where interchange between modes or services is common, will be prioritised for enhancement…), updates to Policy CB23 (A partnership approach will be taken to develop a plan for further improvement to rail services in North Wales that better supports the visitor economy) have been made to make Ambition North Wales's support for enabling provisions in connection with public transport services clearer.

Theme	Summary of issues raised in consultation	Response
	Some respondents welcome Policy CB16 (Opportunities will be sought to support the visitor economy through management of coach and motorhome parking on suitable sites close to attractions in North Wales. This should consider charging opportunities for zero emission vehicles) but recommend additional wording to this policy as per the following: It is agreed that management of coach and motorhome parking is needed, but the choice of new sites will need to consider locations that avoid harmful impacts, such as upon the Special Qualities of the Eryri National Park, and be in accordance with Development Plan policies.	The Regional Transport Plan has been updated to make this change.
	Some respondents suggest making Policy CB18 more explicit, by including reference to an expansion in park and ride capacity at 'gateway' locations serving Yr Wyddfa and Dyffryn Ogwen, coupled with a gradual reduction in existing parking provision along roads through the highly sensitive mountain environment.	The Regional Transport Plan has been updated to make this change.
	Some consider the Regional Transport Plan provides no clarity on how behaviour change interventions will achieve the mode switch that is alluded to.	The Monitoring and Evaluation Plan sets out a series of measures and indicators to help consider progress towards identified targets. The Regional Transport Plan behaviour change based policies and interventions seek to help contribute to helping achieve those targets.
	Some respondents suggest policies that make car use more expensive at times and in places where road use is heavily congested. With the rural nature of the area meaning congestion charging is unlikely to be an effective solution, there should be a greater consideration of workplace parking levies, for example.	A network-based approach has been taken to our proposals, where the key focus is on providing all groups of people with more choice about when and how they travel. At this time Ambition North Wales has no plans to introduce a policy for road user charging or workplace parking levies.

Theme	Summary of issues raised in consultation	Response
	Some respondents consider the need to improve accessibility to buses and trains to prevent isolation, citing issues including: • Visibility issues at crossing to reach stops and stations • Stopping distances from pavements making it harder to get on and off buses • New trains having higher steps to get on and off, as well as distance from platform edge • Local buses are not accessible by wheelchair	Ambition North Wales is committed to making public transport in North Wales fairer and accessible to all. Regional Transport Plan Policy PT10 is an example, where we will work with partners including local authorities and operators to make bus travel more accessible for people with restricted mobility or disabilities. Ambition North Wales will also work with Transport for Wales to help ensure rail services and stations are accessible.
	Some respondents consider more importance should be put on creating safe cycle routes especially around schools. Some respondents consider that public trains and buses should be part of school transport, so students get familiar using public transport. Some respondents are concerned that through the promotion and improvement of active travel routes to schools, revenue would be saved by stopping school buses, resulting in higher private car use.	The Regional Transport Plan includes policies focused on providing people with choices about how they access services, including schools and education. Those seek to help ensure priority will be given to funding schemes and services that improve sustainable access (Policy CB8), pursue a total services contract to combine services to provide a better service to the public and to reduce duplication of resources (Policy CB9), and provide people with choices about how they access education (Policies CB10, 11 and 12).

Theme	Summary of issues raised in consultation	Response
Bus	While some respondents are encouraged by the possibility of bus franchising, some also express concern citing changes to TrawsCymru Services (T3) changing routes and frequency resulting in a reduction of passengers. Other respondents highlight that with funding already declining due to lack of demand of services, it is unclear how franchising will assist other than to save the Senedd the capital cost of vehicles. Other respondents highlight the need for smaller bus operatives to have a place in the new model, to increase choice and fairness.	In connection with Regional Transport Plan Policy PT1 (work with Transport for Wales and Welsh Government to support the roll-out of bus franchising in North Wales, which should include multi-year funding that would provide certainty for the travelling public, authorities, and operators) the Regional Transport Plan has been updated to clarify Ambition North Wales will work with Transport for Wales and the Welsh Government to help achieve the best possible network for residents of North Wales which should meet the needs of communities. We also recognise Small and Medium-sized Enterprises (SMEs) / smaller operators need to be part of the solution and should not be overlooked with the new franchising model. We also recognise that the SMEs / smaller operators play an important function in delivering home to school transport for local authorities.
	Some respondents encourage the plans to consider how the supply and distribution of hydrogen might be considered on a cross-border basis alongside hydrogen hubs in North Wales, capitalising on projects such as Hynet North West. Some respondents express support for hydrogen powered vehicles, referencing how this has been considered in the Local Area Energy Plans for council fleet and heavy good vehicles.	Whilst the Regional Transport Plan recognised hydrogen as a potential solution to decarbonising the bus fleet (Policy PT3) and low emission HGVs (Policy PF4), Ambition North Wales will consider the wider opportunities with stakeholders including as part of the North Wales Energy Strategy, which has been given greater consideration as part of updates to the Regional Transport Plan.

Theme	Summary of issues raised in consultation	Response
	Some respondents highlight frustrations when bus routes are run by different companies and timetables do not integrate. If this was improved, it is believed usage would increase. Some raise this concern as a particular concern and opportunity in rural areas, where people can become socially excluded through lack of transportation options.	Our plans for bus travel are considered within the context of the proposed future bus network across Wales, which Transport for Wales are currently developing as part of the Welsh Government's proposals to introduce bus franchising. Those plans are outlined in the One Network, One Timetable, One Ticket white paper and Roadmap to Bus Reform document. Those proposals are expected to deliver a seamless, integrated multimodal transport system with enhanced customer information, fares, and ticketing from 2026 onwards. The Regional Transport Plan has been updated to give an update on the latest plans for bus franchising following the Welsh Government publishing the Bus Services (Wales) Bill on 31 March 2025. It has also been updated to stress the importance of timetable integration to help make it easier for people to people to make sustainable travel choices.
	Some respondents support improving cross-border bus connectivity, and aims to interface bus franchising plans announced by the Welsh Government and those being progressed in Liverpool City Region.	Noted.
	Some respondents highlight the need for rural areas to have reliable bus services 7 days per week, with limited services since the pandemic leading to a reliance on private cars and isolation. Some also highlighted the need to consider the effect of 20mph policies on bus schedules, with a reduction of services noted since the policy implementation.	The Regional Transport Plan includes Policy PT1 to PT5 seeking to enable everyday bus services that are fit for purpose. Proposals for bus improvements are within the context of the Welsh Government's 20mph policy.
	Some respondents commend Policy PT10 as a standalone commitment to accessibility, agreeing that bus travel needs to be easier and fairer for all.	Noted.

Theme	Summary of issues raised in consultation	Response
	Some respondents specified a need or preference for specific bus routes and priority measures, including: • Mold • Dolgellau to Blaenau • Wrexham to Chester • Llandudno to Blaenau Ffestiniog • South Flintshire to Chester • Dolwyddelan • Lledr Valley • Conwy Valley • Holyhead to South Stack • Talacre • Bangor – Felinheli – Caernarfon • Bangor – Anglesey • Rural Anglesey • Northop • Bodnant Gardens	Regional Transport Plan Policy PT4 seeks to support the Bus Service Transformation Network rollout in North Wales. This will include a core network of services between and within major settlements and employment sites with a frequency of two to four buses an hour extending into the evenings. The Regional Transport Delivery Plan includes bus schemes that will be prioritised over the plan period. A study has been undertaken across North Wales to consider works that could be put in place to improve bus priority and local authorities look forward to working with Ambition North Wales, Transport for Wales, and the Welsh Government, to take this project forward to implementation, subject to funding. In terms of buses, services are subject to on-going review and any enhancements subject to funding will continue to be considered by local authorities. Dolgellau to Blaenau was a previously direct route now served by the T2 and T22 services. Isle of Anglesey County Council will continue to engage with stakeholders at South Stack Nature Reserve around sustainable access. The car park hasn't been served by a registered bus service for a number of years and safe vehicle movements have been problematic.

Theme	Summary of issues raised in consultation	Response
Coach, demand responsive and community transport	Some respondents consider that Fflecsi services are key for rural populations, connecting communities with some calls for further funding for such schemes. A specific request is made for the implementation of a Fflecsi scheme in Anglesey and to allow services to cross borders if they are to be effective. However, other respondents consider Fflecsi services to be inflexible with a lack of capacity that does not work well for tourists, stressing that the reliance on Fflecsi should not prevent future transport improvements or developments. Some respondents highlight how Fflecsi services do not currently operate as a hop-on-hop-off service, requiring booking two weeks in advance especially during high season. It also relies on having a mobile phone or access to the internet, resulting in inequality of travel options.	The Regional Transport Plan has been updated to confirm Ambition North Wales will work with Transport for Wales to review and further enhance the Fflecsi offer in North Wales to help ensure that Demand Responsive Transport best meets the needs of communities not served by other public transport.

	Some respondents express the need for the Regional Transport Plan to consider community transport and the Third Sector Miniplan of Llwybr Newydd further. By not considering community transport more fully, it is suggested there is an impact on the prioritised list of schemes within the related Delivery Plan. Recommendations are made including but not limited to: • The Regional Transport Plan should include a commitment to increasing the number of Community Transport Schemes, to grow the reach and coverage of the sector and provide more fully inclusive transport options. • Develop a Community Transport Development Plan for each local authority area in North Wales, as part of an integrated approach across the North Wales region. • Community Transport Development Plans to be supported by Investment Plans to accelerate the rate of development for equitable access to transport across Wales for people with additional mobility requirements. • Incorporate the Rural Pathway within the Regional Transport Plan and include policies, programmes and projects to invest in and develop community-led transport initiatives within rural areas. • The Community Transport Development Plans to include a decarbonisation pathway for the sector in North Wales, and an allocation from existing resource, such as the Ultra Low Emission Fund, to assist non-profit community transport providers.	The Regional Transport Plan includes a section on coach, demand responsive and community transport. The value of community transport and the third sector is recognised and the Third Sector Miniplan of Llwybr Newydd has been given greater consideration as part of updates to the Regional Transport Plan.

Theme	Summary of issues raised in consultation	Response
	• Include a commitment within the Regional Transport Plan for investment in Wheels to Work proof of concept schemes and an independent pan-Wales evaluation. • To include the Community Transport Association and community transport operators in the development of a Total Services Contract pilot. • Alongside the commitment to increasing the number of car clubs should be a similar commitment to increasing the number of Community Car schemes.	
	Some respondents consider the plans serve coastal and urban communities reasonably well, but rural and smaller market towns appear to be an afterthought. Whilst generally welcoming policies PT11 and PT12, Fflecsi and community transport initiatives are often seen as a second-best solution. Local experience shows that they can be unreliable and limited particularly regarding evening and weekend services and should work alongside tourist transport initiatives. Some suggest national policy does not fully consider the challenges facing rural areas in the transport sector and the lack of public transport in rural areas exacerbates car dependency with a lack of realistic alternatives.	The Regional Transport Plan recognises the importance and value of transport connections to rural and market town communities, and includes policies focused on providing people with choices in rural and semi-urban areas. One of the cross-cutting themes in the plan is equity or parity of transport options, which means ensuring that everyone in North Wales has fair access to transport options. It recognises that different people have different needs, particularly those belonging to disadvantaged groups, or those in rural communities.
	Some respondents appreciate acknowledgement of the Sherpa bus service, highlighting the need for such service at Eryri which has regular parking issues throughout the season, and there are few sustainable travel options in this area. Working with communities to identify their needs at these peak periods is essential.	Noted.

Theme	Summary of issues raised in consultation	Response
	Some respondents question why an express coach is proposed for Holyhead to Liverpool when this largely duplicates the existing rail network.	The proposed express coach service from Holyhead to Liverpool is being developed by Transport for Wales focusing along the A55 corridor, a strategic route currently without regular public transport options. This service aims to bridge significant gaps in rail coverage by connecting underserved areas in North Wales, such as Bodelwyddan and Holywell. Moreover, it would provide direct links to destinations in North West England, including Liverpool and other areas which lack direct connections via the rail network such as Cheshire Oaks and Liverpool Airport. By integrating with rail services at Llandudno Junction and connecting to local bus services along its route, the coach service seeks to establish an integrated public transport network in North Wales, improving accessibility for both residents and visitors in the region.
Walking, wheeling and cycling	Some respondents consider the plans to be too heavily weighted in favour of active travel, which they consider to be impractical in rural areas with the plans overlooking the need to improve public transport in terms of frequency, reliability, cost, and coverage before prioritising a reduction in car use and an increase in active travel. Some highlight the need for action at an operational level when it comes to the behaviour change requirements needed for effective active travel uptake with the plan needing to better emphasise active travel over private car use.	The Regional Transport Plan seeks to promote and improve transport choice across North Wales including rural areas. The plans respond to Welsh Government policy and the Sustainable Travel Hierarchy in Llwybr Newydd as well as local aims to improve active travel, public transport, and contribute to modal shift to reduce reliance on the car. The Regional Transport Plan includes policies as part of Enabling changes to travel behaviours to help achieve modal shift. As set out in the Regional Transport Delivery Plan, schemes have been identified, appraised and consulted upon to help ensure the plans are fit for purpose and endorsed as widely as possible. Active travel measures are considered to be important to help reduce reliance on the car for shorter trips, and the Regional Transport Plan recognises the importance of providing people with choices in rural and semi-urban areas.

Theme	Summary of issues raised in consultation	Response
	Some respondents express it is pleasing to see the National Cycle Network mentioned.	Noted.
	Some respondents suggest that local authorities are only making minor improvements via their Active Travel Network Maps and that an integrated network is not provided, with overall footpath maintenance being poor and routes are often unusable. A further suggestion was made that active travel should include pathways suitable for horses.	Regional Transport Plan Policy AT5 seeks to help ensure local authorities should first focus on routes with the most opportunity to connect communities to local destinations, bringing them up to a standard that could help increase walking, wheeling, cycling, and horse-riding in rural areas. Policy AT6 supports the creation of Quiet Lanes in Wales. These are intended to enable walkers, cyclists, horse riders and people with mobility impairments to enjoy country lanes in safety by encouraging slower traffic speeds and lower traffic volumes. Policy RS1 seeks to help ensure adequate revenue as well as capital funding for surfacing and maintenance.
	Some respondents consider the plans could be clearer about the mechanisms that will be used to prioritise and fund the current programmes of work in line with the Active Travel Network Maps in each local authority. In addition, there is strong support for multi-year funding agreements and respondents consider a clear delivery plan is needed alongside the funding arrangements.	The Regional Transport Delivery Plan sets out the approach taken to, and results of, scheme prioritisation. This includes schemes to be progressed by local authorities in line with the Active Travel Network Maps in each local authority. Ambition North Wales through the Regional Transport Plan and a regional approach to planning and delivery seek to ensure a consistent and coordinated approach across North Wales. We recognise local authority active travel teams are already lean and often under-resourced, and regional coordination will help with sharing best practice, pooling resources, reducing dependence on consultants, and prioritising where the highest needs are.
	Some respondents consider it to be unclear how regional and local active travel planning will be aligned. The suggestion of a single regional Active Travel function is welcome, but concern is raised if this results in an overall reduction in active travel capacity across the region.	

Theme	Summary of issues raised in consultation	Response
	Some respondents support the proposal for an Active Travel Delivery Unit with the proviso that it avoids unnecessary extra bureaucracy and capitalises on existing expertise within local authorities, Transport for Wales and third-sector organisations such as Sustrans.	Much of the responsibility for the delivery of walking and cycling schemes sits with local authorities. There are a number of different organisations involved in improving walking and cycling infrastructure, including Transport for Wales, the Corporate Joint Committee, Sustrans and the North and Mid Wales Trunk Road Agent, with funding from the Welsh Government. The introduction of an Active Travel Unit for North Wales could facilitate joint working and streamline the delivery of active travel schemes, share expertise and best practice, and better coordinate the resourcing of multi-year delivery and funding programmes.
	Some respondents suggest Sustrans should be consulted on all schemes that could impact the National Cycle Network and that Sustrans' Network Development Plan informs project prioritisation.	The Regional Transport Delivery Plan sets out the approach taken to, and results of, scheme prioritisation. This is based on an agreed process involving Transport for Wales and the Welsh Government alongside local authorities. This includes schemes to be progressed by local authorities who are responsible for delivery, and who should engage with Sustrans as part of project planning, design and development work as appropriate.
	Some respondents raise concerns about Policy AT14 in the way it refers to exploring E-scooter usage, suggesting they present a danger to blind and partially sighted people, and that any E-bike schemes should promote safe and respectful user behaviour and an awareness of sight loss.	The Welsh Government and local authorities in Wales will continue to observe the results of the UK trials and provide any updated advice in the future as appropriate, which should take into account the needs of all groups including blind and partially sighted people.

Theme	Summary of issues raised in consultation	Response
	Some respondents welcome the renewed commitment to Active Travel Network Maps but express disappointment to not see a matching commitment to maintaining the standards set out in the Active Travel Act Guidance as maintaining these standards will be important in maximising funding for active travel developments. It is suggested that the final Regional Transport Plan includes a clear statement that the Active Travel Act Guidance will be maintained.	The Welsh Government is responsible for publishing its Active Travel Act Guidance, which includes best practice on infrastructure design and gives guidance on how to provide related facilities such as cycle parking. The Regional Transport Delivery Plan includes schemes to be progressed by local authorities who are responsible for delivery, and who should apply the relevant guidance as part of project planning, design and development work as appropriate.
	Some respondents suggest the plans should include the following schemes: • Cross border routes identified by the Mersey Dee Alliance in their 2024 Active Travel Strategy and the opportunity for modal shift in cross-border flows. • Key elements of the North Wales Transport Commission recommendations, particularly 'upgrading and completing missing sections of the NCN5 along the coast' (some individual improvements are noted but route should be seen as a regional asset).	The Regional Transport Delivery Plan sets out the approach taken to, and results of, scheme identification and prioritisation. This is based on an agreed process involving Transport for Wales and the Welsh Government alongside local authorities. This includes cross border schemes to be progressed by local authorities who are responsible for delivery.

Theme	Summary of issues raised in consultation	Response
	Some respondents specify certain locations of perceived inadequate active travel provision, including: • Gwynedd into Ynys Mon • Caernarfon and Bangor to Llanberis • Anglesey to the mainland • Holywell to Prestatyn • Dolwyddelan to Betws-y-Coed • A470 Lledr Valley • Llanfachraeth • Bodedern • Wrexham to Mold Former railway lines were also suggested to be converted to active travel routes, allowing for segregation between cyclists, pedestrians and other road users, specifically: • Mold to Rhydymwyn and beyond through the Wheeler Valley to Denbigh • Rhyl to Chester • Ruthin to Denbigh	The Regional Transport Delivery Plan includes a wide range of active travel schemes seeking to improve connectivity and provision for walking, wheeling and cycling. The requested corridors/routes will be considered as part of the Active Travel Network Map reviews. The Regional Transport Plan Policy AT4 is targeted at improving active travel in rural areas and explicitly considers the opportunity to make use of former railway lines for active travel and connecting towns, which should be explored as complementary measures to the delivery of the Active Travel Network Maps. The Welsh Government and Trunk Road Agent are responsible for both Menai bridges, and the Isle of Anglesey Council will continue to engage alongside Ambition North Wales around resilient and sustainable access in this area. The Llanfairpwll A5 Scheme has already developed to link to Menai Loop. Both Bodedern and Llanfachraeth are outside of the active travel settlements, however the potential to improve a link to Bodedern will be considered as part of a WelTAG Study which will connect RAF Valley to Valley. Provision at Llanfachraeth could be revisited should developments at Wylfa Newydd progress. The River Clwyd Railway Bridge project within the Regional Transport Delivery Plan proposes to utilise the redundant span of the railway bridge to provide a new active travel route connecting Rhyl and Kinmel Bay. National Cycle Network Route 5 connects Prestatyn to the Denbighshire/Flintshire boundary, and comments are noted.

Theme	Summary of issues raised in consultation	Response
	Some respondents consider the need for the plans to better promote and improve active travel routes. Suggestions made include: • Right of way entrances • Implementing traffic calming measures • Segregate cyclist from pedestrians to improve safety • Need for 'crucial consideration' when deciding route widths to preserve wildlife habitats and consider other road users • Consider impact of 20mph on cyclists – some consider it dangerous to have vehicular traffic traveling at the same speed as cyclists • Road markings to show pedestrian priority • Improving safety around potential interchange sites e.g. bus stops • Greater flexibility of Active Travel Design Guidance for rural walks to allow local authorities to successfully develop active travel routes to benefit all users • Provide Active Travel routes to schools	The Regional Transport Delivery Plan sets out the approach taken to, and results of, scheme identification and prioritisation. This includes active travel schemes to be progressed by local authorities who are responsible for delivery, who will consider the relevant active travel guidance and best practice in designing and developing their schemes.

Theme	Summary of issues raised in consultation	Response
Integration between modes	Some respondents agree that further integration between modes is needed, especially between bus and rail, with increased accessibility. Some suggest the Regional Transport Plan focuses on transport modes in isolation and suggest there is a need for more focus on interconnectivity. Some respondents specify this for bus routes between Bangor and Llandudno Junction, which should be stopping at the station, not just Conwy.	The Regional Transport Plan recognises the importance of modal and network integration, and one of its cross-cutting themes is integration: recognising that modal shift requires a holistic, integrated approach to journey planning, working across different modes and sectors to make it easier for people to travel door-to-door using sustainable transport modes. It focuses on improving integration and cross-border connectivity, effective integration between bus and rail services through enabling easier interchange, whilst policy themes include integration between modes with explicit policies and interventions IN1-5. The Regional Transport Delivery Plan includes schemes seeking to improve bus connectivity via the Llandudno Junction Station transport integration; Bangor Gateway Station Area transport integration; and Mobility Hub in Bangor. The Regional Transport Delivery Plan also includes a scheme to improve the Colwyn bay town centre which includes improved road infrastructure outside the station forecourt at Colwyn Bay.
	Some respondents suggest that train and bus integration in Colwyn Bay should be approached similar to that implemented at Llandudno and Rhyl, with bus stop infrastructure also needing upgrading.	RTDP includes Scheme 8 Integration with strategic transport services: Colwyn Bay station transport integration, which will improve the Colwyn bay town centre which includes improved road infrastructure outside the station forecourt at Colwyn Bay

Theme	Summary of issues raised in consultation	Response
	Some respondents consider the need for interchange locations at: • Caernarfon, including connections to Sherpa/Traws Cymru networks • Llanfairpwll	Cyngor Gwynedd confirm that the Caernarfon interchange currently facilitates connections with Sherpa/ Traws Cymru services. There is a bus interchange at Menai Bridge and a better service available at Bangor whilst an interchange at Llanfairpwll would duplicate existing provision. It is considered the focus should be on integrating bus and rail timetables at Llanfairpwll. This would be possible as a modal shift option, at present the bus service timetables on Anglesey aren't worked to ensure integration with rail timetables with potential for improvements.
	Some respondents consider the need for integration policies to include consideration of implementation and cost of integrated ticketing.	Our plans for bus travel are considered within the context of the proposed future bus network across Wales, which Transport for Wales are currently developing as part of the Welsh Government's proposals to introduce bus franchising. Those proposals are expected to deliver a seamless, integrated multimodal transport system with enhanced customer information, fares, and ticketing from 2026 onwards.
	Some respondents particularly welcome Policy IN5 and hope that the consideration of further Park and Ride options will be imminent to address the serious congestion and parking issues faced within the Eryri area during peak times.	Noted.
	Some respondents suggest linking Menai bridge to Llanfairpwll and Bangor train stations earlier and later in the day and Sundays.	Noted (subject to commercial decision making and Isle of Anglesey County Council could re-visit as part of bus franchising).

Theme	Summary of issues raised in consultation	Response
	Some respondents highlight the need for better integration between modes, particularly bus and train times, to accommodate commuters and school pupils, or ensuring that car parks at bus and train stations are secure and available so commutes do not have to be completed fully by car.	The Regional Transport Plan responds to the need for improved integration between modes in its policies IN1-6.
	Some respondents consider that parking provision at stations on the Borderlands line at Buckley, Hawarden and Shotton is adequate and there would be a barrier to increased use of the line if the proposed service improvement took place.	Noted. Promotion of active travel and public transport integration is encouraged as part of the plans to help ensure modal shift, recognising it isn't feasible to increase the car parking provision at these stations. Flintshire County Council suggest further consideration should be given to developing Penyffordd (Chester) Station as a Park and Ride opportunity for rail. Also, where parking is considered, this needs to promote electric vehicle provision.
Ports and freight	Some respondents highlight that the plans do not set a target to support a shift to rail freight. It is suggested the target should align with the Department for Transport's national target (75% growth in rail freight by 2050) and Transport for the North's target to treble rail's freight share to 25.5% by 2050.	The Monitoring and Evaluation Plan sets out a series of measures and indicators to help consider the Regional Transport Plan's progress towards identified targets aligned to the Transport for Wales Monitoring Framework, responding to the Welsh Government's guidance to Corporate Joint Committees. The Welsh Government and Transport for Wales undertake their own monitoring of national targets.
	Some recommend further reference to the Port of Liverpool to reflect the Port's role in the region and the implications of HGV traffic, reflecting the need to mitigate, decarbonise and shift to rail where possible.	The plans acknowledge the importance of cross border transport and connectivity, and the Regional Transport Plan has been updated to include reference to the Port of Liverpool accordingly.

Theme	Summary of issues raised in consultation	Response
	Some respondents support the shift from road to rail for freight movements to help reduce congestion and pollution, however it is highlighted that rail freight cannot be seen as a total replacement for road transport. These two transport modes can work together, to support logistics movements, but when goods need to be moved with short notice, often the best option is road. Therefore, strategic investment in this part of the road network would be helpful to all logistics operators (in Great Britian and Ireland), as it will help ensure the most efficient movement of freight.	The Regional Transport Plan includes a range of policies seeking to ensure road and rail transport including for the movement of freight is fit for purpose, as well as seeking to support the decarbonisation of freight.
	Some respondents suggest the following routes for rail freight: • Chester to Holyhead port to help reduce congestion on the A55. • Llangefni and Amlwch for light rail.	Regional Transport Plan Policy PF9 (work with partners in the rail industry to support a shift to rail for freight movement, including rail based light logistics) will help identify the need for improvements including those suggested.
	Some respondents support the growth of the Holyhead port, railway station and nearby Freeport sites (Policies PF1-PF3) but highlight there may be further implications due to increased freight movement. Some respondents suggest an all-encompassing masterplan is required for the wider port and rail station (as well as highway linkages) as this is seen as a key piece of strategic infrastructure to catalyse transport and economic development recovery in the region.	The owner of Holyhead Port is Stena Line Ports Limited, a subsidiary of Stena Line. Stena Line manages the Port of Holyhead and would be responsible for delivering any masterplan in collaboration with key public sector partners or stakeholders. Through the Regional Transport Delivery Plan relevant local authority schemes include Scheme 169 Surface access improvements and associated works to overcome transport constraints to access Anglesey freeport sites; Scheme 255 Access to Freeport Sites; and Scheme 168 Freight Alternative Fuels (Hydrogen at Holyhead).

Theme	Summary of issues raised in consultation	Response
	Some respondents suggest planning for the electrification of freight will be essential and that the proactive identification of sites and infrastructure for freight charging, particularly along the A55 corridor, would be a beneficial addition to Policy RS10.	Regional Transport Plan Policy PF4 (supporting a shift to hydrogen fuels for freight operators in the region) and Policy PF5 (opportunities for the electrification of vehicles for local deliveries) are relevant. Support for the proactive identification of sites and infrastructure for freight charging, particularly along the A55 corridor, has been given greater consideration as part of updates to the Regional Transport Plan.
	Some respondents consider sea connectivity is being overlooked with a need for a more user-friendly ferry schedule between Dublin and North Wales. Stena Line and Irish Ferries are competing commercial ferry operators and their ships follow a very similar schedule, generally leaving a six-hour gap between sailings. A sailing approximately every three hours would be much more conducive to strengthening and growing the economic and social links between Wales and Ireland.	Sailing schedules are the responsibility of the existing commercial operators but the Regional Transport Plan seeks to support the development of ports and their movement of people and goods through policies seeking to improve access and connectivity.
	Some respondents express support for Regional Transport Plan Policy PF1-PF3, citing future improvements to support the growth of the port, railway station and nearby Freeport sites is welcomed. Some consider an all-encompassing masterplan is required for the wider port and rail station.	Noted. Regional Transport Delivery Plan Scheme 6 (Holyhead Transport Masterplan) seeks to support Transport for Wales and other partner organisations help progress with a comprehensive and integrated approach to planning for improvements in the area.

Theme	Summary of issues raised in consultation	Response
	Some respondents suggest the use of ammonia produced using green and blue hydrogen at ports, suggesting this is likely to grow significantly as an alternative low-carbon marine fuel enabling decarbonisation of the marine sector. This could include for working vessels entering and leaving Mostyn and Holyhead ports cargo ships HGV ferry transfers and tourism. It is suggested the plan makes some brief references to working with partners to develop hydrogen transport refuelling hubs for road vehicles but it should also consider working with partners in the marine and port management industries to enable production storage and supply of ammonia for the marine industry.	The production storage and supply of ammonia for the marine industry is considered to be outside of the scope of the Regional Transport Plan but Ambition North Wales will carefully consider how best to engage with stakeholders to support the ports developing their capacity and capability in connection with improved access and decarbonisation.

Theme	Summary of issues raised in consultation	Response
	Some respondents consider a policy or initiative could be included in the Regional Transport Plan focusing on the decarbonisation of HGVs.	The Regional Transport Plan recognises there are currently no facilities in North Wales that would support hauliers in the region who are seeking to switch to low emission vehicles. Supporting hauliers to make this switch would reduce the local impact of HGVs in North Wales. Policy PF4 (supporting a shift to hydrogen fuels for freight operators in the region) and Policy PF5 (opportunities for the electrification of vehicles for local deliveries) seek to help address the need for improvements. The North Wales Growth Deal, through its Holyhead Hydrogen Hub project with lead sponsor Menter Môn Cyf, will establish a green hydrogen production and distribution facility, at Parc Cybi, Holyhead within the Anglesey Freeport zone, supplying road, maritime and rail transport customers across North Wales. The hub will increase hydrogen energy security, reducing the dependence on imports and driving down carbon emissions, particularly in the transportation sector. The project will play a key role in the development of a regional hydrogen economy, stimulating the commercialisation and adoption of hydrogen as a fuel, attracting inward investment, and creating long term high value jobs.
	Some respondents consider the critical importance of the Port of Holyhead to the region (and the wider UK) with support for policies PF2 and PF3 aimed at improving vehicle access and facilities for HGV drivers. Others suggest the need for HGV parking facilities either side of the Menai Straits.	Noted. The Regional Transport Delivery Plan includes Scheme 117 (Provide HGV parking in Holyhead, along the A55 and at both sides of the Pont Britannia).

Theme	Summary of issues raised in consultation	Response
	Some respondents suggest the plans should include electric ferries for tourists.	Regional Transport Plan Policy PF1 seeks to support the growth of our ports and nearby development sites in North Wales, and support their plans for decarbonisation. The decarbonisation of port vehicles and ferries has been given greater consideration as part of updates to the Regional Transport Plan.
Roads, streets and parking	Some respondents welcome the Plan's focus on supporting the electric vehicle (EV) transition through the provision of sufficient charging infrastructure and link with land use planning. Some respondents suggest that rural areas suffer from a lack of electric vehicle provision with the feasibility of installing charging points varying across the region. Other respondents support the implementation of electric vehicle infrastructure and the possibility of electric buses as well as cars. It is suggested Transport for the North's EV Charging Infrastructure Framework and EV State of Play report are publicly available and may provide wider evidence for how partners can increase EV uptake in a cross-boundary approach. Other respondents raise concerns of the possible over-dependency on national grid for the increase of EV charging demand leading to possible misrepresentation of decarbonisation benefits. Some respondents suggest the repurposing of existing refuelling and service station infrastructure, greater support for community ownership of EV charging, and the need for more objective low emission vehicle information for residents. Some express support for subsidised charging points on residential streets and community centres as incentives to encourage greater use of electric cars.	The Regional Transport Plan acknowledges the importance of transport decarbonisation through its relevant policies RS7-11 and PF5 and it has been updated to reference and consider Transport for the North's EV Charging Infrastructure Framework and EV State of Play report and how partners can increase EV uptake in a cross-boundary approach. The Plan has also been updated to strengthen the commitment to low emission vehicles, offering support for repurposing of existing refuelling and service station infrastructure, community ownership of EV charging, and the need for more objective low emission vehicle information for residents. The Plan has also been updated to reference the North Wales energy strategy, which calls for more renewable energy to meet future demand to achieve net zero by 2050, and correct inconsistencies in the target dates for zero emission vehicles.

Theme	Summary of issues raised in consultation	Response
	Some respondents suggest the Regional Transport Plan focuses heavily on electric vehicles (EVs) and charging infrastructure, relying on national grid expansion to meet this increased electricity demand, and doesn't address how this electricity will be supplied. It is suggested the plans should ensure renewables meet the increased demand to achieve net zero and sustainability benefits. It is also pointed out there are inconsistencies in the target dates for zero-emission vehicles in North Wales (stated as 2030 on p27 and 2035 on p93).	Energy generating infrastructure is outside the scope of the Regional Transport Plan, but it has been updated to give greater consideration to synergies with the relevant North Wales Regional Energy Strategy. Inconsistencies in the target dates for zero-emission vehicles in North Wales (stated as 2030 on p27 and 2035 on p93) have been corrected.
	Some respondents advocate for the mandatory inclusion of Acoustic Vehicle Alert Systems (AVAS) for electric vehicles, explaining this is particularly important for blind and partially sighted people who rely on auditory cues.	The mandatory inclusion of Acoustic Vehicle Alert Systems (AVAS) for electric vehicles is outside the scope of the Regional Transport Plan, but Ambition North Wales will work with local authorities to help ensure their own fleet vehicles are enabled.
	Some respondents suggest Policy RS6 supports incorporating rooftop or canopy solar in shared car parks, which would avoid the land and diversity loss from new solar farms. This approach could also be applied for bus stations and depots aligning the North Wales Energy Strategy goals of promoting renewable energy and minimising land use impacts.	Regional Transport Plan Policy RS6 has been updated to incorporate bus stations and depots, aligning to the North Wales Energy Strategy.
	Some respondents suggest including the national procurement framework developed by the Welsh Government for electric vehicle infrastructure in the Regional Transport Plan would be highly beneficial.	The Welsh Government is developing a national procurement framework for electric vehicle charging infrastructure to standardize and improve industry standards, ensuring consistent and integrated charging infrastructure across Wales. The Regional Transport Plan has been updated to reference to this work.
	Some respondents suggest supporting community car clubs including Car-n-arfon (Policy RS12) aligns with the Regional Energy Strategy action 4G to deliver community-oriented low-carbon transport infrastructure and services.	Regional Transport Plan Policy RS12 has been updated to incorporate reference to Car-n-arfon as an example of community-oriented low-carbon transport infrastructure and services, aligning to the North Wales Energy Strategy.

Theme	Summary of issues raised in consultation	Response
	Some respondents emphasise the importance of adequate funding being available for maintaining existing highway infrastructure, including roads and bridges and associated assets. This is especially important in terms of climate resilience. Some noted the significance of road surface quality for cyclists and bus services.	Regional Transport Plan Policy RS1 provides for the Corporate Joint Committee to work with partners to secure adequate funding for surfacing and structure maintenance that ensures the ongoing operation and resilience of existing highway assets.
	Some respondents consider the Regional Transport Plan to include anti-motorist policies while suggesting no alternative, usable public transport system is provided. Some respondents called for the removal of the Welsh Government's 20mph policy as well as expressing a sentiment that motorists are disadvantaged through reduced speed limits, which some suggest often causes traffic congestion and delays. While some respondents agree that cheaper and more available transport is a good thing, it is also considered that this should not be at the expense of private transport which is needed, especially within the rural areas.	The Regional Transport Plan aims to promote and improve availability of all transport choice across North Wales, including those using private cars. Aspirations under Strategic Road Ambitions aim to maintain and improve the road network for private motorists as well as alternative transport uses. As is outlined in the Regional Transport Plan, roads in North Wales are maintained by the North and Mid Wales Trunk Road Agent and the Welsh Government meaning the Corporate Joint Committee and Local Authorities have no direct influence over the strategic road network. Ambition North Wales is committed to decarbonising transport and encouraging modal shift where and as appropriate. The 20mph scheme is a Welsh Government Strategy falling outside of the remit of the Corporate Joint Committee. Following a public listening phase and the publication of revised guidance, Welsh local authorities have been consulting on potential changes to the 20mph default speed limit, with some authorities starting to assess roads and propose changes back to 30mph in some instances where an exceptions case is made.

Theme	Summary of issues raised in consultation	Response
	Some respondents raise concerns regarding the possible reduction of parking in town centres and tourist areas highlighting that most tourists need cars to explore North Wales. Some suggestions are made including cooperation with local farmers to increase parking provision when necessary and to only reduce town centre parking where alternatives are available. Other respondents highlight the use of Park & Ride facilities as effective, if parking charges are reasonable. Some respondents consider the need for a consistent approach to car parking costs across the region.	Regional Transport Plan Policy RS5 and RS6 seek to support sustainable public car parking in towns and cities. The local authorities in North Wales manage and operate a range of public car parks that serve the town and city centres in our region. The amount of parking and the charge for parking is determined by the local authorities who must consider the balance between the amount of parking required to support local businesses, encouraging a shift to more sustainable travel, and the operational cost of the parking service. Local authorities have to develop an integrated strategy on parking to support the overall transport and locational policies of their local development plans. Local authorities should consider parking issues on a joint basis with neighbouring authorities. Parking standards should be used with flexibility, seeking lower levels of parking to support the development of high-quality places. Provision of car parking can sometimes dominate our towns and cities, with car parks and on-street parking occupying large amounts of space. This space could sometimes be better used to enhance placemaking and improve the local environment. The Placemaking Wales Charter emphasises the importance of creating well-designed, sustainable, and inclusive places. It encourages local authorities and developers to consider the broader impacts of car parking and to prioritise placemaking principles in town planning.

Theme	Summary of issues raised in consultation	Response
	Some respondents consider there to be insufficient emphasis on biodiversity and green infrastructure, especially when it comes to street lighting, which is thought should be minimised by highway authorities. It was considered that highway authorities do not have the appetite to implement green infrastructure and as such Policy RS6 referring to the reallocation of parking spaces to enhance the local environment is considered not to be effective.	The Regional Transport Plan recognises that transforming underutilised parking areas or changing the way people access our places by car could see more spaces come into better community use as parks or gardens, which can enhance urban biodiversity, provide recreational spaces, and improve air quality. By rethinking how car parking is integrated into our towns and cities in North Wales, we can create opportunities to benefit our local environments, promote sustainable travel, and create more attractive and functional public spaces. Section 6 of the Environment Act (Wales) places a duty on public authorities including the North Wales Corporate Joint Committee and local authorities to 'seek to maintain and enhance biodiversity' so far as it is consistent with the proper exercise of those functions. In so doing, public authorities must also seek to 'promote the resilience of ecosystems'. The Regional Transport Plan in considering Policy RS6 has been updated to refer to that duty.

Theme	Summary of issues raised in consultation	Response
	Some respondents express support for improvements to the A548 citing they would reduce traffic on Aston Hill and would create a more welcoming entrance for tourists.	The Regional Transport Delivery Plan acknowledges the opportunity to progress improvements to the A548 and includes a Conwy County Borough Council scheme for an A548 route safety enhancement. Flintshire County Council confirm previous representations have been made to the Welsh Government and Trunk Road Agent to trunk the A548 through Flintshire. A more robust link from the A55 from the A548 should be considered as an urgent and critical factor providing the opportunity to route the A550/A55 away from the current pinch points of Queensferry bridge and Aston Hill. By providing an alternative route to the coastal A55 section from the English motorway network, the current route could be reduced in capacity, by removing over bridges from Queensferry and Ewloe interchanges. This would provide an environmental and pollution improvement and resilience to the one of the busiest routes into Wales and the key European route to Ireland. Maintaining some capacity but moving the majority of traffic onto the A548 would have the added benefit of providing a full circulatory ring road around the Deeside, Queensferry, Connah's Quay area reducing the congestion issues currently experienced in the area.
	Some respondents consider it a key priority to construct a link between Flint bridge and Northop.	Flintshire County Council is aware of the outcome of the Roads Review for the A55, A494 and other SRN routes, which followed the recommendations of the North Wales Transport Commission and aligned to the future road building tests. Flintshire had suggested alternative options for improvements to this corridor known as the "Green" option, which would have increased resilience, but not required the link road.

Theme	Summary of issues raised in consultation	Response
	Some respondents welcome the renewed commitment to supporting the Welsh Government 'Vision Zero' approach to road safety, noting that the detailed proposals emphasise the role of new schemes. Respondents express support for embracing the role that asset management plays in securing the safety of all road users, including footways and crossings. Other respondents consider not enough is being done to address safety concerns, with specific mentions of drop-off and parking facilities on Cross Tree Lane – Hawarden.	Flintshire County Council confirm the Regional Transport Plan and Flintshire's own Integrated Transport Strategy supports the Vision Zero ambition for eliminating road deaths and serious injuries as well as recognising the importance of ongoing asset management in maintaining safe and accessible infrastructure for all users. Localised concerns raised in relation to Cross Tree Lane are typically addressed through existing council-led mechanisms, including road safety audits, local transport reviews, and area-specific traffic assessments. These allow local authorities to identify issues, consult with communities, and prioritise improvements. The concerns raised will be referred to the relevant local authority for further consideration within this framework, ensuring that any proposed interventions are evidence-based and aligned with the broader Vision Zero strategy.
	Some respondents agree that congestion in town centres and urban areas is a problem, with specific references to Bala, Shotton and Connah's Quay. However, some highlight that a blanket approach of diverting all traffic can lead to town centres becoming empty, carrying risks of the tourist sector missing out on visitors. It is therefore considered to be important that congestion easing measures are part of a wider placed based vision.	The Regional Transport Plan recognises the need for good placemaking solutions in addressing car dependency, including Policy RS6. The Regional Transport Plan also recognises the value of the tourism industry in North Wales and includes policies CB15-23 helping people enjoy our visitor attractions and supporting the tourism industry.
Surface access to aviation	Some suggest enhanced connectivity to Liverpool Airport would benefit North Wales and align with the Liverpool City Region's (LCR) aspirations to improve surface access using bus rapid transit. Some respondents highlight that there is currently no access to Liverpool or Manchester Airports other than in the afternoon.	The Regional Transport Plan recognises the value and importance of connectivity to Liverpool John Lennon Airport and Manchester Airport and Policy AV1 supports enhancements to surface access to domestic and international airports, focusing on improving public transport services.

Theme	Summary of issues raised in consultation	Response
	Some respondents consider the mention of Anglesey Airport on page 10 and 19 is incorrect since the airport closed in 2022. This emphasises the need for alternative rapid transportation linkages for nationwide connectivity. Some suggest reinstating Anglesey airport, which would help the economic development of the area and be more easily accessed using existing public transport links.	While the airport is still in use, it primarily serves general aviation activities, including training and other non-commercial flights.
Digital connectivity	Some respondents consider the following actions could be implemented to upgrade train stations and bus stops to promote more use: renaming stations to highlight connectivity; upgrading shelters and adding features like CCTV to deter vandalism; adding real-time arrival information to bus stations. Other respondents reinforce the need to continue providing written bus timetables for those who are not online.	The Regional Transport Plan recognises the importance of promoting use of public transport services through safe and attractive infrastructure. Relevant is Policy DC2 (Digital literacy training and education), Policy DC3 (rolling out digital and real time information) and Policy PT8 (Key bus stops enhancement to include shelters, real time information and onward connection information etc.).
	Some respondents express support for Policy PT6, and whilst welcoming plans to improve access to real-time information at bus stops, advise that this is implemented in line with the Public Service Vehicles (Accessible Information) Regulations 2023.	Noted.

Theme	Summary of issues raised in consultation	Response
	Some respondents consider the digitalisation of services would improve uptake of public transport. Some respondents agree with the need for better information about services and consider that improved real-time information would increase confidence in using public transport, which currently feels unreliable. Digitalised live timetables and an integrated application and QR codes would also support this. Some respondents raise the need for more specific references in the plans to upgrading 4G/5G services for better mobile coverage on public transport, especially North Wales Coast train line and bus services.	The Regional Transport Plan Policy DC3 supports a partnership approach to rolling out digital and real time information about public transport services, and sets out that working with service and station operators including Transport for Wales and Network Rail, we want to see improved Wi-Fi for passengers on bus and rail services as well as at transport interchanges, to make it easier and more attractive for people to find their way around and improve the travel experience.
Land Use Planning	Some respondents consider policies aimed at promoting transit-orientated development and breaking private car dependency through sustainable development as positive with the need for further development in SDPs. Some respondents encourage the use of the Placemaking Wales Charter as a tool for place-based analysis and strategy in the Regional Transport Plan and Strategic Development Plan (SPD). One respondent references the Wrexham Gateway as an example where a holistic approach to projects should be applied to key transport hubs and interchanges. It is stressed that transport-related interventions should go hand in hand with other economic development initiatives on both a regional and local level.	Regional Transport Plan Policy LU1 supports the principal of Transit-Orientated Development for new developments. As part of Policy RS6 reference is made to the Placemaking Wales Charter, to emphasise the importance of creating well-designed, sustainable, and inclusive places. It encourages local authorities and developers to consider the broader impacts of car parking and to prioritise placemaking principles in town planning. This will carry through into the emerging SDP.

Theme	Summary of issues raised in consultation	Response
	Some respondents encourage consideration of a place-based approach that addresses the spatial issues, opportunities and policies as a package of measures, rather than the plan being presented in topic-based categories.	The Regional Transport Plan has been laid out to frame our policies and interventions considering policy themes based on the Wales Transport Strategy's nine mini-plans for each mode of transport. It goes on to explain how we need more well-designed public spaces taking a place-based approach, that consider the needs of the whole community. It explains place-making and attractive wayfinding measures are key contributors to enhancing sustainable transport for people. In considering Policy RS6, the plan sets out how the Placemaking Wales Charter emphasises the importance of creating well-designed, sustainable, and inclusive places. It encourages local authorities and developers to consider the broader impacts of car parking and to prioritise placemaking principles in town planning. In considering the plan's land use planning policies, it sets out that also building on the Town Centre First policy, Placemaking Plans in Wales are a way to create a vision for the future of an area, and to identify actions that can improve it. Placemaking plans in all town and other more urban centres in North Wales are encouraged to provide an overarching approach to how a place should looks, feel and function both now, and in the future, and should incorporate considerations around transport provision, especially active travel and public transport interchanges. The Regional Transport Delivery Plan then outlines the network-based approach taken to our proposals, explaining programmes and projects are identified to have a regional or sub-regional impact, at the following spatial scales: All parts of North Wales; Large towns with a population of over 10,000; Small towns and fringes of large towns; Villages; Hamlets and isolated dwellings.

Theme	Summary of issues raised in consultation	Response
	Some respondents suggest implementing wider asset maps showing all potential tourism sites with suggestions of Plas Newydd (Anglesey) as an ideal site to pilot a combined visitor and travel pass.	As set out in the Regional Transport Plan, the Welsh Government is planning to give local authorities the ability to charge a visitor levy on overnight stays in their communities. This contribution will be paid by visitors and invested in sustainable tourism. Policy CB22 outlines that we will work with partners and stakeholders in the tourist industry on the coast to identify measures that will support a shift to sustainable modes to access popular attractions whilst continuing to ensure that North Wales remains a destination of choice for holidays and daytrips. For example, the Isle of Anglesey County Council intend to consider a visitor travel plan for all major tourist attractions on the Island with input from stakeholders and attractions.
	Some respondents express strong support for Policy LU4 (Developments should only be supported where they promote active travel connectivity) and suggest this should be embedded into the Strategic Development Plan.	Noted.
	Some respondents support the proposal for a Strategic Transport Partnership including large employers across Wrexham and Flintshire, as a positive step towards making the most of travel options for commuting at key employment areas and clusters, with the plan recognising cross-boundary travel to work clusters around Deeside Industrial Park, Wrexham and Chester city centres, Airbus Broughton, Chester Business Park, and Wrexham Industrial Estate.	Noted.
	Some respondents consider there needs to be better coordination between transportation and local planning land use planning policies and with more reference to the highway network improvements that will be necessary to facilitate new development.	The Regional Transport Plan includes a section dedicated to land use planning, seeking to explain the relationship with the emerging Strategic Development Plan, and the relevant policies that aim to better join up transport and land use planning.

Theme	Summary of issues raised in consultation	Response
	Some respondents consider the need to further improve connections cross-border and to wider Wales regions, particularly to improve access to work and education, promoting economic development. Some respondents are pleased that the Plan acknowledges the critical importance of effective, sustainable cross-boundary transport connectivity between Cheshire West and Chester and North Wales. This is considered particularly significant given Chester's role as a key gateway to the North Wales strategic road and rail networks, and as a regional hub connecting the A483/A55 corridor recognised in the plan as a catalyst for wider economic growth.	The Regional Transport Plan recognises the importance and value of cross-border connectivity and presents evidence to support the need for improved accessibility, particularly between North Wales and Northwest England. An example of a relevant policy that seeks to help achieve this is Policy CB3 (Work with neighbouring Local and Combined Authorities including Cheshire West and Chester and the Liverpool City Region to ensure a complementary approach to Transport Planning, particularly in the Mersey-Dee Sub-Region. This should consider both commuting trips and freight movement).
	Some respondents were pleased to see Policy CB19 (The Strategic Development Plan will consider land requirements for interchange facilities at gateway sites to Eryri National Park and considered discussions should begin with urgency.)	Noted.
	Some respondents consider land use policies to be aspirations rather than targets to deliver positive outcomes, and suggest re-wording of schemes to make targets clearer.	The Monitoring and Evaluation Plan sets out a series of measures and indicators to help consider progress towards identified targets. The Regional Transport Plan policies and interventions seek to help contribute to helping achieve those targets.

Theme	Summary of issues raised in consultation	Response
	Some respondents highlight the effect of a lack of public transport on the elderly, disabled and young people, with concerns about existing levels of provision being contrary to the Well-being of Future Generations Act and Equalities Act, indicating it makes it difficult to attend appointments, work and school. It is suggested secondary school pupils often rely on parents to get to and from school with buses not serving this purpose and often with no other public transport options available. Other respondents welcome policies which focus on securing effective access to educational sites (CB10, CB11, CB12) by sustainable transport, but advise that a combination of measures are required to secure meaningful change, including the adoption of school streets.	The Regional Transport Plan recognises the importance of school travel and sustainable transport options being needed to improve accessibility to work, facilities and education (in particular 'Providing people with choices about how they access services'). The supporting Integrated Well-being Appraisal carefully considers the plan's impact on areas of well-being and equalities.
	Some respondents consider the need for the Sustainable Transport Hierarchy to have a strong thread throughout the Regional Transport Plan with all the policies and projects being clearly aligned with the hierarchy and the goal of creating sustainable places. Some respondents commend the sections of the plan being laid out in order of the sustainable transport hierarchy.	The Regional Transport Plan recognises the importance of the Sustainable Transport Hierarchy and includes Policy LU2 (The Sustainable Transport Hierarchy will be used to help ensure developments support walking and cycling, public transport and ultra-low emissions vehicles over other private motor vehicles).

Theme	Summary of issues raised in consultation	Response
	Some respondents suggest the use of Section 106 or Community Infrastructure Levy (CIL) funding on new housing and commercial developments to fund better bus service information or for introductory season tickets for new residents. It is suggested Section 106 agreements will be important in ensuring that large developers contribute to the improvement of transport infrastructure and initiatives, also indicating an opportunity for the region to tap into social value strategies and delivery plans from the pipeline of proposed/potential major infrastructure projects in North Wales. It is suggested working closely with project promoters and developers could also leverage additional funding/resources towards achieving the Plan's objectives.	Whilst the Regional Transport Plan includes policies seeking to break the dependency on the private car through sustainable development (in particular, Policy LU4 and 5), it has been updated to make reference to some of the tools available to planners to help achieve this, including s106 and CIL.

Theme	Summary of issues raised in consultation	Response
Deliverability and affordability	Some respondents consider the plans not to be realistic or feasible, in terms of funding and due to the nature of the area being rural, despite improvements in those areas suggested as being needed most. While some respondents agree with the work undertaken to identify, prioritise and fund schemes, others raise concerns about affordability, with more detail needed to show how and where changes will be made. Some respondents call on the CJC to consider streamlining the outputs from the consultation process and prioritise identifying a pipeline of projects with a high likelihood of proceeding during the plan period, following concern the plethora of plans are a barrier to establishing a shared understanding of priorities. Some stress the effectiveness of the RTP hinges upon the implementation of the Delivery Plan, and a mechanism is required to ensure that funding is shared equitably across the region.	Existing funding streams and implementation timescales are provided in the Regional Transport Delivery Plan, which will continue to be reviewed throughout the plan implementation process. Affordability is a key consideration, especially in more rural parts of North Wales, and updates have been made to the Regional Transport Delivery Plan to consider in more detail cost and funding in connection with Welsh Government sources of finance. The Welsh Government's funding for transport schemes to be delivered by local authorities will be allocated based on the schemes included in the Delivery Plan. Importantly, the Welsh Government is progressing its plans for a grant modernisation process, which seeks to bring together several local transport grants, aligning these funding streams with the Regional Transport Plans and this will provide the CJCs with greater decision-making capability in how local transport grant funding is spent alongside their local authorities, in a collaborative way as each year's delivery programme to implement the Delivery Plan is discussed and agreed in the future, post plan adoption.

Theme	Summary of issues raised in consultation	Response
	Some respondents set out concerns around where the Plan indicates areas where Ambition North Wales has limited or no direct influence or responsibilities in relation to transport (e.g. trunk roads and rail projects) and seek clarification as to whether there are mechanisms in place or proposed in order to ensure that the region's interests are fully and equitably represented where decisions influencing the future sustainability of transport in North Wales are made by Welsh Government, UK Government and/or other agencies.	Our Regional Transport Plan must include policies to support the vision and ambitions of Llwybr Newydd, The Wales Transport Strategy, and align with the National Transport Delivery Plan. It links to relevant national and regional strategic plans and policies as set out in the Regional Transport Plan, for example the UK Union Connectivity Review, Electric Vehicle Charging Strategy for Wales etc. This helps to ensure the Regional Transport Plan contributes to achieving national priorities, and that Welsh and UK Government funding sources are clearly connected to our plans, as detailed in the Regional Transport Delivery Plan. The Corporate Joint Committee has similar powers to a local authority, and will work with partners and stakeholders as appropriate to progress plans for transport in the region.
	Some respondents consider the plans to be a "waste of money" on schemes that are not considered to be priorities (in their opinion), focusing on active travel and electric vehicle charging infrastructure.	As set out in the Regional Transport Delivery Plan, schemes have been identified, appraised and consulted upon to help ensure the plans are fit for purpose and endorsed as widely as possible. Active travel and electric vehicle charging infrastructure measures are considered to be important to help reduce reliance on the car for shorter trips, and support the decarbonisation of transport and reflect Welsh Government strategy and policy.
	Some respondents consider active travel should receive at least 10% of total transport expenditure, with funding ringfenced for walking, wheeling, and cycling, and with CJCs establishing a clear and consistent mechanism to distribute active travel funding to local authorities. Others add that a mechanism is still required to ensure that funding is shared equitably in order to deliver tangible benefits to all communities across North Wales.	As set out in the Regional Transport Delivery Plan, the Welsh Government's funding for transport schemes to be delivered by our local authorities will be allocated based on the schemes included in our Regional Transport Delivery Plan. Importantly, the Welsh Government is progressing its plans for a grant modernisation process, which seeks to bring together several local transport grants, aligning these funding streams with the Regional Transport Plans and their Regional Transport Delivery

Theme	Summary of issues raised in consultation	Response
	Some respondents raise concerns that if the amount of funding available to deliver the plans is significantly less then required, then active travel could lose out to a small number of high profile and expensive projects.	Plans. This aims to provide us with greater decision-making capability in how local transport grant funding is spent. By allocating funding to regional transport, this will also help to reduce the administrative burden on our local authorities. We will continue to work with our partners to identify sources of funding at a local, regional, national and UK level to progress our plans for a high-quality sustainable transport network across North Wales. Walking, wheeling and cycling schemes play an important part of our Regional Transport Delivery Plan.
	Some respondents highlight the administration of grants on a year-on-year basis places a significant restriction or risk on local authorities and suggest the mechanism for distributing funding is not sufficient or fair, meaning there is often a significant difference between the level of provision and ability to travel between urban and rural areas.	
	Some respondents suggest a dedicated section on financial incentives should be included in the Regional Transport Plan emphasising collaboration with the UK government and the exploration of various affordability and ownership models for zero emission vehicles. A review mechanism could be included in the Regional Transport Plan to assess and adjust funding periods and contract lengths for the Local Transport Fund.	
	Some respondents consider further clarity is required on where the capacity and resources to deliver the Delivery Plan will come from. A balance needs to be struck in respect of the vision and the aspirations of the Welsh Government for transport in North Wales against the finances that will be available to deliver the aspirations – there is a risk that we raise people's expectations without certainty that the funding will be available to deliver on the key priorities.	The Regional Transport Delivery Plan has been updated to consider in more detail capital and revenue cost information, and affordability in the context of Welsh Government budgets.

Theme	Summary of issues raised in consultation	Response
	Some respondents consider a need for clear prioritisation and current status of, the projects that will form the interventions. In addition, an indication of the funding allocation secured or being pursued (with a time scale) and a timeline for possible delivery of the interventions would be very useful. In particular, a differentiation between those in the next 5 years, those coming later, and those that are strategic. With this listed against each project within the plan it would avoid the risk of a 'wish list' with no / limited added value from the information already include in the National Delivery Plan published by the Welsh Government.	The Regional Transport Delivery Plan outlines in its schedule Scheme Name, Description, Policy / theme, Lead Local Authority(ies), Anticipated Delivery Timescale, Estimated CAPEX Cost Level, Estimated OPEX Cost Level, Potential Funding Source and Priority (short, medium, long, aspirational).
	Some respondents suggest prioritising some 'quick wins' or 'low hanging fruit' in order to hit the ground running and demonstrate delivery against the objectives. It is suggested that experiencing short-term improvements would help gain trust and support for the plans, which would in turn motivate delivery partners, local communities and members of the public. Some are concerned that 'easy wins' along the A55 and schemes in the North East Wales will be prioritised with the need to ensure equality across the region.	The Regional Transport Delivery Plan sets out the approach taken to, and results of, scheme prioritisation. This is based on an agreed process involving Transport for Wales and the Welsh Government alongside local authorities which help ensure schemes are prioritised on a regional basis. This includes short, medium and longer term as well as aspirational schemes. Ambition North Wales is working on a programme for first year delivery subject to agreeing its plans with the Welsh Government (who will approve the Regional Transport Plan).

Theme	Summary of issues raised in consultation	Response
Delivery Plan Schemes	Some respondents express the improvements and higher priority schemes identified in the plans are welcomed and clear to understand. However, some suggest some of the schemes identified lack the overall ambition as set out in the policy document for the National Park area. Specifically concerns are raised about the following schemes: • Scheme 4. Some suggest Bangor Gateway Station transport integration should be considered as a much higher priority, suggesting it is essential to answer the core traffic challenges in the region and to encourage a much greater percentage of transport into the area by public transport instead of car. • Scheme 5. Some express they are unaware of the planned improvements to Pen y Pass, Oqwen, Nangwynant and Geirionydd and would like to see further detail and understand the level of ambition. • Scheme 20. Some express that whilst a free tourist/visitors public transport service is aspirational and based on a potential tourism levy the services offered first need to be in place and of a good enough standard for all to be able to use a feasible alternative to cars, before considering this offering. • Scheme 29. Some suggest the Mobility Hub in Bangor should not only be aspirational but an essential part of the overall strategy.	Scheme 4 and 29 – Cyngor Gwynedd has worked closely with Ambition North Wales and partners to help agree scheme prioritisation, which will remain under ongoing review as part of the monitoring and evaluation exercise. Scheme 5 – all available details at this stage have been provided as part of the Regional Transport Delivery Plan. Further information will be provided as the scheme progresses. Scheme 20 – the relevant local authorities agree that based on a potential tourism levy the services offered first need to be in place and of a good enough standard for all to be able to use a feasible alternative to cars, before considering this offering.

Theme	Summary of issues raised in consultation	Response
	Some respondents suggest that for Scheme No. 4, Bangor Gateway (Transport for Wales has identified an opportunity at Bangor station to improve the welcome into the city of Bangor and improve interchange with onward modes of transport. Station Quarter study is being undertaken to understand current problems and barriers faced when travelling to, from and using Bangor Station), the description should only include the first sentence, as the second sentence is already completed.	The scheme description has been amended further to engagement with Transport for Wales.
	Some respondents suggest the Delivery Plan should be revisited should strategic developments or changes occur during the plan period, citing the proposals for Wylfa, the Freeport, proposed new National Park, and Investment Zone in North Wales.	The Regional Transport Plan has considered the potential for future strategic developments and changes in its evidence, policies and interventions, including those cited as being important across North Wales. The Regional Transport Delivery Plan sets out current priorities for local authority schemes over the next five years, taking into account what is currently planned or committed. The Monitoring and Evaluation Plan explains how the schemes in the Delivery Plan will be reviewed and considered over the course of the plan period, acknowledging there may be changes to priorities over time.

	Some respondents consider that the Isle of Anglesey needs to be prioritised with concerns that there is not enough measures included in the plans to improve Anglesey's infrastructure. Suggestions made include: • Upgrade Anglesey bridge with a toll to encourage public transport use to and from the island. • Improve bus services though better integration / joined up services. • Improve EV infrastructure on the island, which is currently seen as limited. • Provide buses or park and ride facility over the bridges at peak times to improve traffic flow	The Regional Transport Plan sets out Strategic Road Network Aspirations (4 and 5) to address the Menai Crossing resilience. Some of the relevant Regional Transport Delivery Plan schemes for Ynys Mon involve: • 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 • Schemes to identify and progress surface access improvements and associated works to Anglesey Freeport Sites • Implement the bus transformation network • Public EV charging in public car parks and information coordination Menai Bridge arrangements are under the jurisdiction of the Welsh Government. Bus franchising should improve existing integration arrangements. An Isle of Anglesey County Council Action Plan is being developed to manage future roll-out and must be cost-effective for the local authority. A Menai Resilience Study led by the Welsh Government will respond on the point regarding park and ride facility / traffic flows. It is hoped that implementing the bus transformation network would see an improvement in the level of bus service provision. Ambition North Wales to explore opportunities with the IACC to develop a fuelling distribution centre in connection with Holyhead Hydrogen Hub located at Parc Cybi, in collaboration with Menter Môn

Theme	Summary of issues raised in consultation	Response
	Some respondents suggest the Regional Transport Plan Delivery Plan should include at least one high priority community-led transport project piloting multi-modal integration between existing Community Transport Schemes and other transport modes. Suggestions are made including: • Wheels to Work Proof of Concept pilots in selected sites in North Wales and independent evaluation before potential roll-out • Transport to Health Community Transport Pathfinder project to improve access to healthcare and other life-enhancing wellbeing services • Inclusion of community transport services within the Total Services Contract in the pilot Local Authority area • Inclusion of community car schemes alongside car clubs, developing a network across North Wales in smaller, more rural communities • E-bicycle projects rolled out across Community Transport sector in North Wales • Decarbonisation of buses to include the Community Transport sector as standard and support access to zero emission infrastructure • Start-up package of support for 'New to Community Transport' communities wishing to establish their own community-led transport initiative	The Regional Transport Plan acknowledges the important role that community-led transport can play in meeting the needs of rural and underserved communities. Ambition North Wales and local authorities will continue to work with the Welsh Government on bus franchising and funding arrangements to help ensure community transport providers continue to be able to access funding. Initiatives such as 'Wheels to Work' can potentially have an important role in some of our more rural communities where getting to and from employment can be very challenging for residents who don't have access to a car. Often bus services don't start early enough, or finish late enough to suit certain employment shifts such as early shifts in factories, or late finishes in the food and hospitality sector. Whilst it is likely that rural areas will increasingly be served by Fflecsi type services once bus franchising is implemented, current services are often only available during the busies times of day and typically during the school day as the same vehicles are often employed for school transport for efficiency purposes. The Plan supports a multi-modal, inclusive transport network and provides a framework through which local authorities, in partnership with regional bodies and third sector organisations, can explore and trial innovative transport solutions. There are existing mechanisms within councils, including Community Transport Forums and pilot funding streams, which allow for the identification and support of such projects. Suggestions raised will be shared with the regional working group to consider as part of ongoing development of pilot schemes, ensuring community voices continue to shape transport delivery. Local authorities express support for pilots subject to Welsh Government funding.

Theme	Summary of issues raised in consultation	Response
	Some respondents suggest the Regional Transport Delivery Plan lacks interventions identified in the Regional Transport Plan in relation to electric vehicles and currently only includes indications that strategies will be produced. This is suggested to be significantly less activity that is currently undertaken within the region by the six local authorities independently, and funded through Welsh Government's Ultra-Low Emission Fund. Suggestions are made for: • Interventions to promote destination charging to tourism sites and, in particular, accommodation providers • Communication and behaviour change programmes which include promoting the use of electric vehicles, including the opportunity of second hand Electric Vehicles. • Enabling home charging • On-street charging schemes • Freight charging pilot schemes	The Regional Transport Plan recognises the importance of accelerating the transition to zero-emission vehicles and supports coordinated regional action to complement and enhance ongoing work by local authorities. While the Delivery Plan initially outlines strategy development as a first step, it is intended to be a living document that evolves alongside funding availability, local progress, and technological readiness. Local authorities across North Wales already access Welsh Government funds, including the Ultra-Low Emission Vehicle Transformation Fund, to deliver a range of initiatives. The Delivery Plan provides a framework for scaling up this work regionally, supporting collaboration, consistency, and shared learning. Local authorities across North Wales are developing their electric vehicle infrastructure strategies, which address the issues and suggestions made. Most are in progress and will be funded outside of the transport budgets unless specified in the Regional Transport Delivery Plan. For example, the Isle of Anglesey EV Action Plan will consider the points raised and the Holyhead Hydrogen Hub demonstrates how alternative low carbon fuels are being considered. Suggestions raised will be considered as part of the development of the regional electric vehicle strategy, and opportunities for pilot schemes and joint initiatives will be explored through existing cross-authority coordination mechanisms. Insufficient capital funding and local energy network capacity can be a barrier to the introduction of further charging points, and on-street charging often has practical difficulties. It is thus agreed that a region-wide approach to trying to address these challenges is necessary, involving Welsh Government, Transport for Wales and the energy supply and distribution sector. Ambition North Wales will help facilitate this approach.

Theme	Summary of issues raised in consultation	Response
	Some respondents consider Scheme 174 (Improvements to infrastructure in the vicinity of Junction 4 and Western Gateway) should be higher priority than is proposed in the draft Regional Transport Delivery Plan as this is considered to be fundamental to ensure sustainable economic growth in Wrexham.	Scheme 174 is considered to be lower priority due to the lack of information at the present time, however a WelTAG Lite/1&2 is nearing completion and will provide more clarity on the project, including likely cost, and way forward.
	Some respondents suggest that whilst some elements of the Regional Transport Plan will be implemented at a local level, standardisation should be sought where possible, with examples provided such as standard parking charges or a multi-county parking permit scheme.	The Regional Transport Delivery Plan has sought to introduce standardisation where appropriate, to help find consistency and efficiencies. For example, each local authority has a scheme for public electric vehicle charging, which will look at providing schemes of charge points in all public car parks.
Monitoring & Evaluation	Some respondents welcome the draft Monitoring & Evaluation Plan including quarterly meetings, annual reviews and the opportunity for local authorities to engage in discussions on funding and new developments. However, others raise concerns with how delivery will be monitored, with questions around the potential penalties for local authorities and private companies if objectives are not achieved. Suggestions were made that further (and more regular) interaction and monitoring between organisations would improve accountability as the plan only includes a comprehensive evaluation in year three. Some respondents consider further clarity is needed on where responsibility sits, whether being conducted on a scheme-by-scheme basis, or in a more holistic approach to measure performance across the region.	The Corporate Joint Committee and its Transport Subcommittee will be responsible for implementing the Monitoring & Evaluation Plan, when the Regional Transport Plan is adopted. As part of performance management, the Corporate Joint Committee and its Transport Subcommittee will be considering the progress of policies and interventions in the approved plans in connection with funding allocations, with the emerging grant modernisation process seeking to devolve funding to the regional tier of governance. The Monitoring & Evaluation Plan has been updated to clarify further these arrangements.
	Some respondents consider the Regional Transport Plan largely aligns with the North Wales Energy Strategy (NWES) and the Local Area Energy Plans (LAEP) and emphasise the importance of closely monitoring actions to ensure that efforts are aligned.	The Monitoring & Evaluation Plan has been updated to provide a reference and commitment to Ambition North Wales undertaking its monitoring and evaluation responsibilities across its plans in a joined-up way where appropriate and practicable.

Theme	Summary of issues raised in consultation	Response
	Some respondents encourage the Regional Transport Plan to set out clear targets in relation to modal shift, and to show how the emerging data from the National Travel Survey will be analysed and contribute to measuring success or otherwise in meeting those targets.	The Monitoring & Evaluation Plan includes of measures and indicators to help consider progress towards identified targets. It has been updated to provide an update on the status of the National Travel Survey and how it will contribute to monitoring and evaluation activities.
	Some respondents consider clarity is required on whether monitoring and evaluation will be conducted on a scheme-by-scheme basis, or in a more holistic way to measure performance across the region.	The Monitoring & Evaluation Plan includes of measures and indicators to help consider progress towards identified targets. It has been updated to provide more information about scheme monitoring in connection with the Regional Transport Delivery Plan.
	Some respondents are concerned the plan does not specify mechanisms for people to provide feedback.	The Monitoring & Evaluation Plan has been updated to explain how people can continue to engage with Ambition North Wales during the implementation period of the Regional Transport Plan and beyond.
	Some respondents express a concern that the plans don't address how objections from residents (NIMBYism) will be handled and how new developments will be communicated to those who may oppose them.	

Theme	Summary of issues raised in consultation	Response
Well-being	Some respondents express differing opinions with regards to the draft Integrated Well-being Appraisal (IWBA). While some responses consider the IWBA to be robust and cite measures are practical and adaptable to achieve the objectives, others consider that following the Covid pandemic some people do not want their health and well-being choices dictated to them whilst highlighting that well-being goals differ between people. Some respondents suggest that well-being should be the basis for a transport policy in order to highlight the health benefits of using public transport. Some respondents question if the IWBA could further look at the reasons why people with certain protected characteristics may be more or less likely to pick certain forms of transport. Some respondents consider the IWBA to consider the correct questions from the point of view of how the programme or projects will benefit communities, environment, places and economy, culture and the Welsh language and the positive and negative effects in this context.	The Integrated Well-being Appraisal shows how our plans will contribute to well-being, supported by the impact assessments we have undertaken to consider issues such as health, equality, and biodiversity. It has been updated to address comments from Natural Resources Wales and other stakeholders, for example with more baseline information.
	Some respondents highlight concern for the vulnerability of the road/rail corridor along the North Wales coast to climate change.	The Corporate Joint Committee and local authorities in North Wales have no direct influence over the strategic road network or rail network. However, the Regional Transport Plan sets out regional aspirations for strategic roads and the rail network as these are key to supporting our wider connectivity aspirations for North Wales. The Integrated Well-being Appraisal considers Climate Factors (its section 9), and climate change is captured in IWBA Objective 8 (Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change).

Theme	Summary of issues raised in consultation	Response
	Some respondents provide a wide range of evidence and statistics about transport and the needs of blind and partially sighted people.	The Corporate Joint Committee and local authorities in North Wales have no direct influence over the rail network. However, the Regional Transport Plan sets out regional aspirations for rail as these are key to supporting our wider connectivity aspirations for North Wales. The Integrated Well-being Appraisal and its baseline information has been updated to utilise the feedback and evidence shared where appropriate.
	Some respondents consider keeping blind and partially sighted people safe at railway stations must be prioritised.	The rail ambitions in the plan have been updated to stress the importance of stations for all, considering the needs of blind and partially sighted people.
	Some respondents suggest that the IWBA has not led to the designing in of benefits whilst designing out any potentially harmful impacts in relation to climate and nature, considering it would be useful to see the scale of impact of various policies and objectives i.e. what is the predicted impact in terms of carbon. Some respondents consider there to be insufficient acknowledgement and incorporation of carbon emissions, climate resilience, nature damage or improvement with cross-cutting themes not including decarbonisation or climate resilience and think they should.	The Integrated Well-being Appraisal considers Climate Factors (baseline context is found at Appendix B section 9), and climate change is captured in IWBA Objective 8 (Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change). The Integrated Well-being Appraisal considers Biodiversity (baseline context is found at Appendix B section 4), and biodiversity is captured in IWBA Objective 4 (Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats). Appendix C considers the Habitats Regulations.

Theme	Summary of issues raised in consultation	Response
	Some consider that while the appraisal considers the well-being of users, it does not adequately assess any detrimental knock-on effects to local communities that might be impacted by road infrastructure development.	The Integrated Well-being Appraisal considers the Regional Transport Plan policies, including for roads, streets and parking. The Corporate Joint Committee and local authorities in North Wales have no direct influence over the strategic road network. However, the Regional Transport Plan sets out regional aspirations for strategic roads as this is key to supporting our wider connectivity aspirations for North Wales.

Theme	Summary of issues raised in consultation	Response
Economic well-being	Some respondents highlight a “vicious cycle” that has formed of reliance on private cars to reach employment sites because of poor public services, alongside issues of declining employment in North Wales. Some raise that it is unclear how transport policy can be separated from overall economy. Some respondents suggest that the plans should consider the circular economy to help reduce material footprints.	The Regional Transport Plan recognises there is a strong opportunity for a regional approach to development in North Wales, with transport, land use, and economic development, all intersecting like a well-designed Venn diagram. These components create a cohesive system that aim to ensure that North Wales is well-positioned to provide the skills, employability, and economic opportunities needed for a prosperous future. To ’Enable Sustainable Economic Growth’ is one of the plan’s four objectives, and multiple interventions are outlined to help reduce dependency on the private car to access employment, for example Policy CB4 (Commuters to the Flintshire and Wrexham Investment Zone should be able to access jobs using high quality walking and cycling infrastructure, enhanced nearby rail stations, or bus services that are attractive and reflect the working patterns of employers in the Investment Zone). The Integrated Well-being Appraisal considers the economy (baseline context is found at Appendix B section 15) and economic well-being is captured in IWBA Objective 12 (Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region). Objective 11 is to incorporate circular economy principles to reduce the use of raw materials, which is also a key consideration in the appraisal.

Theme	Summary of issues raised in consultation	Response
	Some respondents consider the Plan to align with the UK Government's Union Connectivity Review to deliver a strategic transport network. Some welcome that the plans recognise the importance of key international gateways, both within North Wales such as the Port of Holyhead, and in Northern England, such as the Port of Liverpool, Manchester Airport and Liverpool Airport. Respondents consider these international gateways are vital to support economic growth, provide employment and serve freight markets.	Noted.
	Some respondents support the Regional Transport Delivery Plan for its potential to boost infrastructure, connectivity, and economic growth. It is suggested that the improved transport networks will attract investment, create jobs, and strengthen supply chains, benefiting, tourism industrial growth and business expansion in North Wales.	Noted.
Welsh language	Some respondents consider there to be a lack of consideration for the Welsh language in the plans.	The Regional Transport plan recognises North Wales has one of the highest proportions of Welsh speakers in Wales with 42% speaking Welsh, and in Gwynedd this is even higher at around 70%, and as we connect Welsh speaking communities with English markets, we must protect and enhance Welsh language opportunities through our policies and actions. The plan has been developed to align with the national strategy Llwybr Newydd, which includes guidance on the protection of Welsh culture and language. The Regional Transport Plan has been updated to highlight how transport can help the Welsh language to thrive. The Integrated Well-being Appraisal considers the Welsh language which is captured in IWBA Objective 6 (Protect and enhance the local cultural heritage, including the Welsh language).

Theme	Summary of issues raised in consultation	Response
General / other	Some respondents welcome the Plan's approach of connecting transport, land use and economic development as components in cohesive system approach, to enable North Wales to achieve the outcomes identified around skills, employment and economic opportunities. It was considered by some that the policy objective is well-connected with the Delivery Plan's approach to delivering this outcome, through outlining the interventions across mode to improve transport connectivity across North Wales and with neighbouring areas, particularly in the Mersey-Dee Sub-Region. Some congratulate Ambition North Wales for clearly setting out the proposals within the wider local, regional and national context, and in a way that is easy to follow.	Noted.
	Some respondents differ in opinion about the level of ambition presented in the plans, with some arguing that some key transport issues have not been included (without making alternative suggestions), while others consider the plans to be comprehensive, with appreciation of the focus on alternative transport modes and the strong emphasis on transport's role in reducing carbon emissions.	Our Regional Transport Plan includes policies to support the vision and ambitions of Llwybr Newydd, The Wales Transport Strategy, and aligns with the National Transport Delivery Plan. Furthermore, our plans must maximise our contributions to the measures set out in the Wales Transport Strategy Monitoring Framework. That helps to make sure we meet our transport and climate change targets.
	Some respondents consider the plan effectively cover all areas of North Wales while others disagree, suggesting the plan only focuses on larger areas like Wrexham and Deeside or key areas for the tourism industry, with the feeling that small and rural communities are being neglected.	The Regional Transport Plan recognises the importance and value of transport connections to rural and market town communities, and includes policies focused on providing people with choices in rural and semi-urban areas. One of the cross-cutting themes in the plan is equity or parity of transport options, which means ensuring that everyone in North Wales has fair access to transport options. It recognises that different people have different needs, particularly those belonging to disadvantaged groups, or those in rural communities.

Theme	Summary of issues raised in consultation	Response
	Some respondents raise concerns that Colwyn Bay is not noted on the map shown in the draft Regional Transport Plan, with the town needing appropriate attention, especially with bus services in the area being poor.	This comment has been addressed with an update made to the plan.
	Some respondents suggest there is no mention of the new National Park in North East Wales, which will require new active and public travel infrastructure, indicating a potential gap in the plans.	In considering Regional Transport Plan Policy CB15 (Work with partners and stakeholders in the tourist sector to investigate methods for encouraging visitors to North Wales to travel sustainably whilst also enhancing the visitor experience and boosting the visitor economy), the plan sets out whilst we need to protect and enhance our natural beauty spots such as the Llŷn Peninsula, and the Clwydian Range & Dee Valley (which is being considered as a new National Park) it is vital that our transport network supports the continued success and growth of our tourism industry. In considering Policy LU3, the plan sets out in addition to economic centres for growth, our emerging Local Development Plans and the Strategic Development Plan should also consider any further sustainable access needs to the Clwydian Range & Dee Valley should it become a new National Park in the future, recognising our transport network needs to support the continued success and growth of our tourism industry.

Theme	Summary of issues raised in consultation	Response
	Some respondents welcome the emphasis on working in partnership as well as the region-wide approach to addressing challenges and opportunities in relation to transport. Further clarity is sought as to how such collaboration will work in practice, especially in situations where there might be tension/conflict between the priorities and aspirations of individual partners and/or places within the region.	A collaborative and involved approach has been taken considering the five ways of working set out in the Wellbeing of Future Generations (Wales) Act and engagement has helped us to understand the needs and aspirations of our stakeholders, building on the knowledge and experience of previous local and regional transport plans. We continue to work closely on our plans with our local authorities, neighbouring authorities, Transport for Wales, the Welsh Government, transport users and operators. We have listened carefully to the feedback provided by stakeholders to the North Wales Transport Commission, which helped shaped their recommendations for improvements across our region. We have also considered the feedback from public transport operators and local authorities consulted by Transport for Wales extensively since 2021 about barriers to, and opportunities for, sustainable transport in North Wales. This has helped ensure we are building on the excellent work undertaken by others with a common purpose to benefit the people, businesses and visitors of North Wales. The Regional Transport Plan is also informed by an Integrated Well-being Appraisal, informed by wide ranging impact assessments, which have benefited from consultation with Natural Resources Wales and Cadw, amongst others. The public consultation exercise has also helped us to understand different perspectives and consider our priorities and aspirations taking into account feedback. Moving forward Ambition North Wales will work with Corporate Joint Committee and Transport Sub Committee alongside partners to promote regional collaboration and help implement the plans in a collaborative way, in alignment with the Wellbeing Act ways of working.

Theme	Summary of issues raised in consultation	Response
	Some respondents welcome the plans emphasis on electric vehicles and express support for the plan's recognition of the importance of the electrification of private vehicles alongside modal shift and public transport options, as well as the plan's identification of electric bikes and buses as important and viable opportunities beyond the private car and van fleet.	Noted.
	Some respondents suggest there should be a clear communications and engagement programme to make sure that there is understanding and shared responsibility for delivery among multiple stakeholders.	Ambition North Wales is working on a programme for delivery subject to agreeing its plans with the Welsh Government (who will approve the Regional Transport Plan).
Consultation	Some respondents expressed concerns about opportunities for in-person engagement, with queries about how well publicised events were.	Local authorities considered whether to arrange local events to help people discuss the Regional Transport Plan and encourage participation in the consultation. The Isle of Anglesey, Flintshire, and Wrexham Councils held in-person events during the consultation, which were advertised by the local authorities. Where individuals contacted Ambition North Wales to ask about any opportunities to attend in-person events, details were shared as appropriate. The public consultation and its methods for people to have their say were promoted through Ambition North Wales and partners (including Transport for Wales, Welsh Government and local authorities) using social media channels, press releases, and direct email notifications where contact details were available. Ambition North Wales will consider how best to engage with sectors who have raised opportunities for further engagement in their feedback.
	Some respondents suggest there was a lack of meaningful engagement with the North Wales community transport sector during the consultation process.	
	Some respondents express concern about the lack of engagement with stakeholders representing private vehicles, as well as in relation to electric vehicles.	

Theme	Summary of issues raised in consultation	Response
	Some respondents welcomed the virtual engagement room whilst others expressed reservations about the emphasis placed on digital methods as the primary means of engaging, with one respondent explaining the particular needs of blind and partially sighted people.	People could have their say during the consultation period by completing a questionnaire online, available in our virtual exhibition room, or alternatively, by emailing responses to our dedicated email address. Any individual or organisation could also write to us and post printed copies of the questionnaire to a free post address. There was also a dedicated telephone with bilingual voicemail service for anyone who wanted to speak to us about our plans, or request a paper copy of the plan and questionnaire. Ambition North Wales agrees that meaningful engagement with people with disabilities is not just about meeting minimum accessibility requirements but can include organising focus groups, site visits and opportunities for feedback from local people with sight loss from the earliest stage of planning. Ambition North Wales created an Easy Ready copy of the consultation document in partnership with Learning Disability Wales, complementing an Easy to Read copy. Ambition North Wales will continue to engage with key groups and organisations to learn lessons about how it can make consultations as accessible as possible.

Easy Read

Cyd-Bwyllgor Corfforedig
Gogledd Cymru
North Wales
Corporate Joint Committee

Our plan for transport in North Wales








This document was written by the **Ambition North Wales**. It is an easy read version of '**North Wales Regional Transport Plan**'.

July 2025

How to use this document

This is an easy read document. You may still need support to read it. Ask someone you know to help you.

Where the document says **we**, this means **Ambition North Wales.** For more information contact:

Website: www.ambitionnorth.wales

Email: info@ambitionnorth.wales

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About this plan

We are **Ambition North Wales**.



We are made up of the 6 councils in North Wales. And some universities and colleges.



We have worked together to make this plan.



It is really important that people can get around easily in North Wales. For example, it should be easy for people to:

- get to work,
- go to school,
- go shopping,
- and many other things.



We have made this plan to improve transport in North Wales.



It says what needs to be done in the next 5 years.



We asked people what they thought about the plan in early 2025.

What we want to change



We want it to be safer to walk, cycle, use wheelchairs and use public transport.



We want public transport to be cheaper.



We want buses and trains to run more often and on time.



We want buses and trains to be better for the environment.



We want it to be easier to plan journeys using the internet and phones.



Some of the changes we want to make are:

Changes to trains



Railways in North Wales are run by the UK Government. So local councils have no control over them.



But we would like to see these things improved:

- North Wales Main Line and Chester Station
- Wrexham to Liverpool line
- Shotton Station Interchange
- New Station at Deeside Industrial Park
- Shrewsbury – Wrexham – Chester Line
- Conwy Valley and Cambrian Coast Lines

Trunk roads



This means really large, main roads. They connect places to make it easier for people to travel long distances, and to deliver goods.

We do not control these roads. But we would like to see:



- The roads improved. So they are safer and less busy.



- Better connections across the Menai Strait.

Bus



We want buses to be better for the environment.



We want more buses going to more places.



There should be buses at least every hour between main towns. From 7am to 10pm.



Buses should connect villages to large towns at least 3 times a day.



We will support the Welsh Government with how bus services are managed.

Coach and community transport



Coaches can be useful for long trips. And for routes buses do not cover.



We want more coach services between towns and cities where there are no trains.



We support the services called '**Fflecsi**' and '**Ring and Ride**'. These are transport services that can pick you up and drop you off in places more easier for you.



We want '**Sherpa'r Wyddfa**' to keep going. This is a bus service that travels around Yr Wyddfa. We want this service to connect with other buses and trains better.

Walking, wheelchairs and cycling



We want it to be easier to do these things.

We want to see changes like:



- Make it quicker and safer to do these things



- Support hiring bikes and other equipment in a safe way. And that people can afford.

Ports and freight



This is about moving products by ships and lorries.

Some of the changes we want to see are:



- Improve ports and have more jobs there



- Make services for drivers of big lorries safer and easier



- Improve using clean fuel. For example, electric vehicles



- Use more railways to move products. This is better for the environment.

Roads, streets and parking



We want people to travel in ways that are cleaner for the environment.



But we know many journeys still need to be made by car. For example, in countryside areas.



We want roads to be safe and in good condition.



We will help people think about greener ways of travelling. This means travel that is better for the environment.



We want more people to use electric vehicles. These are cleaner for the environment than petrol or diesel vehicles.



We want our streets and areas to feel safe. We will look into our car parks and costs.



We will support car sharing schemes. This is where people travelling to the same place, travel together in 1 car.

Access to airports



There are 3 large airports close to North Wales. They are in Liverpool, Manchester and Birmingham.



There is also Anglesey Airport for short flights.



We want to make it easier to travel to airports.

Digital connection



The Welsh Government wants many more people to work away from their office.



This will help reduce traffic and pollution.



So it is important that people can get online and use computers easily.

Some changes we want to see are:



- Better local working hubs. These are places people can work near their homes. It helps stop travel to busy areas.



- More training on computers and online services



- Better online information about public transport services and times.

Travel behaviour



We want people to have more choices about travel.



We want people to make good choices about travel. For example, thinking about the environment.



We want people to get the information they need about travel easily.



We want visitors to use public transport and support tourism in the area.

Better connections



People often have to use more than 1 type of transport for a trip. It should be easier to do so.



The different types of transport need to connect together well.



This includes tickets being used on more than one type of transport. And better timetables.

Planning



Planning for cities and towns needs to think more about transport and links.

Checking this plan



We will check how well the goals of this plan are being achieved.



There will be regular meetings about developments and updates.



We will write a report every year for the Welsh Government. And a bigger report every 3 years.

Rhodri Jones
Support Officer
North Wales Corporate Joint Committee
c/o Gwynedd County Council
Shirehall Street
Caernarfon
LL55 1SE

27 June 2025

Dear Mr Jones,

The North Wales Regional Transport Strategy

The North Wales Wildlife Trust and STAMP make the following objection to North Wales CJC Strategic Transport Sub-Committee (NWCJCSTSC) in respect of its consideration of the draft North Wales Regional Transport Plan (dNWRTP). Please consider this submission as a supplementary objection to the Jan-Apr 2025 consultation on the dNWRTP.

Please give an oral report on the content of this letter of the Monday 30th June meeting of the NWCJCSTSC, and please circulate copies of it to NWCJCSTSC members and officers at the meeting.

We are firmly of the view that this item should be removed from the agenda of the 30th of June meeting of the NWCJCSTSC and re-tabled at the subsequent meeting.

Our objection is based on the following grounds:

1. The papers for this meeting, which are very voluminous, including the dNWRTP in its entirety proposed for approval and 16 appendices several hundred pages in length, were released on the 25th of June 2025, leaving NWCJCSTSC only four working days to read and absorb them to the level where they are capable of making an informed decision as to whether to approve the dNWRTP. This is clearly an impossibility and contrary to the Welsh Government's 2022 'CJCs: Statutory Guidance' that states at page 3 para 2 that:

'CJC must take informed and transparent decisions' (emphasis added)

In order to be able to enact this duty, NWCJCSTSC members must therefore be able to make an informed decision, which has very far-reaching consequences for North Wales and, indeed, all Wales.

This is not possible, therefore, the item should be removed from the agenda and re-tabled at the next sub-committee meeting.

The NWCJCSTSC is reminded that in a normal committee of a local authority in Wales, members receive papers at least 10 to 14 days prior to a committee

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meeting at which decisions are expected of them. Page 3 para 7 of the above statutory guidance states:

'CJCs will be subject to broadly the same powers and duties as their constituent councils'

We consider that, in the absence of this, any decision made by the NWCJCSTSC could be considered unsound and vulnerable.

2. We object to the absence of Appendix 6 of the agenda, which purports to be a detailed consideration of our objection by Arup. It does not appear amongst the committee papers and we presume that it has been redacted because *inter alia* it questions the legality of some elements of the way in which the dNWRTP has been formulated and is proposed to be approved.

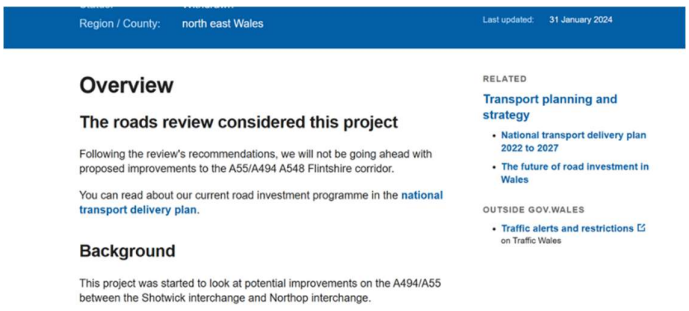
Appendix 6 should not have been redacted because, in the interest of transparency, the ways in which the sub-committee's consultant Arup addresses the grounds for objection, including legal grounds made in our objection, should be in the public domain. This is in order that the public, including NWWT/STAMP, can gain a full appreciation of how such matters are addressed, and in order that we and others may consider whether we wish to take further action, including possible legal action. The redaction unjustifiably denies us and others the opportunity to do so, and should be reversed.

As stated above, the Welsh Government's 2022 'CJCs: Statutory Guidance' states at page 3 para 2 that:

'CJC must take informed and transparent decisions' (emphasis added)

We consider that Appendix 6 should be released into the public domain and tabled with the other agenda items at the subsequent meeting of the NWCJCSTSC.

3. The consultation report contains a factual error. The highway schemes examined as part of the Welsh Government's Roads Review process were not open 'paused'; they were cancelled as can be seen from the screengrab below from https://www.gov.wales/a55-a494-a548-flintshire-corridor



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I would be grateful if you could confirm receipt of this objection via email. Please keep me informed in relation to developments in relation to this matter. We reserve the right to make further representations in respect of this matter.

Yours sincerely,



Adrian Lloyd Jones
Head of Living Landscapes

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Ein Cyf / Our Ref: AW/ls
Eich Cyf / Your Ref: 27.06.2025
Dyddiad / Date: 09 July, 2025

Dear Mr. Jones

RE: The North Wales Regional Transport Strategy

Thank you for your correspondence dated 27 June 2025, which you describe as a supplementary objection to your consultation submission on the draft North Wales Regional Transport Plan.

We have carefully considered your correspondence, in particular your view that the draft Plan should be removed from the agenda of the 30th June 2025 meeting of the North Wales CJC Strategic Transport Sub Committee (and re-tabled at a subsequent meeting). As requested, we gave an oral report on the content of your correspondence at the Strategic Transport Sub Committee, and had in advance circulated copies of it to members and officers of the meeting. Whilst we provided an outline response to the contents of your objection during the meeting, we feel it is important to respond to your letter in full and in writing. The remainder of this response provides our position in relation to your three grounds of objection in turn.

Your view that the item on the draft Regional Transport Plan (RTP) should be removed from the agenda was not supported, and the reasons are outlined in the three grounds you raised below.

Ground 1 (that papers for the meeting were not released to provide sufficient time for informed decision making)

The sub-committee makes recommendations to the Corporate Joint Committee, and as such is not a decision-making forum. The sub-committee was asked to recommend to the Corporate Joint Committee that the draft RTP be submitted to Welsh Government. The Corporate Joint Committee will sit on 18 July, with approval reserved to the Welsh Minister. The RTP is aspirational identifying transportation need across the region and policy development to support solutions. The Plan is not and cannot be indicative of support by the Corporate Joint Committee of any specific scheme.

Members of the sub-committee and Corporate Joint Committee have had extensive involvement in the development of the draft RTP and consultation process with access to all the relevant documentation and regular briefing. It is a matter for each Authority, but the CJC is aware that some Authorities may also have taken the matter through their own Executives.

Whilst it is accepted the published documentation is voluminous its contents is not new to Members, and as advised the three clear working day statutory publication period was adhered to.

Ground 2 (that Appendix 6 of the agenda should not have been redacted)

Your view is that the item should have been removed due to your objection to the absence of Appendix 6 of the agenda, which you suggest “purports to be a detailed consideration of our objection by Arup.” We consider you may have confused Appendix 6 of the Consultation Report with

Appendix 6 of the Agenda. For clarity, Appendix 6 of the Consultation Report has not been redacted and has been prepared to help demonstrate how feedback to the consultation has been taken into account. Whereas Appendix 6 of the agenda is an exempt document, which relates to Regional Transport Delivery Plan Appendix B2 [Interactive Tool] Local Authority Delivery Perspective. As explained in the agenda information: "There is an acknowledged public interest in openness in relation to the use of public resources and related financial issues. It is also acknowledged that there are occasions, in order to protect the financial interests of public authorities that matters related to commercial information need to be discussed without being publicised. This would be contrary to the wider public interest of securing value for money and the best overall outcome. The elements that have been redacted represent a proportionate response to this request while preserving the right of the publication to obtain information about an important regional plan, in accordance with Paragraph 14 of Schedule 12A of the Local Government Act 1972."

For clarity, the Regional Transport Delivery Plan and its appendices do not contain information relevant to the A55/A494/A548 Flintshire Corridor. As detailed in the Guidance to Corporate Joint Committees on Regional Transport Plans (2023): "For each high-level intervention identified in the RTP, the RTDP should set out the specific schemes proposed to deliver them. These should only include proposals for schemes that are within a local authority's remit and should not, for example, include schemes relating to the rail or trunk road network."

Ground 3 (that the consultation report contains a factual error in its reference to highway schemes examined as part of the Welsh Government's Roads Review process)

Firstly, we consider it is important to provide the context for the Regional Transport Plan including aspirations for the Strategic Road Network (SRN). Many of us rely on our A roads to get around. The trunk road network in our region comprises the A5, A55, A458, A470, A483, A487, A489, A494, and A550. The SRN provide the main economic arteries for North Wales and are an important link for local towns and communities. The SRN in North Wales is managed and maintained by the North and Mid Wales Trunk Road Agent and the Welsh Government. This means that the CJC and local authorities in North Wales have no direct influence over the SRN. However, it is important that the Regional Transport Plan sets out options to address transport related problems on the SRN and highlight regional aspirations for strategic roads as these are key to supporting our wider connectivity aspirations for North Wales. As such we have engaged with the Trunk Road Agent and the Welsh Government to help understand their priorities and plans, to inform the Regional Transport Plan's 'strategic road network aspirations', including highway maintenance programmes, capacity and safety improvement projects across and connecting North Wales. We have presented SRN aspirations and not SRN policies, because the CJC has no direct influence over the SRN.

Your consultation submission to the draft Plan consultation focused on an objection to the inclusion of the A55/A494/A548 Flintshire Corridor Improvements. However, the draft Plan in its SRN Aspiration 3, supports the Welsh Government reviewing the case for strategic highway schemes where these can provide wider benefits and enhance facilities for sustainable travel (noting priority routes are the A494/A55/Flintshire Corridor and the A483 Wrexham). The draft Plan does not seek to support any previously proposed scheme, but supports a sustainable solution to the transport related problems as are described in the draft Plan. Any optioneering, environmental assessment, consenting and delivery of any SRN scheme lies with the Welsh Government.

During and since the consultation, we have continued to engage with the Welsh Government on matters in connection with the SRN. This has helped ensure the latest version of the draft Plan, as was presented at the Strategic Transport Sub Committee, clarifies their latest position. That, in summary, is the Welsh Government has confirmed the A55/A494/A548 Flintshire Corridor

Improvements are not currently being progressed and it will be commissioning a Route Strategy to consider potential interventions to the identified challenges and issues along the corridor.

In your supplementary objection you suggest that the highway schemes examined as part of the Welsh Government's Roads Review process were "not open 'paused'; they were cancelled", including a screengrab from and weblink to the Welsh Government's project website for the A55 A494 A548: Flintshire corridor. The Welsh Government's web page does not apply either term, instead it sets out how "Following the review's recommendations, we will not be going ahead with proposed improvements to the A55/A494 A548 Flintshire corridor." It then explains the 'background' and sets out details of 'previous plans included'. In advance of the draft Plan consultation, we engaged the Welsh Government in relation to the drafting of the relevant aspiration 'SRN Aspiration 3'. The Welsh Government confirmed they were content with the terminology as was then applied. Whether 'paused' or 'cancelled', the fact is that it is the Welsh Government's decision as to whether to proceed or not with any proposed improvements to the A55/A494 A548 Flintshire corridor. We are therefore content that the consultation report does not contain a factual error, and there was no evidence to support removing the item from the agenda.

After considering the discussion and recommendations made during the Strategic Transport Sub Committee, we intend to make a further amendment to the Regional Transport Plan. The change is set out below, with amendments shown in strikeout and underlined text. This seeks to clarify, as far as possible, the Regional Transport Plan's SRN Aspiration 3 and status of the relevant development work being led by the Welsh Government.

"SRN Aspiration 3: The case for delivering ~~selected paused~~ strategic highway schemes should be reviewed, particularly where these can provide wider benefits and enhance facilities for sustainable travel. Priority routes are the A494/A55/Flintshire Corridor and the A483 Wrexham.

The Welsh Government has confirmed that the previous plans for A55/A494/A548 Flintshire Corridor Improvements are not ~~currently~~ being progressed following the recommendations of the Roads Review and it is currently in the process of commissioning new work to develop a Route Strategy for the A55/A494 which will identify the challenges and issues along the corridor along with potential interventions to address them. This includes confirmation from the Welsh Government that it has commissioned a study (WelTAG Stages 1 and 2) to consider network operational challenges, resilience and road safety between Junction 14 and 18 on the A55".

I hope that this letter has helped and if you have any further concerns, I trust that we can continue to have an early and open dialogue to support understanding.

Yours sincerely,

Alwen Williams

Alwen Williams
Chief Executive

Cyd-Bwyllgor Corfforedig
Gogledd Cymru
North Wales
Corporate Joint Committee

North Wales Regional Transport Plan

Integrated Well-being Appraisal Report

July 2025








Integrated Well-being Appraisal Report

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1. Introduction

1.1 What is the North Wales Regional Transport Plan

The Local Government and Elections (Wales) Act 2021 includes provision for the creation of Corporate Joint Committees (CJCs) which are formed to promote regional collaboration through a consistent and democratically controlled framework. CJCs are required to comply with all public body duties and are assigned statutory responsibility for the preparation of Regional Transport Plans (RTPs)[1] which must set out transport policies to implement the Llwybr Newydd: the Wales Transport Strategy 2021[2], providing a long-term vision for the next 5 years. The CJC for North Wales includes representatives from six local authority areas of the Isle of Anglesey, Wrexham, Conwy, Flintshire, Denbighshire, and Gwynedd as shown in Figure 1 and the Eryri National Park Authority.



Figure 1 Local Authorities covered by the North Wales Regional Transport Plan (with Eryri National Park in Green)

Llwybr Newydd states that Wales must think differently about the way people travel. The vision for the North Wales Regional Transport Plan (NWRTP) is that North Wales will have a safe, sustainable, affordable, resilient, and effective integrated transport network that supports economic growth, prosperity and well-being.

[1] CJCs also have responsibility for the preparation of Strategic Development Plans

[2] Llwybr Newydd: the Wales transport strategy 2021 – Available online at: https://www.gov.wales/llwybr-newydd-wales-transport-strategy-2021 [Accessed 23/04/24]

1.2 What is sustainable development?

Sustainable development is defined by the United Nations[3] as development that *"meets the needs of the present, without compromising the ability of future generations to meet their own needs."* Underpinning sustainable development is the need to balance economic growth, social inclusion, and environmental protection. The balancing of these three elements is required to support the long-term wellbeing of individuals and society. The Welsh Government's Well-being of Future Generations (Wales) Act 2015[4] includes seven well-being goals to guide sustainable development, and which must be considered when developing new policy. These are:

- A prosperous Wales
- A Resilient Wales
- A More Equal Wales
- A Healthier Wales
- A Wales of Cohesive Communities
- A Wales of Vibrant Cultural and Thriving Welsh Language
- A Globally Responsible Wales

Sustainable development promotes the building of an inclusive, sustainable, and resilient future for both people and the planet. This includes creating inclusive and equitable economic growth, creating opportunities for all, reducing inequalities, and promoting integrated and sustainable management of natural resource and ecosystems[5].

1.3 What is an Integrated Well-being Appraisal?

The Welsh Government's Guidance to Corporate Joint Committees on Regional Transport Plans[6] sets out that an Integrated Well-being Appraisal (IWBA) is required for the NWRTP, and supporting information should include more detailed statutory impact assessments, technical studies, consultation and engagement summaries, or other information that have been used to inform the development of the NWRTP or IWBA. It explains how current guidance on IWBA is set out in the Welsh transport appraisal guidance (WelTAG) guidance[7].

WelTAG sets out that integrated well-being appraisal is a rigorous, structured approach to understanding the impact of a programme or project on well-being, using quantitative and qualitative information. Every transport programme, policy or project funded by Welsh Government must include an integrated well-being appraisal that shows how it will contribute to well-being in Wales including the four well-being ambitions and the specific targets for transport. These four ambitions include:

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

The IWBA should be tailored to the needs of the project, programme or policy. WelTAG explains the requirement for IWBA does not replace the need for statutory impact assessments and an IWBA may need to be supported by the relevant statutory and regulatory impact assessments.

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[3] Report of the World Commission on Environment and Development: Our Common Future. United Nations, 1987. Available online at https://sustainabledevelopment.un.org/content/documents/5987our-common-future.pdf [Accessed 30 April 2024]

[4] Well-being of Future Generations (Wales) Act 2015. June 2015. Available online at: https://www.gov.wales/well-being-future-generations-act-essentials-html [Accessed 13/12/2024]

[5] Sustainable Development Agenda, Goals for People, for Planet. November 2023. Available online at: https://www.un.org/sustainabledevelopment/development-agenda/ [Accessed 19/11/24]

[6] Regional transport plans: guidance for Corporate Joint Committee. Available online at https://www.gov.wales/regional-transport-plans-guidance-corporate-joint-committees

[7] Welsh transport appraisal guidance (WelTAG). Available online at: https://www.gov.wales/welsh-transport-appraisal-guidance-weltag

An IWBA is therefore a process for assessing the potential social, cultural, economic, and environmental impacts of a plan and aims to place sustainable development at the centre of decision making. IWBA is a valuable tool that can help influence plan development, aligning it with the Welsh Transport Strategy and demonstrating application of the principles of sustainable development.

Where necessary IWBA can be used to show how the following **legislative requirements** are being met:

- Environmental Assessment of Plans and Programmes Regulations (SI 2004/1656) (Strategic Environmental Assessment (SEA) Regulations)
- Well-being of Future Generations (Wales) Act 2015
- Welsh Language (Wales) measure 2011 and Standards
- Children's Rights Impact Assessment (CRIA), as required by the Rights of Children and Young Persons (Wales) Measure 2011
- Equalities Impact Assessment (EqIA), as required by the Equality Act (2010)
- Sustainable Management of Natural Resources (SMNR) and the Natural Resources Policy (NRP) as required by the Environment (Wales Act (2016)
- Habitat Regulations Assessment, as required by the Conservation of Habitats and Species Regulations 2017 as amended (known as the Habitats Regulations 2017).

More detail of the statutory and non-statutory assessments that have been embedded within this

IWBA can also used to incorporate the **non-legislative requirements** of assessments relating to:

- Rural proofing
- Health effects
- Climate change

IWBA is provided in Section 1.4 and Section 1.6 below.

It is a **legal requirement** for responsible authorities to undertake SEA of plans and programmes that are subject to preparation and/or adoption by an authority at a local, regional or national level, are required by legislative, regulatory or administrative provisions and result in development that may have significant environmental effects.

The North Wales Regional Transport Plan is a plan that is required by legislative provisions (CJC Regulations[8] post the Local Government and Elections (Wales) Act 2021[9]) and is likely to result in projects that could have significant environmental effects.

SEA is therefore a statutory requirement, and the SEA process has been used as a basis for the IWBA because it is a recognised and systematic process for evaluating the environmental consequences of plans and programmes.

[8] Consultation on the Corporate joint committees: draft statutory guidance, 2021. Welsh Government. Available online at: https://www.gov.wales/consultation-corporate-joint-committees-draft-statutory-guidance-html [Accessed 14/05/24]

[9] Local Government and Elections (Wales) Act 2021. Available online at: https://www.legislation.gov.uk/asc/2021/1/contents [Accessed 14/05/24].

By expanding the SEA process to include the requirements of other assessments (as listed above), this IWBA delivers one cohesive assessment using a collaborative approach across the different facets of sustainability, facilitating shared knowledge and identifying the intersectionality between the topics considered.

This approach eliminates unnecessary repetition and complies with all legal requirements. It also enables a thorough and transparent assessment that identifies sustainable development issues and opportunities, which can be iteratively fed back into the development of the NWRTP. Section 1.4.1 below sets out the requirements of the SEA Regulations, identifying where these requirements have been satisfied by the IWBA.

1.3.1 Stages of this IWBA process

Guidance produced by the UK Government[10] sets out a relatively prescribed set of stages for SEA. These same stages have been adopted for this IWBA to meet the legal requirements of the SEA Regulations, whilst allowing for the inclusion of the wider assessments required.

Figure 2 sets out the main stages of the IWBA as it aligns with the development of the NWRTP. This report covers **Stage C: Assessment and Environmental Report** but is referred to as an IWBA report due to the other statutory and non-statutory assessments (including the WelTAG requirements) that are incorporated into it.

1.3.2 Geographical scope of the IWBA (study area)

The geographical scope of the IWBA is dictated by the geographical scope of the NWRTP, i.e. the local authority areas of Isle of Anglesey, Wrexham, Conwy, Flintshire, Denbighshire, and Gwynedd. The geographical scope of some baseline topics is closely related to neighbouring areas of Wales and England, in particular Chester and Liverpool as there is significant migration both ways across the border in relation to employment, services (e.g. health) and education. The coastal areas of the study area also means that both terrestrial and marine effects (up to the mean low water mark) are possible and will need to be considered in the IWBA.

1.3.3 Temporal Scope of the IWBA

The NWRTP sets the 5-year plan for the region (2025-2030) which from an appraisal perspective is considered to be short term. The appraisal has identified that all impacts resulting from the Policies of the NWTRP would likely result in effects that extend beyond this five-year time frame and have therefore been identified as 'long-term'.

1.3.4 Appraisal process

The IWBA is predominantly qualitative in nature. Whilst the NWRTP is transport focused it has the potential to support wider targets and have far reaching benefits including increasing physical activity of the population, habitat creation, improving equity of access to education and employment, stimulation of economic activity and boosting tourism. One of the primary functions of the IWBA is therefore to capture these wider benefits and integrate them into the development of the NWRTP.

This IWBA Report, which is published alongside the NWRTP will be used to document the outcome of this process and to communicate how the NWRTP supports sustainable development.

Section 1.4 describes each of the statutory and non-statutory assessments that have been embedded within the IWBA, listing which IWBA objectives used in the assessment, cover the various requirements of each separate assessment. Full details of the IWBA assessment framework (i.e. the IWBA objectives and guiding assessment questions) is included in Section 5.

[10] Gov.uk, 2005. A Practical guide to the Strategic Environmental Assessment Directive. Available online at: https://www.gov.uk/government/publications/strategic-environmental-assessment-directive-guidance [Accessed 23/04/24]

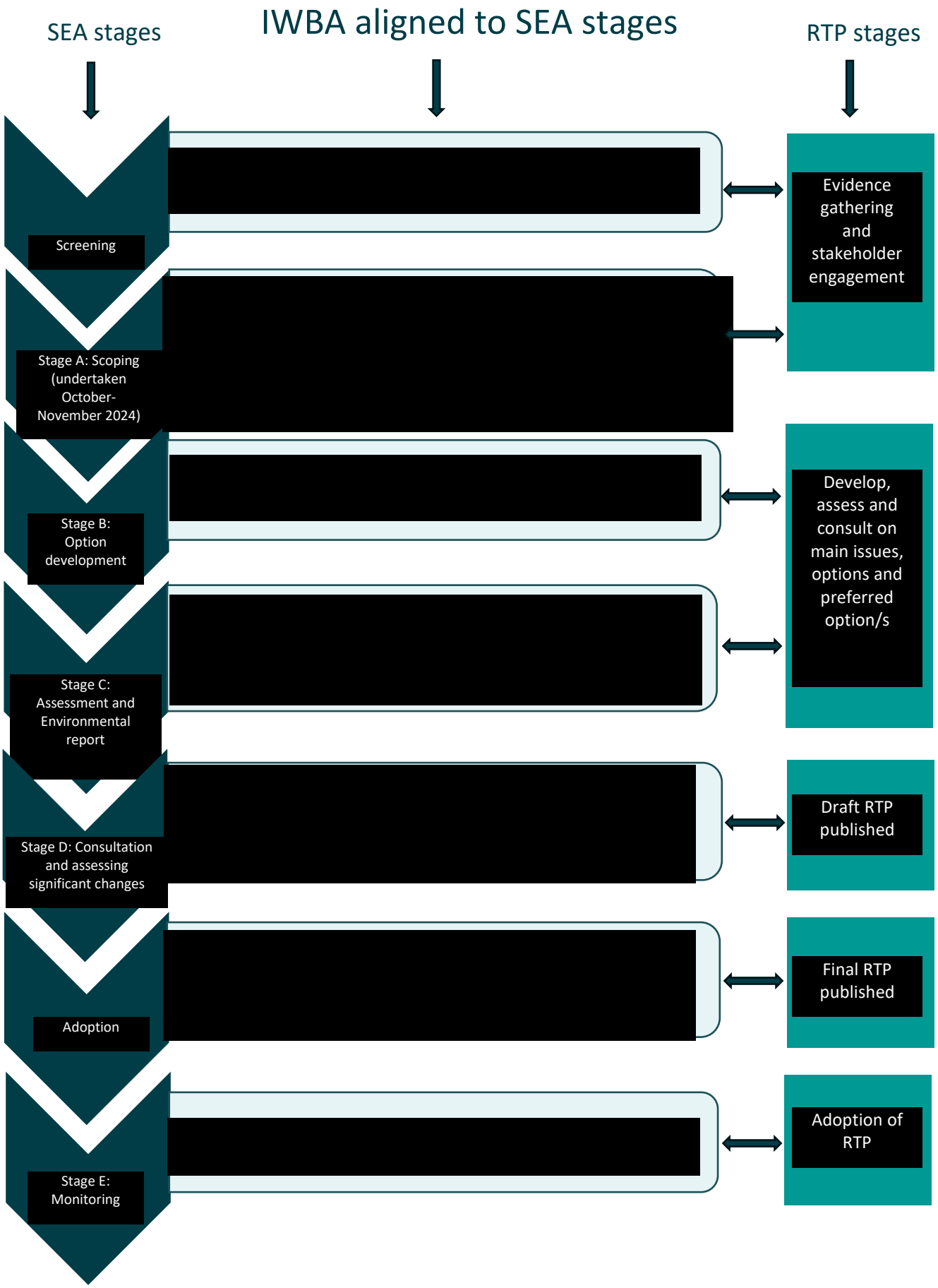


Figure 2 Stages of IWBA (aligned to SEA process) and NWRTP development

1.4 Statutory impact assessments

The following section lists the impact assessments that are a statutory requirement and includes details of how they have been integrated into the IWBA framework.

1.4.1 Strategic Environmental Assessment (SEA)

SEA is required by the SEA (Wales) Regulations (2004) which requires the preparation of an Environmental Report (Regulation 12), the content of which is described in Schedule 2 of the SEA Regulations. Table 1-1 sets out where these various requirements have been satisfied in the IWBA.

Table 1-1 Information requirements for the SEA Environmental Report and where these are covered by the IWBA

SEA Regulation: Schedule 2 requirement	Where covered in the IWBA
1. An outline of the contents and main objectives of the plan or programme, and of its relationship (if any) with other relevant plans and programmes.	Section 2 for an overview of the NWRTP objectives, Section 3 for a summary of relevant plans and programmes and Appendix A for full review of plans and programmes.
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	Appendix B for full baseline, Table 4 -1 for summary of key environmental (and wider sustainability) issues relevant to the NWRTP.
3. The environmental characteristics of areas likely to be significantly affected	Appendix B for full baseline, Table 4 -1 for summary of key environmental (and wider sustainability) issues relevant to the NWRTP.
4. Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Council Directive 79/409/EEC on the conservation of wild birds and the Habitats Directive.	Appendix B for full baseline, Table 4 -1 for summary of key environmental (and wider sustainability) issues relevant to the NWRTP. Appendix C for a HRA Screening Report.
5. The environmental protection objectives, established at international, community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.	Appendix A: Policy, Plan and Sustainability Objectives
6. The likely significant effects on the environment, including short, medium and long term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects on issues including - biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the issues referred to in sub-paragraphs (a) to (l).	Section 5.2 provides a summary of the effects the NWRTP policies/group of policies is likely to have on each IWBA objective. The full appraisal is included in Appendix E.
7. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme	Section 6 includes a description of the recommendations for mitigation/enhancement
8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties encountered in compiling the required information.	A Post Adoption Statement has been produced to be read alongside the IWBA and NWRTP.
9. A description of the measures envisaged concerning monitoring in accordance with regulation 17.	Section 7– these are also aligned with the NWRTP Delivery Plan.
10. A non-technical summary of the information provided under the paragraphs 1-9.	A non-technical summary has been produced of the IWBA.

1.4.2 Welsh Language Impact Assessment

The Welsh Language (Wales) measure 2011 and Standards require that consideration is given to whether the NWRTP would have an effect (positive or negative) on the opportunities for people to use the Welsh language, or on the requirement to treat the Welsh language no less favourably that the English language.

The requirements for a Welsh language impact assessment are addressed through the following IWBA Objectives: 6 (see Table 5 -1 for more details).

Transport can play an important part in connecting people and places, which includes opportunities for engaging with the Welsh language and Welsh culture. Conversely, poorly developed or implemented transport can place barriers to engagement with the language.

1.4.3 Children's Rights Impact Assessment

The Rights of Children and Young persons (Wales) Measure 2011 embeds consideration of the United Nations convention on the Rights of the Child (UNCRC)[11] and the optional protocols into Welsh law. The main duty within the Measure, under Section 1, requires Ministers to have due regard to the UNCRC when exercising any of their functions.

The process of having due regard can range from thinking about the impact of decisions on children in the course of day-to-day work, to a formal impact assessment with an accompanying record of the outcome.

Transport has the potential to affect children in several ways, e.g. through facilitating access to education, healthcare and other social infrastructure, creating healthy travel options (such as active travel), reducing air quality impacts from transport emissions, allowing safe spaces for play and recreation, and providing safe travel options to stay socially connected with friends and family. The Articles within the UNCRC have been reviewed and the following Articles are identified as being most relevant to the NWRTP: Article 12 (respect for the views of the child); Article 15 (freedom of association); Article 23 (children with a disability); Article 24 (health and health services); Article 27 (adequate standard of living); Article 28 (right to an education); Article 30 (children from minority or indigenous groups); Article 31 (leisure, play and culture).

The requirements for a children's rights impact assessment are addressed through the following IWBA Objectives: 1, 2, 3, 5, 6, 9, 10, 12 (see Table 5 -1 for more details). Consideration of how the relevant UNCRC Articles have been met are integrated into the appraisal responses.

1.4.4 Equalities Impact Assessment (EqIA)

The Equality Act (2010)[12] places a general duty on public bodies to have 'due regard' to the need to eliminate unlawful discrimination, harassment and victimisation, as well as to advance the equality of opportunity and to foster good relations between people who share protected characteristics and those who do not.

Protected characteristics (as defined by the Equality Act) are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. In Wales there is also a socio-economic duty on the public sector to consider how proposals are likely to affect levels of socioeconomic disadvantage of individuals and communities.

[11] United Nations Convention on the Rights of the Child. Available online at https://www.unicef.org.uk/what-we-do/un-convention-child-rights/ [Accessed 24/04/24].

[12] Equality Act 2010. Available online at: https://www.legislation.gov.uk/ukpga/2010/15/contents [Accessed 11/04/24]

Transport and the NWRTP is likely to have potential disproportionate and/or differential impacts on protected characteristic groups. At this stage all protected characteristic groups, with the exception of marriage and civil partnership, have been screened into the assessment.

Consideration of socioeconomic disadvantage is also screened into the assessment. The inclusion of these groups is based on the different needs and vulnerabilities that each protected characteristic group has in relation to transport, for example ease of access, actual and perceptions of safety, economic barriers, journey planning requirements, physical capability.

An EqIA is a systematic analysis of the potential effects of a project, plan or policy on groups of people who share protected characteristics. It considers whether protected characteristic groups could be affected disproportionately or differentially, and the assessment informs the identification of actions to address any adverse effects whilst also supporting the delivery of any beneficial effects. An EqIA helps to demonstrate that the duties under the Equality Act (Public Sector Equality Duty) are being met and provides evidence that equality issues have been considered in decision making.

The requirements for the EqIA have been covered by the following IWBA objectives: 1, 2, 3, 5, 6, 9, 10, 12 (see Table 5 -1 for more details). Appendix D provides an EqIA Screening which considers transport related vulnerabilities of protected characteristic groups. These vulnerabilities and specific needs have been taken into account in the assessment of the NWRTP policies against the IWBA objectives.

1.4.5 Habitat Regulations Assessment (HRA)

The Conservation of Habitats and Species Regulations 2017 as amended (known as the Habitats Regulations 2017) sets out the stages of assessment which must be undertaken to determine if a development project or plan could significantly harm the designated features of a European site. As part of the Habitats Regulations 2019 amendment, a National Site Network (NSN) has been created (as UK sites no longer form part of the EU's Natura 2000 ecological network) on land and sea and include inshore and offshore marine areas in the UK. The NSN includes existing Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and new SACs and SPAs designated following the creation of the NSN.

The Habitats Regulations 2017 states that any plan or project not directly connected with, or necessary to, the management of an internationally important site, but which would be likely to have a significant effect on such a site, either individually or in combination with other plans or projects, must be subject to appropriate assessment of its implications for the internationally important site in view of its conservation objectives.

Transport can have impacts on land use which could lead to impacts on protected habitats. For this reason, consideration is given to how the NWRTP may impact on natural habitats and ecosystems. A separate HRA screening exercise has been undertaken for this stage of NWRTP development (Appendix C).

The requirement for assessing impacts on biodiversity and the natural environment have been covered by the following IWBA objectives: 4, 5, 7 (see Table 5 -1 for more details).

1.5 Welsh Government required assessments

In addition to the statutory impact assessments Welsh Government also requires further impact assessments to ensure that policies and plans consider a wide range of potential impacts at the earliest stages of their development:

1.5.1 Rural proofing impact assessment

Rural proofing is a policy commitment by both the UK Government and the Welsh Government. A rural proofing assessment aims to consider how a policy or plan may positively or negatively affect rural areas which often have different needs and priorities to urban areas. There are large areas of North Wales that are rural and therefore the NWRTP is likely to have the potential to impact on rural communities.

Access to services, education and employment, in addition to the economic development within and between rural and urban areas is likely to be impacted by the choices being put forward in the developing NWRTP.

The assessment of the NWRTP in the rural context is covered by the following IWBA Objectives: 1, 2, 3, 5, 6, 11, 12 (see Table 5 -1 for more details).

1.5.2 Health impact assessment (HIA)

The Public Health (Wales) Act 2017 (Part 6) places a duty on Welsh Ministers to make regulations which require public bodies to carry out HIA in specified circumstances. Whilst this duty has not yet been enacted, it is mandated within the Welsh Transport Appraisal Guidance Process (WelTAG). HIA considers factors which influence population health and well-being (health determinants) may be impacted by a proposed action, policy or plan, and how these changes may lead to changes in health and well-being outcomes. Consideration of how different groups of people within a population may be impacted differently (distributional impacts and health inequalities) are also considered.

Transport planning can have large scale implications for population health and well-being because the way in which people are able to move about influences many factors which contribute to maintaining good physical and mental health. Effectively planned active travel provision enables people to have realistic accessible choices for engaging in walking, wheeling and cycling which therefore contribute to maintaining and improving physical and mental health. Accessibility to services, education, employment and social networks via transport provision is known to be a determinant of health.

The requirements for the HIA have been covered by the following IWBA objectives: 1, 2, 3, 4, 5, 6, 7, 9, 10, 11 (see Table 5 -1 for more details). When undertaking HIA it is important to consider which groups within the population may be particularly vulnerable to changes in factors that influence health (health determinants). Appendix D includes a review of population groups and what health vulnerabilities they may have in relation to impacts of NWRTP policies.

1.5.3 Climate change assessment

A climate change assessment considers how the proposed NWRTP may potentially contribute to climate change, alongside how resilient proposals are considered to be to the known effects of existing and future climate change.

Changes in the climate are likely to affect the way that people choose (or need to) travel and therefore the NWRTP needs to consider how it will be able to adapt to the changing climate, whilst also minimising the impact transport systems can have on the climate.

Climate change is captured in the following IWBA objectives: 8, (See Table 5 -1 *for more details).*

1.5.4 Scoping and consultation stages of the Integrated Well-being Impact Assessment

An Impact Assessment Scoping report was prepared, setting out the scope of the how each of the assessments would be captured within an integrated process, the context of the assessments and the NWRTP, establishing the baseline, reviewing the key plans, programmes and sustainability objectives relevant to the NWRTP, and identifying the appraisal objectives for the appraisal framework. The Impact Assessment Scoping Report was submitted for consultation with Statutory Consultees (Cadw and Natural Resources Wales) in addition to the Welsh Government, Transport for Wales and North Wales local authorities between 15th October 2024 and 19th November 2024.

Table 1-2 sets out the scoping responses:

Table 1-2 Scoping opinions from Statutory consultees

Statutory consultee	Scoping opinion	Response
Cadw	Cadw confirmed that Cultural Heritage is appropriately covered in the scoping report. They also sent the assessment team the Cadw paper on Historic Environment and Regional Transport Plans.	The appraisal framework has been refined to include the factors recommended to be taken account of in the assessment.
NRW	No opinion provided	

A draft IWBA was submitted alongside a draft NWRTP for consultation for a period of 12 weeks (from 20 January to 14th April 2025). Comments received have been carefully considered and, where necessary changes made to address comments. The final NWRTP will be adopted and published alongside a Post Adoption Statement that explains how the IWBA and feedback has shaped the documents.

1.5.5 Integrated Well-being Impact Assessment report structure

The remainder of this IWBA report is set out as follows:

- Section 2: North Wales Regional Transport Plan – this section provides an overview of the NWRTP, its purpose and objectives.
- Section 3: Relevant Plans, Programmes and Sustainability Objectives – this section summarises key plans, programmes and sustainability objectives that are of relevance to the NWRTP and which have been used to help develop the IWBA objectives. Appendix A includes the full review.
- Section 4: Baseline Context and identification of key sustainability issues and opportunities – this section provides an overview of the sustainability context of the NWRTP and outlines the themes and issues of relevance to the NWRTP.
- Section 5: Appraisal – this section sets out the IWBA objectives and presents a summary of the appraisal outcomes for each NWRTP policy area against each IWBA objective. The full appraisal tables are found in Appendix E.
- Section 6: Recommendations – based on the appraisal outcomes, recommendations for mitigation have been identified. These mostly relate to how mitigation measures may be needed at project delivery phase to mitigate any potential adverse impacts or enhance potential positive impacts.

2. North Wales Regional Transport Plan

2.1 How does the NWRTP fit with the Wales Transport Strategy?

The Wales Transport Strategy (WTS) sets out the vision for Wales to provide an accessible, sustainable and efficient transport system that is fit for future generations and which tackles climate change. The vision set out in the WTS is supported by four long-term ambitions with supporting objectives. The long-term ambitions ae to deliver a transport system that is good for:

- People and communities (equality, health, safety and confidence)
- The environment (transport emissions, biodiversity and waste)
- Places and the economy (place making and innovation, job creation, affordability and reducing socioeconomic disadvantage)
- Culture and the Welsh language (including arts, sport, and the historic environment).

The three short-term priorities include:

- bringing services to people in order to reduce the need to travel.
- allowing people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
- encouraging people to make the change to more sustainable forms of transport.

The NWRTP must include policies to support the vision and ambitions of the WTS with an emphasis on delivering on the three short-term priorities through a series of clearly articulated actions. The NWRTP must also deliver on the following:

- Include policies and actions to make best use of existing transport infrastructure.
- Where new infrastructure is needed the NWRTP must follow the sustainable transport hierarchy (i.e. in order of importance: walking, wheeling and cycling, public transport, ultra-low emissions vehicles, other private motor vehicles).
- Identify barriers to sustainable travel for different groups of people using the COM-B model of behaviour change (this includes the premise that for changes in behaviour to happen there must be individual capability, motivation and opportunity).
- Include policies and actions for a range of behaviour change projects.
- Include policies to support cross-cutting pathways (this includes decarbonisation, equality, integrated journeys, and rural pathways).
- Include policies and actions which maximise contribution to the measures in the WTS Monitoring Framework.
- Be developed using the five ways of working of the Well-being Act (i.e. long term, prevention, integration, collaboration, and involvement).

2.2 How does it fit with other land use plans?

RTPs provide a good platform for better integration with land use planning. RTPs must take account of:

- Future Wales: the National Plan 2040[13]
- Planning Policy Wales[14]
- the Wales Infrastructure Investment Plan[15]
- work undertaken to produce existing and new Local Development Plans (LDPs) and emerging work on their Strategic Development Plans (SDPs).

CJCs must also take account other policies and plans, including:

- Local Authority well-being assessments and well-being plans
- Town Centre First[16]
- Regional Economic Frameworks (North Wales Regional Economic Framework)[17]
- Net Zero Wales[18]
- A Healthier Wales[19]
- Clean Air Plan for Wales: Healthy Air, Healthy Wales[20]
- Noise and Soundscape Plan for Wales[21]

Paragraph 1.4.6 of the RTP Guidance[22] sets out CJCs must comply with their statutory duties, listing some of the relevant legislative requirements and considerations. Whilst the RTP Guidance is not explicit, there are associated legislative and regulatory procedures and requirements, including but not limited to consultation, associated with those duties.

[13] Future Wales – The National Plan 2040. Welsh Government. Available online at: www.gov.wales/sites/default/files/publications/2021-02/future-wales-the-national-plan-2040.pdf [Accessed 08/05/24].

[14] Planning Policy Wales Edition 12, February 2024. Welsh Government. Available online at: www.gov.wales/sites/default/files/publications/2024-02/planning-policy-wales-edition-12_1.pdf [Accessed 08/05/24].

[15] Wales infrastructure investment plan: project pipeline March 2021. Welsh Government. Available online at: https://www.gov.wales/wales-infrastructure-investment-plan-project-pipeline-2021 [Accessed 08/05/24].

[16] Town Centres: position statement, 2 May 2023. Welsh Government. Available online at: www.gov.wales/sites/default/files/pdf-versions/2024/2/4/1708619381/town-centres-position-statement.pdf [Accessed 08/05/24].

[17] North Wales Regional Economic Framework. Ambition North Wales. Welsh Government, 2022. Available online at: www.gov.wales/sites/default/files/publications/2023-02/north-wales-regional-economic-framework.pdf [Accessed 08/05/24].

[18] Net Zero Wales, October 2021. Welsh Government. Available online at: https://www.gov.wales/net-zero-wales [Accessed 08/05/24].

[19] A healthier Wales: Our plan for health and social care. June 2018. Welsh Government. Available online at: www.gov.wales/sites/default/files/publications/2021-09/a-healthier-wales-our-plan-for-health-and-social-care.pdf [Accessed 08/05/24].

[20] Clean Air Plan for Wales: Healthy Air, Healthy Wales. August 2020. Welsh Government. Available online at: https://www.gov.wales/clean-air-plan-wales-healthy-air-healthy-wales [Accessed 08/05/24].

[21] Noise and Soundscape Plan for Wales 2023-2028 (consultation draft). June 2023. Welsh Government. Available online at: www.gov.wales/sites/default/files/consultations/2023-06/draft-noise-and-soundscape-plan-for-wales.pdf [Accessed 08/05/24].

[22] Guidance to corporate Joint Committees on Regional Transport Plans, 2023. Welsh Government. Available online at: https://www.gov.wales/sites/default/files/publications/2023-07/guidance-to-corporate-joint-committees-on-regional-transport-plans-2023.docx. [Accessed 08/05/24].

2.3 NWRTP vision and objectives

The vision that has been developed for the NWRTP states:

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

The vision is supported by four objectives, which will help monitor and evaluate the success of NWRTP:

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

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

2. Enable decarbonisation through transition to a zero-emission fleet**:** We will develop supporting infrastructure and support incentives to enable at least 50% of motor vehicles and all public buses operating in North Wales to be zero emission by 2035.

3. Enable Sustainable Economic Growth**:** We will develop a resilient, safe, well-maintained, and efficient transport network that delivers sustainable economic growth by improving accessibility to existing and planned employment areas. At least 50% of households in North Wales will have an increased range of travel within 1 hour by public transport, supporting access to key employment sites and regional centres by 2030.

2.4 Transport Policies

The policies that have been developed for the NWRTP are based around policy themes which include:

- Enabling changes to travel behaviour
- Bus
- Coach, demand responsive and community transport
- Walking, wheeling and cycling
- Integration between modes
- Ports and freight
- Roads, streets, and parking
- Surface access to aviation
- Digital connectivity
- Land use planning

There are two further policy themes including rail and strategic road. However, the CJC and local authorities have no direct influence over these areas so there are no explicit policies in the NWRTP covering these themes.

For full details of the policies please refer to the NWRTP. The IWBA considers each of the policies (or group of policies) under these policy themes (Section 5 for appraisal outcomes).

3. Relevant Plans, Programmes and Sustainability Objectives

The NWRTP could be influenced in different ways by other existing plans, programmes and sustainability objectives (PPO) set out in existing policy or laid down in legislation. It is important to understand the relationship between these PPOs and the NWRTP in order to maximise opportunities and address any conflicts or inconsistencies.

Schedule 2 of the SEA Regulations require the following in relation to the relevant plans and programmes to be considered:

> *"1. An outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes...*
>
> *5. The environmental protection objectives, established at international, community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation".*

The review of existing plans, programmes and sustainability objectives to inform the IWBA process and subsequently influence the development of the NWRTP was undertaken at Scoping stage and included:

- Identifying any social, environmental, cultural or economic objectives that should be mirrored in the IWBA framework.
- Identifying any issues that might influence the preparation of the NWRTP.
- Identifying any objectives or aims that would contribute positively to the development of the NWRTP.
- Identifying any potential conflicts or challenges between other identified plans, programmes or sustainability objectives and the emerging draft NWRTP.

3.1 Scope of review

The NWRTP sets the policies for implementing the existing national-scale Wales Transport Strategy (WTS) within the North Wales Region. The North Wales RTP must therefore be consistent with the WTS and support its vision and ambitions. The WTS itself, and the national, UK or international-scale plans, programmes and sustainability objectives identified in relation to the WTS, have therefore been identified as the key top-level strategies which must be taken into account. It is considered that all the national, UK or international plans, programmes and sustainability objectives identified for the WTS are also applicable to the North Wales RTS. These have therefore been reviewed for this IWBA in relation to the NWTP and a gap analysis carried out to identify any changes, updates or additions that need to be included.

Table 3 -1 summarises the document types reviewed. The full review of plans, programmes and sustainability objectives is included in Appendix A with the focus primarily being on the review of the relevant regional and local level plans, programmes and sustainability objectives. Identified key sustainability themes that have been woven into the IWBA framework are identified in Table 3-2.

Table 3-1 Summary of document types reviewed

Level	Summary
International and European	Key International Conventions and European Directives were previously reviewed for the national-level WTS and relevant interactions have been brought forward for to the North Wales RTP. European Directives are transposed into national legislation in each individual Member State and, therefore, there should be a trickle-down effect of the key principles and an application to the relevant national planning documents. Whilst the UK is no longer a Member State the legislative requirements from when it was, mostly remain in place.
UK-wide	Key UK-wide plans and programmes were previously reviewed for the national-level WTS and relevant interactions have been brought forward for the North Wales RTP. The objectives of these plans, as well as some of the challenges they raise need to be taken into consideration.
Wales	Wales national level plans and programmes were previously reviewed for the national-level WTS and relevant interactions have been brought forward for the North Wales RTP. Many of these documents are produced by Welsh Government and specifically address strategic issues such as the economy; health; safety; sustainable communities; housing; employment; and environmental protection.
Regional	A review has been undertaken of plans produced at the regional level of North Wales. This includes regional plans related to the natural environment, economic development, transport planning, landscape management, energy plans, and tourism.
Local	A review was undertaken of plans produced at the local level. This includes plans within the following local authority areas: • Isle of Anglesey County • Conwy County Borough • Denbighshire County • Flintshire County • Eryri (Snowdonia) National Park Authority • Wrexham County Borough • Gwynedd County

3.2 Key themes

The key themes identified from the review previously undertaken for the national-level WTS[23], the review of international and national PPO identified since the national-level WTS, and the review of regional and local PPO within the North Wales Region are outlined in Table 3-2.

The IWBA topics have been selected to meet the requirements of the SEA Regulations whilst also aligning with the more general topics of the IWBA guidance: people and communities, the environment, culture and language and economy.

[23] Welsh Government (2020) Consultation Document Wales Transport Strategy: scoping report. Date of issue: 5 May 2020. Available online: https://www.gov.wales/wales-transport-strategy-scoping-report

Table 3-2 Key Social, cultural, economic and environmental themes applicable to the North Wales RTP

IWBA Topic	Key Themes from the review of the regional and local plans, programmes and sustainability objectives
Population (communities)	Improvement of the connectivity between, and integration of, communities Better planning and design of communities Promotion of greater equality of opportunity for all citizens. Creation of safe, sustainable, balanced and cohesive communities, in both rural and urban areas. Provision of equitable access to high quality outside/green space. Reducing the isolation of rural communities Creating more inclusive public transport and access to it. Enabling flexible working so that people can work from home if desired.
Human health	Improvement of the physical and mental health and well-being of the population Reduction in health inequalities (across all health determinants) to create a healthier Wales
Biodiversity	Maintenance and enhancement of biodiversity, habitats and species with healthy functioning and resilient ecosystems, including connected networks of green infrastructure throughout rural and urban areas. Enhancement of ecosystem services provided by green infrastructure to take advantage of climate change resilience & mitigation, enhancements to biodiversity, geodiversity and soils and filtering air and water.
Land use and landscape	Establishment of a strong tourist economy, sensitively capitalising on environmental, heritage, and leisure assets. Protection and enhancement of the distinctiveness of landscapes and their settings. Protection of Areas of Outstanding Natural Beauty (AONBs) Creation of a new National Park in North Wales.
Cultural heritage	Protection and enhancement of the distinctiveness of the historic environment, historic assets and their settings. Protection, enhancement and promotion of the Welsh language, culture and heritage.
Ground conditions (geology and soils)	Conservation of soil resources to control soil erosion and maintain their quality.
Water environment	Reduction in the risk of flooding (river, surface water and coastal). Promotion of protection of floodplains or areas of managed realignment. Protection and improvement in the quality and quantity of water resources.
Climatic factors	Sustainable management of natural resources. Addressing the underlying transport factors contributing to climate change. Creation of a climate-resilient transport network, including both new and existing infrastructure. This includes resilience to weather events as well as the long-term impacts of future climate change.

IWBA Topic	Key Themes from the review of the regional and local plans, programmes and sustainability objectives
Air quality	Reduction in air pollution. Improvements in air quality contributing to a healthier Wales.
Noise	Reduction in transport related noise. Alignment with the Soundscape Plan for Wales. Maintenance of tranquillity where applicable and practicable.
Infrastructure	Improvement of the connectivity between, and integration of, communities to improve access to services and reduce isolation, particular in rural communities. Provisioning of inclusive and equitable public transport and access to it.
Transport	Promotion of sustainable patterns of mobility and enhancement of sustainable transport provision to improve air quality, physical health and support the economy. Future proofing planned transport infrastructure in terms of how its use may change over time and therefore affect demand. For example, changes in relation to the international connectivity of regional ports and airports that facilitate international connectivity (e.g. Holyhead Port).
Resources and waste	Management of mineral extraction and minimisation of waste generation Increasing levels of reuse and recycling to achieve more sustainable waste management and reduce landfill. Increasing energy efficiency, stimulating investment and innovation, and promoting the sustainable use of national renewable energy resources to relieve pressure on natural resources. Sustainably manage natural resources and tackle the causes of climate change
Economy	Promotion of quality employment opportunities and economic activity. Promotion of sustainable economic growth, diversity and business competitiveness. Establishment of a strong tourist economy, sensitively capitalising on environmental, heritage, and leisure assets.

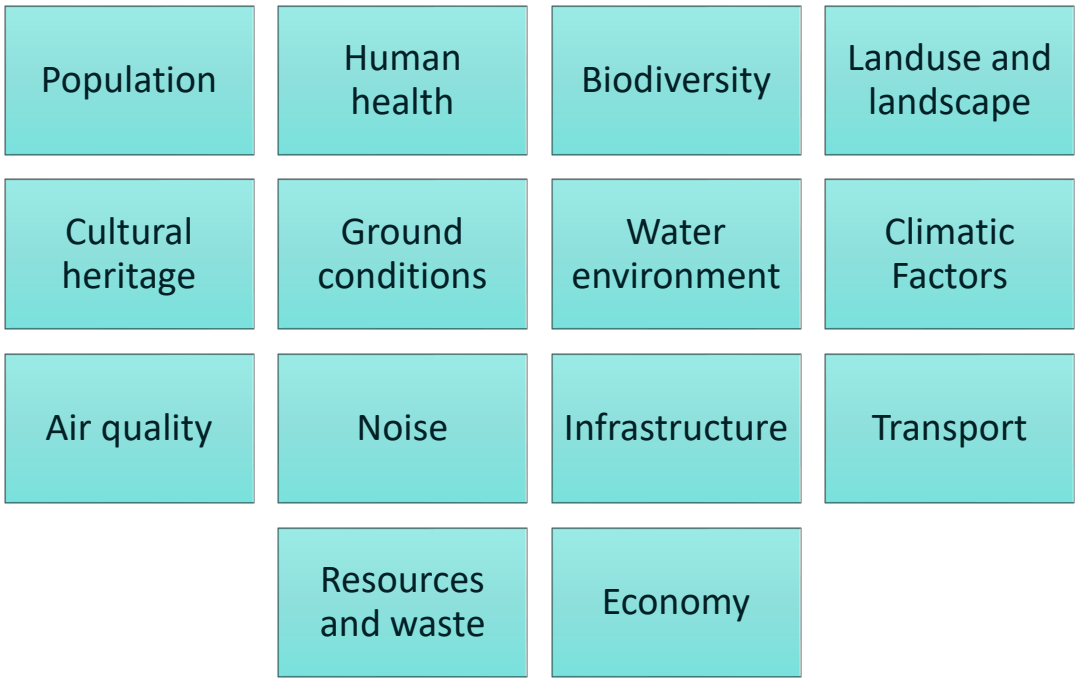
4. Baseline information and identification of key sustainability issues and opportunities

4.1 Introduction

The baseline data collected at IWBA Scoping stage served as the groundwork for identifying potential environmental, social, economic, and cultural issues and opportunities relevant to the study area. This information, combined with the themes extracted from the plans, programme, and sustainability objectives review, is used to formulate the IWBA objectives within the assessment framework. These objectives guide the iterative assessment of the NWRTP policies and, if necessary, provide recommendations for any required modifications or alternative approaches.

This IWBA is focused on the study area defined by the North Wales Regional Transport Plan, i.e. the local authority areas of Isle of Anglesey, Wrexham, Conwy, Flintshire, Denbighshire and Gwynedd (Figure 1**Error! Reference source not found.**). Where data is not available at the regional level (e.g. climatic factors) national data is utilised.

The appraisal topics that are considered as part of baseline mirror those considered in the PPO review and include:



Baseline information has been sourced from publicly available baseline datasets available from open data sources, in addition to information reported in published documents and reports. All data sources are referenced and primarily are sourced from Welsh Government, National Resources Wales, Stats Wales and Office of National Statistics. The baseline is presented in Appendix B, and it should be noted that information relevant to each of the assessments has been collated and included within the topic headings listed above. Where mapping of data adds value to the presentation and understanding of the baseline, figures have been prepared and are included.

The SEA Regulations require that 'material assets' are included in the assessment. In this context, material assets refer to a range of assets within the study area that are valuable, for example cultural heritage, social services such as schools and hospitals, in addition to good quality agricultural land, cultural heritage assets and valued landscapes. This IWBA considers material assets across the topics identified above.

4.2 Scoping of key sustainability issues and opportunities

The main environmental, social and economic issues of relevance to the NWRTP were identified during the Scoping stage using information gathered from the review of relevant plans, programmes and sustainability objectives (outlined in Section 3 above and Appendix A), the baseline review (Appendix B), and the current understanding of the overarching scope of the NWRTP.

The anticipated environmental, economic, and social trends (assuming the NWRTP is not implemented) have been determined by analysing existing plans, programmes, and sustainability objectives, in conjunction with the current baseline data and historical patterns. These trends will serve as the 'future baseline' against which the NWRTP will be evaluated.

Additionally, opportunities for the NWRTP to positively contribute to sustainability have been identified. These issues and opportunities will serve as guidance for the development of the NWRTP, ensuring that negative effects are minimised and opportunities for maximising benefits are integrated into the plan. Given the strategic nature of the NWRTP, the identified opportunities and issues are currently at a high level. As the Plan progresses and more details become available, they will be further developed and refined. However, they already reflect the broader benefits that can be achieved through collaboration across sectors and jurisdictions.

Sustainability issues and opportunities that require consideration during the development of the NWRTP are outlined in Table 4 -1 below. None of the IWBA topics have been scoped out of the assessment. This is because transport planning has a wide range of likely significant effects, across all topics. Additionally, due to the integrated assessment approach, which includes certain statutory assessments, scoping out specific topics is not feasible.

Table 4-1 Sustainability issues and opportunities of relevance to the NWRTP

IWBA Topic	Issues relevant to the Regional Transport Plan	Regional Transport Plan Opportunities
Population (communities)	• Decreasing regional population size could impact the effectiveness or financial viability of some of the NWRTP options. • There is an aging population in North Wales which will impact transport needs, such as travel and commuting patterns. • There is lower diversity of ethnicities, religions, languages and LBGTQ+ populations than average, the NWRTP will need to ensure that it makes provision for these groups. • There is a high apprenticeship level and a relatively strong educational attainment across the region, therefore the NWRTP needs to ensure that the travel needs of young people are appropriately accommodated. • There is an existing lack of rural connectivity.	• Help reduce isolation of rural communities through providing appropriate transport links to connect more remote communities, both to each other and to urban hubs and services. • Develop an integrated and efficient transport system which meets needs of all citizens, promotes equal opportunity, and supports projected population changes. • Develop transport initiatives which support the creation of safe, sustainable, balanced and cohesive communities. • Provide transport services that support changes in lifestyles and travel patterns in a post-pandemic society. • Creation of more inclusive transport options which also provide more equitable access to services and places.

IWBA Topic	Issues relevant to the Regional Transport Plan	Regional Transport Plan Opportunities
Human health	• Increased need for development of transport services to support an aging population. • The way in which transport availability impacts on mental health needs to be considered. • Increases in traffic can have an adverse impact on the physical and mental health and wellbeing on residents. This can be through severance, air quality issues, and reductions in tranquillity (noise). • Health inequalities are prevalent throughout the region which can be exasperated as a result of poor transport options (especially for people experiencing socio-economic disadvantage.	• Improve the connectivity of 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). • Include health promotion measures such as those that promote physical activity (e.g. active travel, walking, wheeling and cycling infrastructure) and social cohesion (e.g. improved access to services and community facilities). • Opportunities to enhance the transport network and infrastructure for the population with physical impairment / sensory loss, neurodiversity and disability needs (inclusive design). • There is the opportunity for the NWRTP to address socio-economic disadvantages (including issues of unemployment, lower educational attainment, housing insecurity and financial insecurity) through promoting the delivery of an inclusive, cost sensitive, sustainable transport network and infrastructure that connects employment opportunities to areas of higher deprivation to promote better mental and physical health.
Biodiversity	• Designated sites present through the catchment that could be impacted by the placement of interventions, including through habitat loss and degradation. • Protected and priority habitats and species could be impacted by the placement of interventions, including through changes to habitat, and disturbance.	• Built interventions could incorporate measures to restore, recover, reconnect, and enhance existing habitats to help minimise further biodiversity loss and habitat fragmentation and deliver a Net Benefit for Biodiversity. • There is opportunity to use a natural capital approach to help inform the development of interventions. • Built interventions could contribute to creating habitats that are more resilient to climate change.

IWBA Topic	Issues relevant to the Regional Transport Plan	Regional Transport Plan Opportunities
Land use and landscape	• Any intervention within the study area will need to be cognisant of landscape character and designations, such as Eryri National Park, Anglesey AONB, Llŷn AONB, and Clwydian Range and Dee Valley AONB to minimise any detrimental impact.	• Sympathetic and community-led design can offer the opportunity to further enhance the landscape and character of different areas and change the way communities interact with them. • Reduce the negative impact of traffic on the setting of landscape designations through including measures to improve public transport and active travel infrastructure to access key assets such as Eryri National Park. • Enhance access to rural landscape through active travel networks; cycle/PROW network and public transport. • Protect and conserve soil resources.
Cultural heritage	• Potential for cultural heritage assets to be directly and indirectly impacted by physical changes to the built environment. This includes potential adverse impacts to the setting of heritage assets due to changes in the volumes and composition of traffic experienced in their locality. • High proportion of Welsh language speakers and a strong cultural identity.	• Enhance bi-lingual aspects of the NWRTP and its proposals. • Connect Welsh speaking communities, strengthening the cultural belonging and linguistic ties within the region. • Enhance and integrate the network across the region and improve its resilience for the future to enable better and more inclusive access to significant cultural sites. • Encourage the preservation and enhancement of the historic environment, including the setting of heritage assets. • Avoid works which would alter the character or physical survival of heritage assets (including archaeology).
Ground conditions (soils and geology)	• Geological hazards, such as coastal erosion, have the potential to disrupt and damage transport infrastructure.	• Protect and improve the quality and quantity of groundwater resources.

IWBA Topic	Issues relevant to the Regional Transport Plan	Regional Transport Plan Opportunities
Water environment	• Interventions associated with the NWTP could contribute to the deterioration in WFD status of waterbodies (including groundwater), such as through changes to build infrastructure and drainage from the transport network. • Transport infrastructure could be adversely impacted from flooding (river, surface water and coastal) and coastal erosion.	• Opportunities to meet the objectives for protected areas and achieving good overall Water framework Directive (WFD) status for surface and groundwaters should be explored, including mitigating adverse impacts of the transport sector. This should align with the local measures outlined in River Basin Management Plans and the catchment summaries of the opportunity catchments within the study area (i.e. Ynys Mon/Anglesey, Conwy, Clwyd and Dee). • Where possible the NWTP should seek to implement measures to restore and work with natural processes to maximise wider water environmental benefits and outcomes.
Climatic factors	• Future climate change is likely to increase the severity and frequency of extreme weather events including flooding and droughts and cause hotter summers and wetter winters. This has the potential to adversely impact transport infrastructure and cause travel disruption. • Changes in climate are likely to affect travel choices people make. For example, wetter winters may deter people from choosing public transport options if there is no shelter available for waiting or if the services are unreliable.	• Opportunity to reduce emissions from transport by implementing low-carbon or zero-carbon solutions including reducing car trips, transition to zero-emission fleet and creating resilient and efficient transport networks. • Incorporate measures to ensure that the transport network is resilient to the impacts of future climate change.
Air quality	• Air quality is generally good and not a major issue in the NWTP area given that it is predominantly rural in nature. • Promotion of a transition to electric vehicles can support reductions in air pollution associated with carbon dioxide, carbon monoxide and nitrous oxides (such as NO_2). However electric vehicles still release particular matter pollution (PM_{10} and $PM_{2.5}$) associated with wear from tyres and breaks. • There is a risk that new development in the area (such as the Anglesey Freeport and Wrexham Investment Zone) could increase the volume of freight travelling in the locality, leading to increase air pollution and worsening of local air quality	• In order to have the greatest impact on air quality, interventions should focus on reducing the number of vehicles on the road by supporting the transition to active travel and public transport wherever possible. • Creation of active travel links that are sufficiently separated from road traffic can help reduce the amount of pollution that walkers and cyclists are exposed to and increase uptake in active travel through creating safe active travel options. • The NWRTP should include relevant transport initiatives for businesses (e.g. promotion of transportation of goods by rail, and e-cargo bikes for small businesses in main towns) to ensure that the health of local communities and habitats are not detrimentally impacted.

IWBA Topic	Issues relevant to the Regional Transport Plan	Regional Transport Plan Opportunities
Noise	• Noise pollution associated with roads is a key concern in the NWRTP area, particularly along major routes such as the A55. • There is a risk that new development in the area (such as the Anglesey Freeport and Wrexham Investment Zone) could increase the volume of freight travelling in the locality, leading to increase in noise pollution and impact on local residents.	• The NWRTP has an opportunity to help reduce noise pollution experienced by local communities by reducing the number of vehicles on the roads (through promoting a transition to use of public transport and active travel) and supporting the transition to electric vehicles. • The NWRTP should include relevant transport initiatives (e.g. promotion of transportation of goods by rail) to ensure that the health of local communities are not detrimentally impacted. • Reducing road traffic noise (and ensuring that this does not increase) around Eryri National Park can help maintain and improve the tranquillity of the area and support health and wellbeing of users. • The NWRTP should align with the Soundscape Plan for Wales where possible.
Infrastructure	• Over 1,000 new dwellings may need to be provided in North Wales each year to meet housing demand. • House building rates vary across North Wales, with Denbighshire, Conwy and Isle of Anglesey having the highest completion rates and Gwynedd the lowest. • Future hydrogen infrastructure, including production centres and transmission networks, are planned for North Wales that will link to Northwest England. • Two locations within North Wales have been identified for large scale on-shore wind energy development. • North Wales offers a variety of higher and further education institutes, including Bangor University.	• Holyhead Port plays an essential role in the international movement of imports and exports and also as a cruise port and the NWRTP should include appropriate interventions to support this asset. • Enhancement of public transport connectivity of the higher and further educational establishments, health facilities, and other social infrastructure (e.g. libraries, social, religious, and leisure facilities) to local and regional communities.

IWBA Topic	Issues relevant to the Regional Transport Plan	Regional Transport Plan Opportunities
Transport	• There are rural parts of North Wales that are more reliant on private car use and have less opportunity to benefit from other modes of public transport and active travel initiatives. • A very small proportion of people in North Wales live close to rail stations with frequent services. • There are limited freight services on the rail network. • Incidents on the Menai Crossings to Anglesey have an adverse impact on connectivity, journey reliability and crossing times. • Long distances to key services, resulting in high rates of car ownership and low levels of walking, wheeling and cycling. • There is currently little provision in North Wales for road freight operators seeking a switch to cleaner fuels. • Car parking is a contentious issue at key beauty spots including within Eryri National Park.	• To enhance rail 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. Consideration should be given to the importance of connections to key centres such as London, Cardiff, Manchester (including the airport), Liverpool, Crewe, and Warrington (for Northern Powerhouse Rail). Consideration should also be given to sustainable travel links to interchange facilities at rail stations. • Influence bus services to see that timetables, routes and fares better meet local needs and demand. • Support initiatives to decarbonise the freight and logistics networks in North Wales, e.g. through increasing the proportion of freight carried on the North Wales Main Line. • The NWTP can help implement measures to increase provision and use of public transport and active travel. • Future proofing planned transport infrastructure. • The NWTP should include interventions to support and improve public transport links with Chester as this is an important gateway for North Wales and key link for the north-east Wales economy. • Improvements to public transport and active travel access to tourist attractions.
Resources and waste	• There are existing mineral reserves within Wales, however some areas will experience shortfalls in material available in the future unless new allocations are identified. Built infrastructure required as part of the NWTP should resource material as locally as possible to reduce emissions, freight and support the local economy.	• The NWRTP should incorporate circular economy principles. This includes reducing the need to build infrastructure in the first place, reusing recycled materials and reducing use of raw materials. • Improve on energy efficiency across the transport network.

IWBA Topic	Issues relevant to the Regional Transport Plan	Regional Transport Plan Opportunities
Economy	• Lack of transport infrastructure and links between key destinations in North Wales impacts opportunities to attract tourists and inward economic investment. This includes links between east Wales and northwest England, as well as links between North and South Wales. • Many tourist locations including Eryri National Park are hard to reach without access to a car. • Gross Value Added (GVA) per head in North Wales is lower than the Welsh average, however this varies between local authorities. • High proportions of second homes and holiday lets within the housing stock are an issues in parts of North Wales, including Gwynedd and Anglesey.	• Increased public transport options would be beneficial to access key attractions and to reduce the volume of traffic and parking on rural roads and near beauty spots. • Ensure infrastructure is sufficient to support Freeport and investment zones, including for freight and workers. • Implement appropriate transport initiatives and infrastructure that promotes sustainable economic growth and access to quality employment opportunities for all.

5. Appraisal

5.1 IWBA Objectives

The IWBA Framework encompasses a set of objectives that have been developed to assess to the sustainability of the polices (or group of policies) set out in the NWRTP. These are complementary to the NWRTP four objectives and the IWBA objectives are required to provide a means by which the environmental performance of the plan can be assessed. These objectives, listed in Table 5 -1 alongside appraisal questions, were initially identified at Scoping Stage and have been created to take account of the following:

- NWRTP Context: key themes from the PPO review (Section 0) and the key sustainability issues and opportunities from the baseline data review (Section 0), have been used to develop appraisal objectives specific to the NWRTP.
- Well-being Goals: The Wales Transport Strategy's well-being ambitions are closely tied to the goals of the Well-being of Future Generations Act 2015. This legislation emphasises long-term well-being, environmental protection, and social progress.
- Statutory assessments – the appraisal objectives have been developed to encompass the requirements of the statutory assessments outlined in Section 1.4

In summary, the IWBA Framework provides a structured approach to ensure that the NWRTP aligns with broader well-being goals and contributes to sustainable development in North Wales.

The IWBA (WelTAG) guidance identifies a set of four questions, based on the four ambitions in the WTS, that should be answered by the appraisal:

- How will the programme or project benefit **people** and **communities**? (equality, health and safety and confidence)
- How will it benefit the **environment**? (reducing carbon emissions, benefiting biodiversity and ecosystems resilience and reducing waste)
- How will it benefit **places** and the **economy**? (place-making, innovation, freight)
- How will it benefit **culture** and the **Welsh language**? (arts and sport and the historic environment)

Each of these questions have been answered by using the IWBA objectives to consider a wide range of potential effects of the NWRTP policies. Table 5 -1 identifies which IWBA objective is of relevance to each of the IWBA topics scoped into the appraisal, as well as which WTS ambition they aim to address.

Table 5-1 IWBA objectives, appraisal questions and how they align with each IWBA topic and overarching theme

IWBA Objective	How will we test if the objective has been met? Will the NWTP……	Relevant IWBA Topic	WTS ambition alignment
1. Support the delivery of housing and local services to meet the needs of local communities	• Support the creation of communities which offer viable and sustainable transport options within and between locations? • Improve access to local services?	Population Human health Infrastructure Economy	People and Communities
2. Reduce inequality and promote community cohesion	• Improve environmental conditions and quality of life for the most deprived communities? • Support the needs of members of society who have protected characteristics? • Improve the accessibility of public transport and active travel for all members of society? • Engage with stakeholders, partners and local communities? • Create opportunities for community participation? • Support the transport needs of children?	Population Human health Cultural heritage Transport Economy	People and communities

IWBA Objective	How will we test if the objective has been met? Will the NWTP……	Relevant IWBA Topic	WTS ambition alignment
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	• Encourage uptake in active travel? • Improve connectivity between local communities, particularly within rural areas? • Reduce social isolation? • Reduce physical damage and improve the safety of transport services and infrastructure? • Improve access to key health services? • Improve access to recreation activities? • Improve public access to green spaces?	Population Human health Land use and landscape Air quality Noise Economy	People and communities
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	• Cause harm or any deterioration in the condition of any designated sites? • Result in the loss of valuable habitats? • Deliver opportunities to restore or create semi-natural habitats? • Deliver net benefit for biodiversity and contribute to ecosystem resilience?	Biodiversity Ground conditions Water environment	Environment
5. Protect and enhance local landscape character, designations and visual amenity	• Cause harm to any designated or protected landscapes? • Result in the enhancement to the condition and character of any protected or designated landscapes? • Reduce the adverse impacts of road traffic and parking on landscapes and designations? • Result is loss of amount of Best and Most Versatile (BMV) land? • Contribute to the efficient management of travel in tourist areas during peak periods?	Land use and landscape Cultural heritage Economy	Places and economy

IWBA Objective	How will we test if the objective has been met? Will the NWTP……	Relevant IWBA Topic	WTS ambition alignment
6. Protect and enhance the local cultural heritage, including the Welsh language	• Cause direct or indirect harm to designated heritage assets? • Enhance the condition or setting of designated heritage assets? • Provide measures to avoid and/or mitigate harm to non-designated heritage assets? • Support Welsh speaking communities? • Include initiatives to implement and encourage use of Welsh language?	Population Cultural heritage	Culture and Welsh language
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	• Have a negative impact on water resources used for water abstraction? • Have a negative impact on the quality of water resources? • Have a negative impact on the general health of waterbodies? • Help to achieve the WFD water body measures and support WFD waterbodies achieve 'good' ecological status?	Ground conditions Water environment	Environment
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	• Help meet Wales targets to be 'net zero' by 2050? • Increase modal shift from private cars to public transport and active travel. • Include opportunities to support decarbonisation of the transport section? • Support an uptake in the use of cleaner fuels for transport, including electric vehicles? • Include measures to increase the resilience of existing and new infrastructure to the effects of climate change? • Reduce the impact of extreme weather events on the transport network? • Reduce the need to travel to access key amenities and services?	Climatic factors Transport	Environment

IWBA Objective	How will we test if the objective has been met? Will the NWTP……	Relevant IWBA Topic	WTS ambition alignment
9. Protect and enhance local air quality.	• Improve air quality for communities? • Cause any deterioration in air quality? • Include initiatives to encourage the uptake of active travel and public transport?	Human health Air quality	Environment
10. Reduce disturbance from transport related noise and vibration to local communities.	• Improve the local soundscapes? • Result in a reduction in noise pollution? • Include initiatives to encourage the uptake of active travel and public transport?	Human health Noise	People and communities
11. Incorporate circular economy principles to reduce the use of raw materials.	• Use sustainably sourced materials and ensure materials and resources are used efficiently? • Include transport initiatives and infrastructure that enable recycling and waste to be collected, transported, sorted and managed effectively? • Support the transition of waste collection fleets to cleaner fuels, such as use of EV? • Encourage use of locally sourced material?	Resources and waste Economy	Environment

IWBA Objective	How will we test if the objective has been met? Will the NWTP……	Relevant IWBA Topic	WTS ambition alignment
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	• Increase the land available for employment development? • Support equitable access to employment, education and training opportunities? • Improve the reliance and resilience of the transport network to better support businesses and workers? • Encourage regeneration and investment, particularly in more deprived areas? • Improve access between England and North Wales and improve access between North and South Wales? • Encourage sustainable access to tourist facilities and attractions? • Support the rural economy? • Protect and enhance the natural beauty of the area?	Population Economy Transport	Places and economy

5.1.1 Appraisal scoring criteria

The NWRTP options are assessed against the IWBA objectives using the corresponding questions identified in Table 5 -1. A score has been assigned to each objective using the criteria outlined in Table 5 -2 depending on the type and level of effect that the NWRTP Policy, or group of policies is likely to have on the objective. This is accompanied by a qualitative narrative appraisal which describes the identified likely effects, providing references where appropriate.

Table 5-2 IWBA scoring criteria

IWBA Score	Definition
++	Likely significant positive effect
+	Likely minor positive effect
0	Likely negligible effect
-	Likely minor negative effect
--	Likely significant negative effect
?	Likely effect uncertain
+/-	Likely to be a mix of positive and negative effects

5.2 Appraisal outcomes

The full appraisal outcomes are found in Appendix E while Table 5 - 3 provides an overview of the appraisal score outcomes for each objective against each policy/group of policies.

5.2.1 Summary of effects for each IWBA objective

Table 5-4 provides an overview of all the effects identified in relation to each IWBA objective. No scoring is given in this summary, rather it should be read in conjunction with the scoring outcomes in Table 5 - 3 and the full assessment in Appendix E.

Table 5-3 IWBA appraisal scores for each policy/policy group against each IWBA objective

IWBA Objectives	1. Delivery of housing and local services	2. Reduce inequality and promote community cohesion	3. Health and Wellbeing	4. Biodiversity	5. Landscape character areas and designated sites	6. Welsh culture and language	7. Water health	8. Decarbonisation	9. Air quality	10. Noise and local soundscapes	11. Circular economy and reduced raw material use	12. Economic prosperity
WTS ambition / **Policy group**	**People & communities**	**People & communities**	**People & communities**	**Environment**	**Places and Economy**	**Culture & Welsh language**	**Environment**	**Environment**	**Environment**	**People & communities**	**Environment**	**Places & Economy**
Enabling changes to travel behaviour												
Policy CB1 – CB7: Providing people with a choice about how they commute	++	?	++	?	+/-	+	+	+	+	+	+	++
Policy CB8 – CB10: Providing people with choices about how they access services and education	++	++	++	?	0	+	+	++	+	+	+	+
Policy CB13: Providing people with choices in rural and semi urban areas	+	++	++	+	0	+	+	+	+	+	+	+
Policy CB14 - CB23: Providing people with information to make more sustainable travel choices & supporting the tourism sector	0	++	+	+	+	+	+	+	+	+	+	+
Bus, coach and community transport												
Policy PT1: Bus Franchising	+	++	+	+	+	+	+	+	+	+	+	++

IWBA Objectives	1. Delivery of housing and local services	2. Reduce inequality and promote community cohesion	3. Health and Well-being	4. Biodiversity	5. Landscape character areas and designated sites	6. Welsh culture and language	7. Water health	8. Decarbonisation	9. Air quality	10. Noise and local soundscapes	11. Circular economy and reduced raw material use	12. Economic prosperity
WTS ambition / **Policy group**	**People & communities**	**People & communities**	**People & communities**	**Environment**	**Places and Economy**	**Culture & Welsh language**	**Environment**	**Environment**	**Environment**	**People & communities**	**Environment**	**Places & Economy**
Policy PT2 - PT3: Decarbonising the bus fleet	0	+	+	+	0	0	+/-	++	+	0	+	0
Policy PT4 – PT5: Bus Transformation Network	+	++	+	+	+	+	+	+	+	+	+	++
Policy PT6 – PT8: Improving bus infrastructure	+	++	+	+	+	+	+/-	+	+	+	+	+
Policy PT9 – PT10: Making bus travel easier	+	++	+	+	+	+	+	+	+	+	+	+
Coach, demand responsive and community transport												
Policy PT11 – PT12: Fflecsi and Ring & Ride services	++	++	+	+	0	+	+	?	?	+	+	+
Policy PT13: Taxi	+	+	+	+	0	+	0	+	+	0	+	+
Policy PT14: Longer distance coach services	0	+	+	0	0	+	+	+	+	+	+	+
Policy PT15: Community involvement in rail	+	+	+	+	0	+	0	+	+	0	+	+

IWBA Objectives	1. Delivery of housing and local services	2. Reduce inequality and promote community cohesion	3. Health and Wellbeing	4. Biodiversity	5. Landscape character areas and designated sites	6. Welsh culture and language	7. Water health	8. Decarbonisation	9. Air quality	10. Noise and local soundscapes	11. Circular economy and reduced raw material use	12. Economic prosperity
WTS ambition / **Policy group**	**People & communities**	**People & communities**	**People & communities**	**Environment**	**Places and Economy**	**Culture & Welsh language**	**Environment**	**Environment**	**Environment**	**People & communities**	**Environment**	**Places & Economy**
Walking, Wheeling and Cycling												
Policy AT1 – AT2: Further improving infrastructure	+	++	++	+/-	0	+	+	++	+	+	+	+
Policy AT4 – AT6: Making active travel more attractive in rural areas	+	++	++	+/-	0	+	+	++	+	+	?	+
Policy AT7 – AT11: Leadership and funding	+	+	+	0	0	+	+	+	+	+	+	+
Policy AT12 – AT14: Cycle hire, E-bikes and E-scooters	+	++	+	0	0	+	0	0	0	0	0	+
Integration between modes												
Policy IN1 – IN3: Mobility hubs and Gateway stations	+	+	+	+	+	+	+	+	+	+	+	+
Policy IN4: Improving bus and rail integration	+	++	++	+	+	+	+	+	+	+	+	++
Policy IN5 – IN6: Park & ride or Park & share schemes	+	+/-	0	+/-	+	+	+	+	0	0	+	+/-

IWBA Objectives	1. Delivery of housing and local services	2. Reduce inequality and promote community cohesion	3. Health and Wellbeing	4. Biodiversity	5. Landscape character areas and designated sites	6. Welsh culture and language	7. Water health	8. Decarbonisation	9. Air quality	10. Noise and local soundscapes	11. Circular economy and reduced raw material use	12. Economic prosperity
WTS ambition / **Policy group**	**People & communities**	**People & communities**	**People & communities**	**Environment**	**Places and Economy**	**Culture & Welsh language**	**Environment**	**Environment**	**Environment**	**People & communities**	**Environment**	**Places & Economy**
Ports and Freight												
Policy PF1 – PF2: Ports	+	+	+/-	- -	+	+	?	+/-	+/-	+/-	-	++
Policy PF3: Road freight	+	+	+	?	?	+	-	?	+/-	+	0	0
Policy PF4: Low Emission HGVs	0	+	+	0	0	0	+/-	++	+	0	+	+
Policy PF5 – PF8: Local deliveries	+	+	+/-	?	?	?	+/-	+	+	+	+	+
Policy PF9: Rail freight	0	+/-	+	0	0	0	+	+	+	+	+	+
Roads, Streets and Parking												
Policy RS1 – RS2: Maintenance	+	+	+	+	+	+	0	+	0	+	0	+
Policy RS3 – RS4: Road Safety	++	+	+	0	0	0	0	+	+	+	+	+
Policy RS5 – RS6: Public car parking in towns and cities	+/-	+/-	+/-	+	+	0	+	+	+	+	+	+
Policy RS7 – RS11: Low emission vehicles	+	+	+	+	0	0	+	+	+	0	+	+
Policy RS12 – RS13: Car clubs and sharing	+	++	+	0	0	0	0	+	+	0	+	+

IWBA Objectives	1. Delivery of housing and local services	2. Reduce inequality and promote community cohesion	3. Health and Well-being	4. Biodiversity	5. Landscape character areas and designated sites	6. Welsh culture and language	7. Water health	8. Decarbonisation	9. Air quality	10. Noise and local soundscapes	11. Circular economy and reduced raw material use	12. Economic prosperity
WTS ambition / **Policy group**	**People & communities**	**People & communities**	**People & communities**	**Environment**	**Places and Economy**	**Culture & Welsh language**	**Environment**	**Environment**	**Environment**	**People & communities**	**Environment**	**Places & Economy**
Surface access to aviation												
Policy AV1: Surface access to aviation	+	+	0	0	0	0	0	--	+	0	+	+
Digital Connectivity												
Policy DC1: Digital connectivity	+	+	+	+	0	+	+	++	+	+	+	+
Land use planning												
Policy CB19 – LU6	The Strategic Development Plan for North Wales is also the responsibility of the CJC. However, as it will itself require various statutory assessments, this has not been included within this IWBA.											

Table 5-4 Summary of effects against each IWBA objective

IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
1. Support the delivery of housing and local services to meet the needs of local communities	**People and communities**	Policies related to enabling changes in travel behaviour (CB1-CB15) emphasise enhancing public transport services and active travel routes, which are crucial for improving access to employment sites and essential services such as healthcare, education, and transport interchanges. By focusing on the needs of local communities, particularly in areas with high levels of deprivation, these initiatives aim to provide sustainable transport options that improve connectivity while reducing reliance on private vehicles, particularly in rural areas. This approach not only addresses immediate travel needs but also has the potential to promote long-term housing growth in areas where access to services is improved. Furthermore, the collaborative planning approach across North Wales and with neighbouring authorities would ensure that transport solutions are tailored to community needs, fostering greater social inclusion and cohesion. Policies related to public transport (PT1-PT15) in North Wales highlight a comprehensive approach to enhancing public transport through improved ticketing, better journey and waiting times and accessible, reliable services. This ensures reliable access to essential services like employment, education and social opportunities. This would be particularly beneficial in areas that are more deprived where people may be more reliant on public transport including areas such as Holyhead Town, Marchog, Peblig, Glyn and Rhyl that lie within the 10% most deprived areas.,. The policies aim to improve connectivity by supporting viable transport options to meet diverse community needs, particularly benefiting residents of rural areas through safe, flexible and community-led transport solutions. Since these policies enable flexible services which have been designed through community involvement and are locally run and managed, they would improve access to local services and help meet community identified specific needs. Policies related to active travel (AT1-AT14) focus on enhancing active travel infrastructure to promote healthier lifestyles and equitable access to services such as healthcare, education and transport interchanges. Integrated transport policies (IN1-IN6) would also facilitate improved accessibility to services and improved affordability for multimodal travel. This would be achieved through better integration of bus and rail networks with development of mobility hubs, improved active travel accessibility to further transport and Park &Ride/Park &Share schemes. It would be particularly beneficial where public transport options are scarce or not suitable. The policies regarding port developments and freight (PF1- PF9), support the delivery of local services by improving access to essential resources for local communities, particularly in deprived areas like Holyhead and Mostyn. The policies would also enhance employment opportunities within the ports as they expand and the focus on sustainable transport connectivity to port developments and rail stations improves accessibility for local communities to those economic opportunities. Policies PF1-PF9 also support the needs of local communities by improving the local delivery system (making them easier and quicker to use) and contributing to reducing congestion which benefits the local environment and amenity.

IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
		Policies related to roads, streets and parking (RS1-RS13) support road infrastructure improvements that are climate resilient, facilitating the delivery of housing and access to existing and future services. They also contribute to the mitigation of adverse impacts such as travel delays caused by damage to infrastructure that is not regularly maintained. Improvements to road infrastructure also helps reduce the risk of accidents which has high economic and personal costs associated with it. Sustainable transport options are encouraged through control of parking charges and reallocation of space from parking (RS5 – RS6) which aim to improve local amenity and encourage a greater uptake in public transport and active travel. However, there may be adverse impacts if reduced parking/increased parking charges is not balanced by sufficient and suitable alternative active transport options/ public transport because this would reduce accessibility to services. Improved availability of sustainable transport services improves accessibility to essential services for those that rely more on public transport as well as for those who would prefer to use public transport but feel that they currently do not have a reasonable alternative to the car. Policies enhancing digital connectivity (DC1-DC2) facilitate remote working and improve access to services, including increased access to employment opportunities with a reduced need to travel. They also enable more members of communities to travel using public transport more confidently through digital literacy initiatives. Largely, the assessment reveals that all policies do not have a significant impact on the delivery of housing services, although policies relating to improvements and/or promotion of active travel, would contribute to providing any new housing with appropriate active travel connectivity to existing services.
2. Reduce inequality and promote community cohesion	**People and communities**	Enhancement of public transport services, particularly supported by Policies PT1-PT10, supports access to essential services, employment, training and education opportunities, as well as to recreational opportunities. This benefits everyone but particularly people who are more reliant on public transport and/or active travel including socio-economically disadvantaged people, younger people, older people, disabled people, and people from global ethnic majority groups[24]. These Policies focus on creating a more integrated transport network that facilitates easier movement between communities and encourages active travel modes like walking and cycling. This approach is expected to foster social interactions, reducing social isolation, and enhancing overall community well-being. Furthermore, by prioritising connecting rural areas to neighbouring communities and community facilities, the policy improves access to essential services like health, education and employment in rural and semi-urban areas reducing inequality of opportunity that can arise as a result of lack of transport connectivity in rural areas. Enhancement of services does not specifically mention accessibility improvements, resulting in an uncertain impact in this regard. For example, no policy specifically defines which accessibility standards should be followed to ensure accessibility for all users.

[24] Welsh Government (2014) National Survey for Wales – Transport. Available online at: https://statswales.gov.wales/Catalogue/Transport

IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
		Policies PT11 – PT15 emphasise flexible, community-led and public transport solutions that cater to vulnerable and isolation populations such as people living deprived areas, older people and people with disabilities, enhancing mobility and social interaction. The promotion of taxi services that promotes safe travel of passengers would be particularly beneficial for vulnerable groups at higher risk of experiencing hate crimes, such as the LGBTQ+ community, and people who are racialised[25]. Policies related to walking, wheeling and cycling (AT1 – AT14) aim to improve active travel infrastructure, making walking, wheeling and cycling more accessible for people with disabilities or mobility impairment, older people and other wheelchair users and people with infants in prams, and for people experiencing deprivation who do not have access to a vehicle/bike. This reduces inequality of access to transport as does improved multimodal transport (IN1 – IN6) which helps improve connectivity to central locations. However, Policies IN5 – IN6 could result in further social exclusion when P&R (or P&S) facilities are developed at the expense of investment in conventional public transport and if services are exclusively aimed at motorists[26]. By improving sustainable transport options to ports, particularly in deprived areas like Holyhead and Mostyn, these policies create better access to employment opportunities at port developments (and within areas on the port public transport routes), which would contribute to a reduction in economic inequality between areas of North Wales. The improved road safety and local amenity as a result of rerouting HGVs to more suitable rest locations would be beneficial for communities that are close to the port and which experience more socio-economic deprivation that other areas in North Wales Encouraging the switch to low emission vehicles, and modal shift to public transport/active travel would contribute to a reduction in air emissions, particularly for communities along the North Wales coast. This would bring health benefits, particularly for vulnerable groups who are more sensitive to changes in air quality including children, older people, people with respiratory disease and pregnant women. A reduction in road freight vehicles with a shift to rail supported by Policy PF9 could lead to loss of employment for HGV drivers which would disproportionately impact men who are more likely to be employed in the road haulage sector. Policies DC1-DC3 focus on improving digital infrastructure and literacy, supporting opportunities for remote working whilst also enhancing accessibility of digital information that helps people plan journeys using public transport (i.e. digital access to real time service information). This would support people less able to travel for work such as disabled people, pregnant women, people with caregiving responsibilities and young people, whilst also supporting people who are more likely to be digitally illiterate (older people). Overall, policies are supportive in strengthening community ties and fostering a more equitable and inclusive society.

[25] Out in London: LGBTQ+ People's Safety on London's Transport Network. London Travel Watch, 2023. Available online at: https://www.diversitytrust.org.uk/2023/11/new-study-lgbtq-people-feel-threatened-and-face-abuse-on-london-public-transport/ [Accessed 15/11/24]

[26] Parkhurst, G. Social inclusion implications of park-and-ride. *Municipal Engineer 156,* 2003

IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	**People and communities**	Policies CB1 – CB23 focus on enhancing public transport services and active travel routes to improve connectivity between residential areas and key employment sites, city centres, and cross-border regions. These improvements would encourage modal shift, encouraging increased physical activity levels which promotes improved health outcomes including reducing risks of chronic diseases like obesity, cardiovascular issues, and diabetes, whilst also enhancing mental wellbeing[27] [28]. These policies would achieve this by contributing to better access to sustainable transport options, which helps to alleviate social isolation, particularly among vulnerable groups such as older people, young people, socioeconomically disadvantaged, and disabled people who are more reliant on public transport. Furthermore, improved access to essential healthcare services, recreational spaces, and community facilities, which means that people can more easily access the healthcare and services they need whilst also fostering community cohesion, contributing to overall improved health and wellbeing. Policies PT1-PT10 focus on improving the bus network and would be crucial for connecting individuals to key health services, recreation activities and green spaces. This increases better (simplified) access to opportunities for physical exercise (gyms, parks, natural areas, etc.) contributing to improved health outcomes for all, but particularly for groups who rely more on public transport. An improved bus network with transport hubs would also encourage physical activity, as users are more likely to walk or cycle to these transport hubs. The policies also contribute to reduced air pollution and improved road safety, providing health benefits to communities in deprived and low-income areas. Policies PT11 to PT15 include demand-responsive transport solutions with a particular focus on meeting the travel needs in rural areas. This would contribute to improved health for rural communities as they would be more able to access healthcare along with opportunities for recreation, employment, education and social interactions. Policies like PT13 focus on low-emission vehicles which would contribute to mitigating adverse health impacts caused by air pollution such as respiratory infections, heart disease and stroke[29]. The active travel Policies (AT1 to AT14) would create supportive environments for active travel through investments in infrastructure that would make active travel more attractive, safer and accessible to a wider range of the population including people with infants in prams, people in wheelchairs, and disabled people (particularly with difficult mobility). These investments would promote better access to active travel, increasing travel choice, agency, community engagement and access to social infrastructure that contributes to better physical and mental health outcomes.

[27] Cycling and walking for individual and population health benefits: A rapid evidence review for health and care system decision makers. Public Health England, 2018. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757756/Cycling_and_walking_for_individual_and_population_health_benefits.pdf [Accessed 12/11/24]

[28] Health benefits from recreation, natural capital, UK - Office for National Statistics

[29] European Environment Agency, Health impacts of air pollution, 2022; Available online at: Health impacts of air pollution in Europe, 2022 — European Environment Agency (Accessed 27/11/2024)

IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
		Policies IN1 to IN6 advocate for an integrated transport network that simplifies transitions between various modes. This includes simplified and integrated ticketing, placemaking and wayfinding, and improved convenience when transitioning between transport modes (e.g. from bike to bus or train or from train to bus). This would improve connectivity between local communities and larger settlements, reducing social isolation for less well connected areas (particularly rural areas). Collectively, these initiatives contribute to a healthier, more cohesive society by prioritising safety, accessibility, and inclusivity in transportation. The policies relating to port developments (PF1 – PF9), have mixed impacts on health. Whilst they support the health and wellbeing of the local population by providing sustainable transport options to employment opportunities in Holyhead and Mostyn ports, the anticipated increase in heavy goods vehicle (HGV) movements due to port expansion poses risks to local air quality and noise levels, potentially adversely affecting communities along the road routes to the Ports. Vulnerable groups including children, people with respiratory disease and older people would be more affected by any decreases in air quality. Conversely, a shift to hydrogen fuels for road and rail freight, along with the introduction of freight consolidation centres and EV for local deliveries, would contribute to reduced traffic and improved air quality for local communities. Where there is an increased use of e-cargo bikes for local deliveries this could cause anxiety for some pedestrians if they are ridden on shared spaces and cyclists of e-bikes themselves can experience increased anxiety levels when cycling in busy urban areas[30]. Policies PF1-PF9 support the health and wellbeing of HGV drivers with the provision of rest facilities, reducing fatigue and anxiety amongst drivers and reducing risks of accidents and improving overall road safety. However, Policies RS1-RS13 which relate to roads and streets contribute to the creation of road infrastructure that is better maintained, safer for pedestrians, cyclists and motorists, and better able to support the changing needs of EV vehicles. These policies therefore support continued connectivity between communities and essential services, including healthcare, employment, education and recreational facilities Better maintained infrastructure is also more resilient to extreme weather events which means that there would be less disruption during such events, maintaining access to social infrastructure. Whilst reduced car parking and increased charges would encourage reallocation of space to uses that may encourage more physical activity (e.g. improved pedestrian areas, urban green spaces) it may also induce anxiety for some people if they worry about the ability to find suitable parking or about the increased cost of parking. This would potentially deterring access to urban areas negatively impacting physical and mental health as access to services becomes more challenging.

[30] Pejhan, S., Agelin-Chaab, M., Yusuf, M., & Eng, D. Analysis of ebike dynamics and cyclists' anxiety levels and interactions with road vehicles that influence safety. *Accident Analysis & Prevention*, Volume 159, 2021.

IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
		Policies (DC1 – DC3) which focus on enhancing digital connectivity and digital literacy would (DC1 – DC3) aim to facilitate remote working and improve connectivity between communities, including more rural areas. By reducing the need for travel, these policies can alleviate commuting-related stress, make employment opportunities accessible to people who may otherwise struggle to find suitable employment (e.g. people with caring responsibilities or disabled people). These increased opportunities alongside better connectivity promote better mental and physical health outcomes.
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	**Environment**	Where policies of the NWRTP aim to increase use of active travel and public transport, and/or increase use of low emission vehicles, this would result in a reduction in emissions and pollution run off from roads, both of which can adversely impact species and habitats. This includes policies which aim to improve and enhance sustainable transport options so that there is a modal shift (both active travel and public transport) (Policies CB1-CB23, PT1-PT10, AT1-AT6, IN1-IN6), as well as polices which aim to enhance accessibility and connectivity of those sustainable transport options (PT11-PT13 and DC1-DC3). In both cases it is likely that there would be a modal shift away from the private car resulting in positive effects on biodiversity. Improved sustainable travel options to access tourist attractions including national parks and coastal areas, help prevent ecological damage caused by inappropriate parking. At this stage it is not known whether infrastructure improvements would require any physical land take. For example, active travel infrastructure and P&R and P&S schemes (IN5-IN6) pose potential risks to biodiversity and geodiversity, if not sensitively designed, given the unknown status of development locations and land take requirements. Careful planning will be required at project level to mitigate potential negative impacts on biodiversity. Policies IN1 to IN6 facilitate seamless transitions between transport modes, encouraging a modal shift to sustainable transport, while safeguarding ecological sites. However, Policies aimed at enhancing ports and freight infrastructure (PF1 – PF9), present potential risks to biodiversity where this increases land take and development. This would particularly be the case for designated sites like the Anglesey Tern Special Protection Area and the North Anglesey Marine Special Area of Conservation where development activities may increase pressures on these sensitive habitats. As the land requirements and locations of any development at ports (or related to ports such as freight consolidation centres and rest facilities for HGV drivers) outlined in policies is unknown, the impact on biodiversity interests in these cases is uncertain. Policies RS1 – RS13 contribute to enhancing biodiversity where the policies result in space currently dedicated to parking being replaced by high quality place-making that includes ecological enhancement (net benefit for biodiversity). Policy RS2 particularly focuses on enhancing biodiversity interests to contribute to climate and ecosystem resilience.

IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
		While digital connectivity policies (DC1 – DC3) do not directly address biodiversity, they can facilitate reduced travel needs, leading to lower emissions and less disturbance to natural habitats.
5. Protect and enhance local landscape character, designations and visual amenity	**Places and economy**	The policies with the NWRTP are not anticipated to impact Best and most versatile (BMV) agricultural land. However, where infrastructure developments are proposed, there is no additional information about locations and land take and which results in an uncertain impact. Therefore, careful planning and consideration is recommended during implementation. Policies CB1 – CB23 and PT1-PT15 focus on enhancing public transport services and active travel routes contributing towards mitigating the adverse impacts of increased traffic, particularly in sensitive areas such as Eryri National Park. By promoting sustainable travel options, these policies can help reduce tourism induced road congestion and parking pressures, thereby mitigating adverse impacts of inappropriate parking on visual amenity in these areas and maintaining the integrity of local landscapes. Transport infrastructure enhancements may result in adverse effects on designations and landscapes where physical changes are required (e.g. road building, port expansion, and parking or active travel infrastructure) so careful planning and implementation will be crucial at project level to ensure that any associated developments do not impact the area's scenic and cultural value. While policies AT1 - AT14 support improvements to active travel infrastructure, making active travel more accessible, even to tourists, the policies are unlikely to reduce vehicle usage in more remote areas which are noted for their special landscape character. Policies IN1 - IN6 promote the development of mobility hubs and better integration of public transport, facilitating transitions between transport modes and supporting a modal shift from private vehicles to sustainable transport. This shift is expected to alleviate adverse effects of traffic congestion and parking pressures on popular tourist destinations, enhancing visual amenity.
6. Protect and enhance the local cultural heritage, including the Welsh language	**Culture and Welsh language**	Policies of the NWRTP which aim to improve public transport services and active travel infrastructure (CB1 – CB23; PT1 – PT15; AT1 – AT14; IN1 – IN6), would facilitate better connectivity between communities and key cultural sites as well as Welsh medium educational facilities. By reducing traffic congestion and enhancing accessibility, these initiatives make it easier for individuals, particularly those without private vehicles, to visit cultural venues, heritage sites, and improve connectivity between local Welsh-speaking communities. This increased patronage of cultural attractions supports their economic viability. Improved connectivity between Welsh-speaking communities and to educational resources for learning Welsh, are crucial for promoting the daily use of the Welsh language.

IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
		The policies support initiatives that create opportunities for community engagement and improving access to social opportunities for Welsh speaking communities, especially in areas of Gwynedd and Anglesey that consist of the highest proportion of Welsh speakers. The policies would also facilitate the use of Welsh language in social and community spaces such as transport interchanges, bus waiting areas, bus stops and buses themselves in verbal and written formats.[31] Overall, the Policies collectively contribute to the preservation and promotion of local cultural heritage without posing risks to designated heritage assets.
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	**Environment**	Policies of the NWRTP which aim to enhance public transport services and active travel routes and thereby encourage a modal shift away from private vehicles would reduce the volumes of traffic on the roads. Volumes of traffic on roads would also be decreased by Policy PF9 which supports a shift to rail freight, and Policies DC1-DC3 which focus on digital connectivity reduce travel needs by supporting remote working opportunities and encouraging public transport use. This reduction in road traffic, particularly from HGVs would lead to several environmental benefits: fewer vehicles mean less oil, grease, and other pollutants entering waterways during rain events, thereby improving the quality of rivers, lakes, and streams and protecting aquatic ecosystems. Additionally, decreased traffic lowers airborne pollutants that can settle on surfaces and subsequently wash into water bodies, including harmful nitrogen oxides and sulphur dioxides that contribute to nutrient pollution [32]. Conversely Policy PF3 supports the delivery of infrastructure for improving HGV movements and providing specific HGV facilities which would result in an intensification of HGVs in some locations therefore an intensification of pollution and carbon emissions from HGVs that result in the runoff of road pollutants into water bodies. In addition, any development works required to introduce new physical infrastructure (e.g. road engineering works for bus lane introductions) has the potential to result in adverse effects during construction if not appropriately mitigated.

[31] Welsh Government, 2024. Cymraeg 2050: Welsh language strategy action plan 2024 to 2025. Available online at: https://www.gov.wales/cymraeg-2050-welsh-language-strategy-action-plan-2024-2025-html [Accessed 13/11/24]

[32] Environmental Agency 2019, 2021 River basin management plans – Pollution from towns, cities and transport. Available online at: https://consult.environment-agency.gov.uk/++preview++/environment-and-business/challenges-and-choices/user_uploads/pollution-from-towns--cities [Accessed 25/11/24]

IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
		Policy PF4 also has potential to negatively impact water resources as the development of hydrogen hubs would require water for hydrogen production as well as other services like cooling. There are risks to human and aquatic life associated with potential leakage of ammonia used in hydrogen production.[33] Policies concerning port development (PF1 – PF9) have the potential to adversely impact the quality of water bodies nearby (through pollution runoff). However, at this stage there is insufficient information detail about what port expansion would and therefore any impact is uncertain. Further, by promoting a modal shift from road to rail for freight transport, the policies aim to reduce the number of heavy goods vehicles (However, there are concerns regarding increased port activities and the development of freight consolidation centres, particularly under Policy PF3, which may lead to a rise in HGV traffic and associated pollution. Policy AV1 related to surface access to aviation is not anticipated to affect water quality.
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of	**Environment**	Policies within the NWRTP which focus on improving and enhancing sustainable transport options such as public transport and active travel would facilitate a modal shift away from private vehicles, leading to lower transport related carbon emissions. This includes Policies CB1-CB23, PT1-PT10, AT1-AT14 and IN1-IN6. By integrating zero-emission vehicles into public transport systems (PT2- PT3) and improving infrastructure resilience to adverse weather, these policies aim to mitigate the impacts of climate change on transport networks. For example, offering links to alternative public transport services when particular route/s are affected by extreme weather events such as flooding. These initiatives are expected to contribute positively to achieving Wales' net-zero targets by 2050, while also enhancing the adaptability of transport infrastructure in the face of climate-related challenges. Additionally, with a shift to cleaner fuels and zero-emission vehicles, policies support the decarbonisation of the transport sector and improve climate resilience of the transport network with reduced dependency on fossil fuels and related disruptions caused to their supply chain through climate change [34]. Policies PT11 - PT15 emphasise community-led transport initiatives, such as the Fflecsi Dynamic Demand Responsive Transport and rail travel, which helps reduce reliance of private vehicles and reduce emissions in rural areas. However, it is unknown whether the community transport will be zero/low emissions, and the impact is therefore uncertain.

[33] Hydrogen: A renewable energy perspective. A report prepared for the 2nd Hydrogen Energy Ministerial Meeting in Tokyo, Japan. 2019. International Renewable energy Agency. Available online at: https://www.irena.org/-/media/Files/IRENA/Agency/Publication/2019/Sep/IRENA_Hydrogen_2019.pdf [Accessed 12/11/24]

[34] International Renewable Energy Agency (IRENA), Bracing for Climate Impact: Renewables as a Climate Change Adaptation Strategy, August 2021; Available online at: Bracing for Climate Impact: Renewables as a Climate Change Adaptation Strategy (Accessed 25/11/2024)

IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
climate change.		Policies PF1 – PF9 aim to support the growth of the regional ports and associated infrastructure which are accessible by sustainable (decarbonised) transport options. However, the policy initiatives may result in increased HGV traffic which currently are less likely to be decarbonised. However, the introduction of hydrogen hubs to support hauliers in the region switch to low emission vehicles (PF4) along with a shift to rail freight (PF9) offers promising avenues for reducing emissions. In relation to local deliveries, Policies PF5-PF8 support for the use of electric vehicles and e-cargo bikes, contributing to decarbonisation and mitigating the environmental impacts of caused by local deliveries. A wider shift to EVs more generally is supported by Policies RS7-RS11 which aim to improve EV charging infrastructure across the region, contributing to the decarbonisation of the transport sector. Policy AV1 improves public transport connectivity to airports, which could indirectly lead to increased air travel emissions, being an adverse effect on the aim to reduce emissions. Policies DC1-DC3 focus on digital connectivity and therefore supports carbon reduction by facilitating remote work, reducing the need to travel. In addition, improved digital access to public transport information, would make it easier to travel using sustainable transport modes, also reducing carbon emissions.
9. Protect and enhance local air quality.	**Environment**	Where policies of the NWRTP aim to increase use of active travel and public transport, and/or increase use of low emission vehicles, this would result in a reduction in emissions which can adversely impact air quality. This includes policies which aim to improve and enhance sustainable transport options so that there is a modal shift (both active travel and public transport) (Policies CB1-CB23, PT1-PT10, AT1-AT6, IN1-IN6), as well as polices which aim to enhance accessibility and connectivity of those sustainable transport options (PT11-PT13, and DC1-DC3). In both cases it is likely that there would be a modal shift away from the private car resulting in reduced emissions and subsequent improvements in air quality. Additionally, Policies which seek to support the transition to low (zero) emission vehicles would be beneficial to air quality (PT2-PT3, AT12-AT14, PF4, and RS7-RS11). Improved air quality would benefit everyone, but vulnerable groups who are more sensitive to changes in air quality including children, people with respiratory disease, pregnant women and older people[35,36] would benefit disproportionately and differentially.

[35] World Health Organisation, Health consequences of air pollution on populations, June 2024; Available online at: Health consequences of air pollution [Accessed 14/11/2024]

[36] Health impacts of air pollution in Europe, 2022 — European Environment Agency. Available online at: https://www.eea.europa.eu/publications/air-quality-in-europe-2022/health-impacts-of-air-pollution [Accessed 27/11/24]

IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
		More urban centres which have more road transport such as Wrexham and Bangor, as well as the main roads and routes with heavy traffic congestions such as A5, A55 and A4807, are locations where improvements in air quality are more likely to be experienced. These areas often correspond to areas where people experience socio-economic deprivation. The policies focused on port development and freight (PF1 – PF9), promote sustainable transport options to ports and rail stations, helping reduce traffic emissions and improve air quality in areas around Holyhead and Mostyn. However, the policies may result in an increase of HGV movements likely contributing to adverse air quality impacts for local communities near port development areas. Policy PF3 would have the potential to improve air quality for some areas as a result of reduced congestion caused by HGVs but reduce air quality in the areas to which HGVs are directed (e.g. parking specifically for HGVs would concentrate a large number of HGVs in one location). A shift to hydrogen fuels and rail for freight movements and zero emission vehicles for local deliveries would contribute to improved air quality conditions for local communities. Policies DC1-DC3 focus on digital connectivity and therefore supports a reduction in emissions by facilitating remote work, reducing the need to travel. In addition, improved digital access to public transport information, would make it easier to travel using sustainable transport modes, also reducing transport related emissions.
10. Reduce disturbance from transport related noise and vibration to local communities.	**People and communities**	Policies of the NWRTP which aim to improve and enhance sustainable transport options (Policies CB1-CB23, PT1-PT10, AT1-AT6, IN1-IN6), as well as polices which aim to enhance accessibility and connectivity of those sustainable transport options (PT11-PT13, and DC1-DC3), are likely to result in a modal shift away from the private car (to active travel and public transport use) resulting in less traffic and reduced transport related noise and vibration. This would be particularly beneficial in areas identified as noise priority zones, such as along the A55 and A483, as well as more generally improving local soundscapes and tranquillity in residential areas. Policies PF1-PF9 relate to enhancement of port facilities and facilities for freight drivers. The increased economic, activities in the port and nearby development areas may lead to some increased noise from transport, including within residential areas outside the port. Improvements in HGV facilities (rest stops and parking) would increase noise in the locations chosen for these developments. However, it is anticipated that site selection would include consideration of noise impacts on residents which would mitigate this adverse effect. Reduced HGV traffic in town centres, supported by freight consolidation centres and a shift to rail freight, as well as uptake in EV would also contribute towards reducing traffic related noise disturbances. Policies RS1-RS13 support road maintenance and safety which would help reduce noise and vibration caused by poorly maintained roads.

IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
		Reduced road traffic as a result of the initiatives supported by DC1 – DC3, could lead to reduced disturbances from transport related noise and vibration to local communities living near major roads. Policies DC1-DC3 focus on digital connectivity and therefore contributes to a reduced need to travel, particularly in relation to employment. In addition, improved digital access to public transport information would make it easier to travel using sustainable transport modes resulting in modal shift and reduced private vehicle use. Both of these would reduce noise related to transport movements.
11. Incorporate circular economy principles to reduce the use of raw materials.	**Environment**	Policies PT2, PT3 and PF4 (freight movements) support the transition to cleaner fuels alongside the development of hydrogen hubs at Deeside and Holyhead which would support the use of locally sourced materials and resources. Policies of the NWRTP which aim to improve and enhance sustainable transport options (Policies CB1-CB23, PT1-PT10, AT1-AT6, IN1-IN6), as well as polices which aim to enhance accessibility and connectivity of those sustainable transport options (PT11-PT13, and DC1-DC3), are likely to result in a modal shift away from the private car (to active travel and public transport use) resulting in reduced use of fuel cars and therefore a reduction in resource use. Policies DC1-DC3 focus on digital connectivity and therefore contributes to a reduced need to travel, particularly in relation to employment, which would also contribute to reduced consumption of fuel. Policies which suggest support for infrastructure development (e.g. AT4 – AT6, PF1) would likely require the consumption of materials. However, there is insufficient information at this stage and therefore any impact is uncertain. Policies PF1 - PF2 support growth at the ports which could result in an increase in HGV movements around the local areas of Holyhead and Mostyn. This would result in increased consumption of raw materials (i.e. fuels). Additionally, Policies RS7 – RS11 would support the transition to cleaner fuels, such as use of EV through the provisioning of improved EV charging infrastructure across locations. This would also contribute to a reduced use of raw materials (fossil fuel).
12. Create an integrated transport system that facilitates efficient and safe movement of both people	**Places and economy**	Policies related to enabling changes to travel behaviour (CB1 – CB23) focus on improving public transport services and active travel routes to major employment sites (Deeside Industrial Park, Wrexham Industrial Estate, and Chester Business Park), education and travel destinations. This supports equitable access to employment, education, and training opportunities, particularly benefiting communities in coastal towns that experience higher levels of social deprivation as well as commuters to investment zones. Community led transport initiatives improve the reliance and resilience of the transport network, supporting businesses and workers and encouraging sustainable tourism. Improved sustainable transport connectivity to economic hubs and tourist attractions, encourages regeneration and investment in more deprived and rural areas.

IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
and freight, contributing to increased economic prosperity in the region.		Policy initiatives improving sustainable transport connectivity also contribute to improved access between England and North Wakes and North and South Wales for employment and tourism, further enhancing economic prosperity. The policies related to bus, coach and community transport (PT1 – PT10, IN4) focus on improving bus services, facilitating travel by public transport between major areas of employment both in North Wales and adjacent areas of Northern England including Chester and Deeside and focusing on target areas of concerns like the Menai crossings. By fostering connectivity between communities and these employment hubs, the policies seek to provide equitable access to job opportunities, education, and essential services, particularly benefiting people experiencing socioeconomic deprivation and individuals who rely more on public transport modes. Policies include initiatives to design routes and services to meet customer needs, enhancing connectivity and access to opportunities and services. Policies PT11 – PT15 focus on demand-responsive transport solutions enhancing safety, accessibility and flexibility. The policies support local economies by improving access to workplaces for people without access to a private car and extend tourism geographies accessible by public transport. This can further encourage regeneration and investment in more deprived areas. The integration of low-emission vehicles strengthens the transport network's resilience, mitigating risks from fossil fuel disruptions. Policies supporting improvements to active travel infrastructure (AT1 – AT14, IN1-IN2) is likely to encourage more sustainable travel (including more public transport uptake) to access educational, training and employment opportunities benefiting long term economic prosperity of the region. AT12 – AT14 support cycle/e-bike hire generating income for these businesses and facilitating active travel to and from city centres among tourist, supporting local economies... Policies IN5-IN6 relate to improvements to P&R and P&S schemes, which would contribute to reduced congestion in urban centres. Whilst lower congestion reduces travel time (and therefore frees up time for more productive work) and may encourage businesses to locate in an area (due to better local amenity), it may have the opposite effect if subsidies are required from the local economy, therefore stifling economic growth[37]. However, it has also been shown that P&R projects are most successful where they are explicitly for providing more parking for economic growth or traffic management reasons, rather than to enhance sustainable mobility[38]. Economic outcomes would therefore depend on the location and intention of the P&R and P&S facilities.

[37] Park and Ride first principles assessment, University of Leeds

[38] Parkhurst, G. & Meek, S. (2014). The effectiveness of park-and-ride as a policy measure for more sustainable mobility. Chapter 9 in Ison, S. & Mulley, C. (Eds) Parking Issues and Policies. Emerald, 185-211.

IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
		Policies PF1-PF2 support the growth of port developments providing more employment opportunities and contributing to economic growth. This would encourage regeneration and investment in areas around ports of Holyhead, Anglesey and Mostyn, benefitting more deprived communities in the areas. The policies also focus on freight and improve connectivity beyond the ports, further boosting economic development. By supporting the development of hydrogen hubs, PF4 contributes to increased employment opportunities in North Wales. Further, the introduction of freight consolidation centres through PF6 – 7, could create new employment opportunities. A shift to rail freight (PF9) would improve reliance and resilience of the transport network (through improved rail freight reliability, capacity and frequency, and also reducing congestion on the roads) better supporting businesses and workers and encouraging investment in the region. Policies RS1 – RS11 relating to roads, streets and parking, promote safe, climate-resilient and reliable transport links to improve access to employment, education, and tourism. Sustainable transport infrastructure such as P&R, P&S schemes and EV charging infrastructure, could improve road and travel conditions, offering lower travel costs and transport options for those without cars, encouraging tourism and supporting the local economies. Better regional and cross-country connectivity would also encourage regeneration and investment, particularly in more deprived areas that are connected to highway networks. Improved public transport access to airports (AV1) could facilitate international business opportunities. Enhanced digital connectivity (DC1 – DC3) will support remote work opportunities, facilitating economic activity by encouraging additions to the job markets by offering flexible working schedules and a reduced need to travel. It also helps improve reliance of the transport network, supporting better journey planning via sustainable transport, supporting commuting workers and encouraging sustainable tourism.

5.3 The Well-being of Future Generations Five Ways of Working

The Well-being of Future Generations (Wales) Act 2015 sets out the five ways of working – Thinking of the long term, Prevention, Integration, Collaboration and Involvement. Public bodies must demonstrate consideration of these principles in their decision making to show they are acting in accordance with the sustainable development principle, defined as 'acting in a manner that seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs'. The North Wales Regional Transport Plan has considered these ways of working in the following ways:

Thinking for the long term: The Regional Transport Plan covers the period 2025-2030. It considers alignment with other strategic and national plans, including the Wales Transport Strategy (up to 2041), National Transport Delivery Plan (up to 2027), Future Wales (up to 2040) and the emerging Strategic Development Plans (a 25-year plan). The Regional Transport Delivery Plan addresses key issues, needs, and opportunities up to 2030/31, as well as aspirational schemes that may progress beyond 5 years. It emphasises the importance of avoiding short-termism by considering the well-being of both current and future generations. The plan balances immediate needs with the necessity to safeguard long-term interests. The IWBA also consider current and future issues and opportunities, considering the impact of policies and plans on wellbeing in the long term.

Prevention: The Case for Change outlines the challenges and opportunities associated with the key issues in the Regional Transport Plan. By acting early and collaboratively, the proposed policies and interventions aim to tackle root causes before they escalate, leading to better outcomes for individuals, public bodies, and society. This proactive approach ensures that resources are deployed to prevent problems from occurring or worsening, contributing to the well-being objectives of Welsh Government and other stakeholders. The IWBA also flags potential impacts on wellbeing associated with different policies and provides recommendations to mitigate these impacts and offers suggestions for positive benefits.

Integration: The Regional Transport Plan integrates strategies across land use, transportation, and economic development, ensuring a cohesive approach to transport mode integration. The Regional Transport Plan sets out its alignment with other strategic and national plans as described above, which helps to integrate national and regional (as well as local) plans and priorities. The Regional Transport Plan also considers cross border connectivity and helps to approach economic development, land use and transport planning in a joined up and holistic way across regions. The IWBA adopts a comprehensive framework that aligns with the Welsh Government's Wellbeing Act, considering all aspects of wellbeing in an integrated manner, encompassing people, places, and the environment.

Involvement: Our Regional Transport Plan and IWBA emphasise the importance of involving a diverse range of stakeholders to shape decisions and services that impact their lives. By engaging with local authorities, transport users, and operators, and conducting a 12-week public consultation, we ensure our plans reflect the needs and aspirations of the community. This collaborative approach, guided by the Wellbeing of Future Generations (Wales) Act, helps us build on previous efforts and create a sustainable transport system for North Wales. Further details about this approach is available in the engagement section of the Regional Transport Plan.

Collaboration: Ambition North Wales has collaborated closely with other CJCs, Transport for Wales, the Welsh Government, local authorities, and key stakeholders representing the economy, society, culture and environment across the region, incorporating feedback from the North Wales Transport Commission and public consultations. The IWBA also promotes active collaboration with local communities in the implementation of policies and plans. This collaborative approach ensures that resources and expertise are maximised to meet the well-being objectives of all involved parties.

6. Recommendations

Based on the outcomes of the IWBA, a series of recommendations have been identified which would help mitigate potential adverse effects. Table 6-1 identifies which policies these are, along with associated recommendations, but these should be read alongside the corresponding assessment tables in Appendix E for context. The need for these mitigation measures should be explored more thoroughly at project or scheme level as more details become available.

Table 6-1 Mitigation recommendations for policies which may have negative effects

Policies	Recommendations
Objective 1: Support the delivery of housing and local services to meet the needs of local communities	
Interaction between modes (IN1 – IN3)	During the implementation of policies, it will be vital to make sure that they meet the actual needs of the communities. Community consultation and engagement with local and community organisation would facilitate better understanding of what these needs are so that they can be met. This should be led by local authorities overseen by Ambition North Wales.
Objective 2: Reduce inequality and promote community cohesion	
Bus (PT1)	Community engagement should be used to design routes and timetables. This would increase sense of community cohesion and create a network that meets local needs. Accessibility should be embedded into the design of new services, infrastructure and vehicles (project level). This would support equitable access to public transport and active travel, whilst also encouraging more people to shift to these modes. This should be led by the scheme designers and planners, overseen by the scheme owner, which is likely to be local authorities in partnership with operators and overseen by Ambition North Wales.
Walking, wheeling and cycling (AT4 – AT6)	Engagement with community stakeholders, particularly those who represent Protected Characteristic/Vulnerable Groups, would ensure that accessibility concerns, ideas and lived experiences are embedded into designs. This should be led by local authorities overseen by Ambition North Wales.
Interaction between modes (IN5-IN6)	When policies relating to P&R and P&S facilities are being implemented, review should be made to ensure that investment in these facilities is not at the expense of investment in conventional public transport and that they do not only benefit motorists (i.e. non-motorist should still be able to benefit from any service). Stakeholder consultation recommends looking at the Gwynedd and Môn Public Service Board which has a subgroup piloting different approaches at Niwbwrch where useful learning will be available for other areas and communities. They advocate for this to be an Ynys Môn wide approach involving improved active travel where that alternative is available. This should be led by local authorities overseen by Ambition North Wales.
Roads, Streets and Parking (RS5 – RS6)	It is important that reallocation of road and parking space is implemented along with initiatives to provide better public transport or carpooling infrastructure to prevent any unintended adverse impacts on accessibility to essential services like healthcare, recreation and green spaces. Any reallocation should also be accompanied by a review of disabled parking requirements in these locations. This should be led by local authorities overseen by Ambition North Wales.

Policies	Recommendations
Digital Connectivity (DC1 – DC3)	Digital training and education delivered by DC2 should incorporate the different learning needs of people with physical or mental disabilities to overcome barriers to digital inclusion. This should be led by local authorities overseen by Ambition North Wales.
Roads, Streets and Parking (RS3 – RS4)	Consideration should be given to the potential use of segregated cycle lanes and pedestrian routes which would make active travel a more attractive mode of transport for more people and increase safety. This should be led by local authorities overseen by Ambition North Wales.
Objective 4: Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	
Bus (PT4 - PT5)	At project level, protected sites/areas of natural habitat need to be considered where infrastructure developments require land take. Appropriate survey and design mitigation should be incorporated at that stage. This should be led by the scheme designers and planners, overseen by the scheme owner, which is likely to be local authorities in partnership with operators and overseen by Ambition North Wales.
Ports and Freight (PF1 – PF2)	Mitigation measures should be in place to protect biodiversity and geodiversity interests. The HRA Screening Report and recommendations must be followed. This should be led by the scheme designers and planners, overseen by the scheme owner, which is likely to be local authorities in partnership with operators and overseen by Ambition North Wales.
Ports and Freight (PF3)	Areas of protected habitats must be avoided if new areas of land are required. The HRA Screening Report and recommendations must be followed. This should be led by the scheme designers and planners, overseen by the scheme owner, which is likely to be local authorities in partnership with operators and overseen by Ambition North Wales.
Objective 8: Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	
Coach, demand responsive and community transport (PT14)	Use of zero emission vehicles for longer distance coach services could contribute to decarbonisation for the transport sector. This should be encouraged. This should be led by local authorities in partnership with operators and overseen by Ambition North Wales.
Objective 7: Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	
Ports and Freight (PF3)	Appropriate drainage should be installed in any new facilities that would experience an intensification of HGVs. This should be led by the scheme designers and planners, overseen by the scheme owner, which is likely to be local authorities in partnership with operators and overseen by Ambition North Wales.
Roads, Streets and Parking (RS3 – RS4)	Flood mitigation should be incorporated into highway maintenance. This should be led by local authorities overseen by Ambition North Wales.

Objective 10: Reduce disturbance from transport related noise and vibration	
Ports and Freight (PF3)	Any new services (and their access) for HGV parking should be located away from residential areas and protected habitats. This should be led by the scheme designers and planners, overseen by the scheme owner, which is likely to be local authorities in partnership with operators and overseen by Ambition North Wales.
Objective 12: Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	
Bus (PT6 -PT7)	The A55, the "North Wales Expressway" is the busiest road in North Wales, a dual carriageway primarily connecting Chester to Holyhead, along the coast of North Wales and passing Llandudno Junction, Conwy, and Bangor. It is one of Wales's most important roads that runs through to the port of Holyhead. The crossing of the Menai to Anglesey is important both locally and strategically as, though separated by the Menai Strait and in different local authority areas, towns on both sides of the Strait form a single economic area. A focus on these routes in the improvement of the bus network, policy PT6 could have an enhanced contribution to increased economic prosperity.
Interaction between modes (IN1 – IN3)	Integration of transport services should include as much integration as possible, taking account of local needs and differing needs of the various groups within communities. For example, the transport needs of a person accessing employment (travelling A to B) is likely to be different to a parent who is making several trips within their day (travelling A-B-D-C-A). All user needs should be taken account of. This should be led by local authorities in partnership with operators and overseen by Ambition North Wales.

7. Monitoring & Evaluation

The Guidance to Corporate Joint Committees on Regional Transport Plans[39] outlines that an IWBA should utilise an Integrated Well-being Appraisal Framework. This framework incorporates the four well-being ambitions in the Wales Transport Strategy (WTS) and the measures in the WTS Monitoring Framework, including modal shift and decarbonisation targets.

The NWRTP Monitoring and Evaluation Plan seeks to help demonstrate regional progress in achieving the national priorities and ambitions set out in the WTS. It details how the success of the NWRTP will be monitored, measured, and evaluated, considering the objectives set for transport and associated well-being outcomes. This will help to show the region's contribution to national decarbonisation and modal shift targets.

The Monitoring and Evaluation Plan includes a set of measures based on the WTS Monitoring Framework, adapted to the NWRTP's SMART and IWBA objectives. Each measure, designed from the IWBA Framework, is provided with baseline information and, where appropriate, sets targets for improvements over the Plan period up to 2030. For example, the plan aims to enable 30% or more of people in North Wales to work remotely by 2030, to support the national mode share target of 45% of journeys by walking, cycling, and public transport by 2040, to ensure at least 50% of motor vehicles and all public buses in North Wales are zero emission by 2035, and to increase the range of travel within 1 hour by public transport for at least 50% of households in North Wales by 2030, supporting access to key employment sites and regional centres.

The monitoring and evaluation measures also address the well-being objectives outlined in the Integrated Well-being Appraisal. These measures draw on the WTS Monitoring Framework and published baseline data from the Welsh Government and Transport for Wales. For example, to ensure that at least 50% of motor vehicles and all public buses in North Wales are zero emission by 2035, the monitoring and evaluation plan includes measures such as fleet composition (share of each mode by engine type). These measures are aligned with IWBA objectives 8 (supporting a transition toward a transport sector with reduced, including zero, carbon emissions and enhancing the resilience of transport infrastructure to withstand the effects of climate change), 9 (protecting and enhancing local air quality), 10 (reducing disturbance from transport-related noise and vibration to local communities), and 12 (creating an integrated transport system that facilitates the efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region).

Quarterly North Wales committee meetings will provide progress updates from local authority transport officers on the implementation of the Regional Transport Plan (including IWBA) and the Regional Transport Delivery Plan. These meetings will also consider any changing drivers for change and priorities, such as new strategic developments or unforeseen funding opportunities.

For more detailed information, please refer to the detailed Monitoring and Evaluation Plan that is submitted as part of the NWRTP.

[39] Regional transport plans: guidance for Corporate Joint Committee. Available online at https://www.gov.wales/regional-transport-plans-guidance-corporate-joint-committees

Appendix A

Review of plans, policies and sustainability objectives

Integrated Well-being Appraisal

Appendix A: Plans, Programmes and Sustainability Objectives Review

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1. Introduction

The North Wales RTP could be influenced in different ways by other existing plans, programmes and sustainability objectives set out in existing policy or laid down in legislation. It is important to understand the relationship between these policies and the North Wales RTP in order to maximise opportunities and address any conflicts or inconsistencies.

Schedule 2, Regulation 12(3), of The Environmental Assessment of Plans and Programmes (Wales) Regulations 2004 (the SEA Regulations) require the following in relation to the relevant plans and programmes to be considered:

"1. An outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes...

5. The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation".

The North Wales Regional Transport Plan (RTP) will set the policies for implementing the existing national-scale Wales Transport Strategy (WTS) within the North Wales Region. The RTP must therefore be consistent with the WTS and support its vision and ambitions.

The WTS, and the plans, programmes and environmental objectives identified in relation to the WTS, have therefore been identified as the key top level strategies which must be taken into account.

It is considered that all the national, UK or international plans, programmes and protection objectives identified for the WTS are also applicable to the North Wales RTS, and so have been included in the list of relevant plans and programmes below. A gap analysis has been undertaken to identify any new or previously unidentified national, UK or international-scale documents published since the WTS Sustainability Appraisal was undertaken.

The second part of this review focuses on the plans, programmes and protection objectives specifically within the North Wales Region, which weren't generally included in the national-scale IWBA for the WTS.

The review of plans, programmes and sustainability protection objectives aims to inform the Integrated Sustainability Appraisal by identifying key external documents that contain direction on sustainability issues. More information on the role is explained and a summary for each topic is provided in Section 4 of the main Integrated Well-being Appraisal - Scoping Report.

Sections 0 to 1.5 below list all of the identified PPO. The contents and main sustainability objectives of the most pertinent documents, which are identified in underlined text within Sections 1.2 to 1.6, are then included in the following tables:

- Table A.1 International plans, programmes and sustainability objectives
- Table A.2 National (UK and Wales) plans, programmes and sustainability objectives
- Table A.3 Regional plans, programmes and sustainability objectives
- Table A.4 Local plans, programmes and sustainability objectives

1.1 List of International Plans, Programmes, and Sustainability Objectives

The following international plans, programmes and sustainability objectives have been reviewed:

- UNESCO (1971) The Ramsar Convention on Wetlands (1971)
- UNESCO (1972) Convention Concerning the Protection of the World Cultural and Natural Heritage
- UNESCO (1973) Convention on International Trade in Endangered Species of Wild Fauna and Flora
- UNESCO (1979) Geneva Convention on Long Range Transboundary Air Pollution
- United Nations (1979) The Convention on the Conservation of Migratory Species of Wild Animals, also known as the Convention on Migratory Species (CMS) or the Bonn Convention
- United Nations (1989) UN convention on the Rights of the Child 1989
- United Nations (1989) Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and Their Disposal
- United Nations (1992) The Rio Convention on Biological Diversity
- United Nations (1992) The Rio Declaration on Environment and Development
- United Nations (1994) The United Nations Framework Convention on Climate Change
- United Nations (1997) Kyoto Protocol to the UN Framework Convention on Climate Change
- United Nations (2002) The World Summit on Sustainable Development (Political Declaration and Implementation Plan)
- United Nations (2006) Convention on the Rights of Persons with Disabilities
- United Nations (2009) The Copenhagen Accord
- United Nations (2010) Cancun Adaptation Framework
- United Nations (2015) the 2030 Agenda for Sustainable Development (setting out the 17 Sustainable Development Goals)
- United Nations (2016) Paris Agreement
- United Nations (2016) Committee on the Rights of the Child Recommendations report
- United Nations (2019) The PEP Partnerships (in relation to the Transport, Health and Environment Pan European Programme (THE PEP), established in 2002)
- United Nations, World Health Organisation and United Nations Economic Commission for Europe (2017) Cycling and Green Jobs
- United Nations Economic Commission for Europe (UNECE) (1998) The UNECE Convention on Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters, known as The Aarhus Convention
- World Health Organization (1999) Guidelines for Community Noise
- World Health Organisation (2004) Children's Environment and Health Action Plan for Europe

- World Health Organisation (2013) Health 2020: A European policy framework supporting action across government and society for health and well-being
- World Health Organisation (2014) Developing National Action Plans on Transport, Health and Environment
- World Health Organisation (2018) Making THE (Transport, Health and Environment) Link: Transport, Health and Environment Pan-European Programme and the Sustainable Development Goals
- World Health Organisation (2018): Healthy Environments for Healthier People
- World Health Organisation (2021): Sustainable development in Wales and other regions in Europe: achieving health and equity for present and future generations

1.2 List of European Plans, Programmes and Sustainability Objectives

The following European plans, programmes and sustainability objectives have been reviewed:

- Council of Europe (1981) Convention on the Conservation of European Wildlife and Natural Habitats - The Bern Convention
- Council of Europe (1992) European Convention on the Protection of the Archaeological Heritage
- Council of Europe (2000) European Landscape Convention
- European Council (2013) Seventh EU Environmental Action Plan (EAP) (2013-2020)
- European Commission (2006) Groundwater Directive 2006/118/EC
- European Commission (1992) EU Directive on the Conservation of Natural Habitats and Wild Fauna and Flora - The Habitats Directive 92/43/EEC
- European Commission (1999) European Spatial Development Perspective (ESDP) (97/150/EC)
- European Commission (2001) National Emissions Ceiling Directive 2001/81/EC
- European Commission (2002) Environmental Noise Directive (END) 2002/49/EC
- European Commission (2003) Public Sector Information Directive (PSI) 2003/98/EC
- European Commission (2004) Environmental Liability Directive 2004/35/EC
- European Commission (2005) EU Thematic Strategy on Air Quality
- European Commission (2006) Sustainable Development Strategy
- European Commission (2006) Action Plan on Biodiversity
- European Commission (2007) Together for Health - A Strategic Approach for the EU 2008-2013
- European Commission (2007) The Integrated Climate and Energy Package
- European Commission (2007) Green Paper: Towards A New Culture for Urban Mobility
- European Commission (2007) The Floods Directive 2007/60/EC

- European Commission (2008) Ambient Air Quality and Cleaner Air for Europe Directive 2008/50/EC
- Framework Fourth Daughter Directive 2004/107/EC
- European Commission (2008) Environmental Quality Standards Directive 2008/105/EC
- European Commission (2009) Review of the EU Sustainable Development Strategy European Commission (2009)
- European Commission (2009) The Birds Directive 2009/147/EC
- European Commission (2009) Renewable Energy Directive 2009/8/EC
- European Commission (2009) Promotion of Clean and Energy – Efficient Road Transport Vehicles Directive 2009/33/EC
- European Commission (2009) Action Plan on Urban Mobility
- European Commission (2009) White Paper: A Sustainable Future for Transport
- European Commission (2010) Industrial Emissions Directive (integrated pollution prevention and control) 2010/75/EU
- European Commission (2010) Europe 2020: A strategy for smart, sustainable and inclusive growth
- European Commission (2010) Energy 2020 - A Strategy for Competitive, Sustainable and Secure Energy
- European Commission (2011) A Roadmap for Moving to a Competitive Low Carbon Economy in 2050
- European Commission (2011) Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system
- European Commission (2012) Energy Efficiency Directive (2012/27/EU)
- European Commission (2013) Strategy on Adaptation to Climate Change
- European Commission (2013) Towards Social Investment for Growth and Cohesion 2014-2020
- European Commission (2013) Seventh Environmental Action Programme to 2020 'Living well, within the limits of our planet'
- European Commission (2014) 2030 Policy Framework for Climate and Energy
- European Commission (2015) An Aviation Strategy for Europe
- European Commission (2016) A European Strategy for Low – Emission Mobility
- European Commission (2017) Strategic Plan 2016 to 2020 – Mobility and Transport
- European Commission (2020) EU Biodiversity Strategy for 2030
- European Union (2001) SEA Directive (2001/42/EC)
- European Union (2005) Emissions Trading Scheme (EU ETS)

- European Union (2014) Environmental Impact Assessment Directive 2014/52/EU amending Directive 2011/92/EU

1.3 List of UK Plans, Programmes and Sustainability Objectives

The following UK wide plans, programmes and sustainability objectives have been reviewed:

- The Department for Business, Innovation and Skills (BIS) (2010) Local Growth: Realising Every Place's Potential (Local Growth White Paper)
- Committee on Climate Change (2017) UK Climate Change Risk Assessment 2017 Evidence Report
- Defra (2007) The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (in Wales, this has been replaced by the Clean Air Plan published in 2020)
- Defra (2007) Conserving Biodiversity the UK Approach 2007
- Defra (2010) Air Pollution: Action in a Changing Climate
- Defra (2010) Adapting to Coastal Change: Developing a Policy Framework
- Defra (2011) Air Quality Plans for the Achievement of EU Air Quality Limit Values for Nitrogen Dioxide (NO2) in the UK: List of UK and National Measures
- Defra (2011) The Natural Choice: Securing the Value of Nature (Natural Environment White Paper) Defra (2011) Mainstreaming Sustainable Development
- Defra (2012) UK Climate Change Risk Assessment: Government Report
- Defra (2023) Third National Adaptation Programme (NAP3), setting out the actions that government and others will take to adapt to the impacts of climate change from 2023 to 2028
- Defra and Department for Transport (2017) Air Quality plan for NO2 in the UK Defra (2017)
- The National Adaptation Programme: Making the Country Resilient to a Changing Climate
- DECC (2009) UK Ports for the Offshore Wind Industry: Time to Act
- DECC (2011) Carbon Plan: Delivering our Low Carbon Future
- DECC (2011) UK Renewable Energy Roadmap
- DECC (2014) UK National Energy Efficiency Action Plan
- Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities & Local Government (2018) Coastal communities (How government is helping coastal communities flourish as places to live, work and visit)
- Department for Culture, Media & Sport (2007) Heritage Protection for the 21st Century
- Department for Culture, Media & Sport (2013) Scheduled Monuments & Nationally Important but Non-Scheduled Monuments
- Department for Transport (2007) Ports Policy Review Interim Report
- Department for Transport (2008) Delivering a Sustainable Transport System

- Department for Transport (2012) National Policy Statement for Ports (currently under review as of March 2023)
- Department for Transport (2016) Rail Freight Strategy
- Department for Transport (2017) Transport Investment Strategy – Moving Britain Forward
- Department for Transport (2017) Transport Infrastructure Efficiency Strategy
- Department for Transport (2017) Connecting People: A Strategic Vision for Rail
- Department for Transport (2017) Cycling and Walking Investment Strategy
- Department for Transport (2018) Aviation 2050: The future of UK Aviation
- Department for Transport (2018) The Inclusive Transport Strategy: Achieving Equal Access for Disabled People
- Department for Transport (2019) Future of Mobility: Urban Strategy
- Department for Transport (2019) Clean Maritime Plan: Maritime 2050
- Department for Transport (2019) Port Air Quality Strategies
- Department for Transport (2020) Decarbonising Transport: Setting the Challenge
- Defra, Scottish Government, Welsh Government (2008) The Invasive and Non-Native Species Framework Strategy for Great Britain
- Environment Agency (2010) Managing the Environment in a Changing Climate
- Environment Agency (2013) Groundwater Protection Policy and Practice (GP3)
- Health Protection Agency (2007) Children's Environment and Health Action Plan
- Health Protection Agency (2008) Health Effects of Climate Change in the UK 2008 - An update of the Department of Health report 2001/2002
- HM Government (1949) National Parks and Access to the Countryside Act 1949
- HM Government (1967) Forestry Act 1967
- HM Government (1973) The Protection of Wrecks Act 1973
- HM Government (1979) Ancient Monuments and Archaeological Areas Act 1979
- HM Government (1981) Wildlife and Countryside Act
- HM Government (1986) Agriculture Act (with numerous revisions) 1986
- HM Government (1990) Environmental Protection Act
- HM Government (1990) Planning (Listed Buildings and Conservation Areas) Act 1990
- HM Government (1996) The Treasure Act 1996
- HM Government (1995) Environment Act 1995
- HM Government (2000) Transport Act 2000
- HM Government (2000) Countryside and Rights of Way Act 2000

- HM Government (2002) The National Heritage Act 2002
- HM Government (2006) The Stern Review: The Economics of Climate Change
- HM Government (2006) Government of Wales Act 2006
- HM Government (2006) Transport (Wales) Act 2006
- HM Government (2006) Natural Environment and Rural Communities Act 2006
- HM Government (2006) Commons Act 2006
- HM Government (2007) Offshore Marine Conservation (Natural Habitats, &c.) Regulations 2007 (as amended 2010)
- HM Government (2008) Climate Change Act 2008
- HM Government (2008) The Energy Act 2008
- HM Government (2009) The Climate Change Act 2008 (2020 Target, Credit Limit and Definitions) Order 2009
- HM Government (2009) Flood Risk Regulations 2009
- HM Government (2009) The Marine and Coastal Access Act 2009
- HM Government (2010) Flood and Water Management Act 2010
- HM Government (2010) The Air Quality Standards Regulations
- HM Government (2010) The Equality Act 2010
- HM Government (2010) Marine Strategy Framework Directive - putting in place the legal framework for implementation
- HM Government (2010) Conservation of Habitats & Species Regulations 2010 (as amended 2011)
- HM Government (2010) Marine Strategy Regulations 2010
- HM Government (2013) Aviation Policy Framework
- HM Government (2015) Ozone-Depleting Substances Regulations 2015
- HM Government (2016) Environmental Permitting (England and Wales) Regulations 2016
- HM Government (2017) The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017
- HM Government (2017) Industrial Strategy: Building a Britain fit for the Future
- HM Government (2017) Air quality plan for nitrogen dioxide (NO2) in UK (2017)
- HM Government (2017) Clean Growth Strategy
- HM Government (2017) Wales Act 2017
- HM Government (2017) The Conservation of Habitats and Species Regulations 2017
- HM Government (2018) The Environmental Permitting (England and Wales) (Amendment) Regulations 2018

- HM Government (2018) The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy
- HM Government (2018) A Green Future: Our 25 Year Plan to Improve the Environment
- HM Government (2019) Clean Air Strategy 2019
- HM Government, NI Executive, Scottish Government, Welsh Government (2011) UK Marine Policy Statement
- HM Government (2020) Road Investment Strategy 2 (RIS2): 2020 to 2025
- HM Government (2021) Environment Act 2021
- HM Government (2021) Preparing the third road investment strategy
- HM Government (2021) Net Zero Strategy: Build Back Greener
- HM Treasury (2011) UK Plan for Growth
- HM Treasury (2014) National Infrastructure Plan
- HM Treasury (2021) Build Back Better: our plan for growth
- House of Commons (2016) Regional Airports
- Joint Nature Conservation Committee and Defra (2012) UK Post-2010 Biodiversity Framework
- Natural England and JNCC (2011) Marine Conservation Zone (MCZ) Project
- NERC (2010) Marine Environmental Mapping Programme (MAREMAP)
- Network Rail (2023) England and Wales Strategic Business Plan Control Period 7
- Network Rail Long-Term Planning Process documents
- Sustainable Development Commission (2010) Sustainable Development: The Key to Tackling Health Inequalities
- UK Marine Monitoring and Assessment Strategy (2010) Charting Progress 2: The State of UK Seas
- UK National Ecosystem Assessment (2011) UK National Ecosystem Assessment: Understanding Nature's Value to Society

1.4 National (Wales) Plans and Programmes

The following national (Wales) plans, programmes and sustainability objectives have been reviewed:

- Chwarae Teg (2019) Gender Equality: A Roadmap for Wales
- Climate Change Committee (2017) UK Climate Change Risk Assessment 2017 Evidence Report, Summary for Wales
- Climate Change Committee (2017) Building a low-carbon economy in Wales – Setting Welsh carbon targets
- Climate Change Committee (2020) The path to Net Zero and progress on reducing emissions in Wales

- Climate Change Committee (2023) Adaptation and the nature emergency
- Climate Change Committee (2023) Adaptation and social justice
- Climate Change Committee (2023) Adaptation and decarbonisation
- Climate Change Committee (2023) Adapting to Climate Change – Progress in Wales
- Countryside Council for Wales (now Natural Resources Wales) (2001) Register of Landscapes of Historic Interest
- Countryside Council for Wales (now Natural Resources Wales) (2015) National Seascape Assessment for Wales, LUC, NRW
- Joint Nature Conservation Committee (ongoing) Geological Conservation Review
- National Assembly for Wales (2009) Environmental Damage (Prevention and Remediation) (Wales) Regulations 2009
- National Assembly for Wales (2010) The Air Quality Standards (Wales) Regulations 2010
- National Assembly for Wales (2011) Welsh Language (Wales) Measure 2011
- National Assembly for Wales (2011) Rights of Children and Young Persons (Wales) Measure 2011
- National Assembly for Wales (2012) Contaminated Land (Wales) (Amendment) Regulations 2012
- National Assembly for Wales (2014) Social Services and Well-being (Wales) Act 2014
- National Assembly for Wales (2015) Planning (Wales) Act 2015
- National Assembly for Wales (2015) Well-being of Future Generations (Wales) Act 2015
- National Assembly for Wales (2016) Environment (Wales) Act 2016
- National Assembly for Wales (2016) Historic Environment (Wales) Act 2016
- National Assembly for Wales (2016) Public Health (Wales) Bill
- National Assembly for Wales (2019) The Future Development of Transport for Wales
- Natural Resources Wales (ongoing) LANDMAP Programme
- Natural Resources Wales (2015) LIFE Natura 2000 Programme for Wales
- Natural Resources Wales (2015) Natural Resources Policy Statement
- Natural Resources Wales (2016) State of Natural Resources Report (SoNaRR)
- Natural Resources Wales (2018) Vital nature: Making the connections between biodiversity and the people and places of Wales: NRW's strategic steer for biodiversity to 2022
- Natural Resources Wales (2017) Marine Area Statement
- Natural Resources Wales (2020) The National Peatland Action Programme 2020-2025
- Natural Resources Wales: Our corporate plan to 2030-- Nature and People Thriving Together
- NHS Wales (2011) Together for Health

- Public Health Wales (2015) A Healthier, Happier and Fairer Wales
- Sustainable Development Commission (2009) Low Carbon Wales
- Wales Council for Voluntary Action (2016) Shape Your Future – future trends: Implications for the third sector in Wales
- Welsh Assembly Government (2007) One Wales – A Progressive Agenda for the Government of Wales
- Welsh Assembly Government (2008) One Wales: Connecting the Nation
- Welsh Assembly Government (2008) Welsh Coastal Tourism Strategy
- Welsh Assembly Government (2009) Getting On Together – a Community Cohesion Strategy for Wales
- Welsh Assembly Government (2009) Capturing the Potential: A Green Jobs Strategy for Wales
- Welsh Assembly Government (2009) Rural Health Plan
- Welsh Assembly Government (2010) Improving Lives and Communities – Homes in Wales
- Welsh Assembly Government (2010) Setting the Direction: Primary & Community Services Strategic Delivery Programme
- Welsh Assembly Government (2010) A Major Events Strategy for Wales 2010 – 2020
- Wales Biodiversity Partnership (2010) Wales Biodiversity Framework
- Welsh Government (2006) Play Policy Implementation Plan
- Welsh Government (2006) Environment Strategy for Wales
- Welsh Government (2007) Coastal Access Improvement Programme
- Welsh Government (2007) Making the Most of Wales's Coast: The Integrated Coastal Zone Management Strategy for Wales
- Welsh Government (2008) Wales Transport Strategy
- Welsh Government (2008) People, Places, Future – The Wales Spatial Plan
- Welsh Government (2009) One Wales: One Planet, A New Sustainable Development Scheme for Wales Sustainable Development Scheme
- Welsh Government (2009) Living Well Living Independent Lives
- Welsh Government (2010) Economic Renewal: A New Direction
- Welsh Government (2010) Valuing the Welsh Historic Environment
- Welsh Government (2010) Low Carbon Revolution – the Welsh Government Energy Policy Statement
- Welsh Government (2010) Fulfilled Lives, Supportive Communities
- Welsh Government (2011) Policy Statement: Preparing for a Changing Climate
- Welsh Government (2011) Rural Development Plan for Wales (2014-2020)

- Welsh Government (2011) Welsh Language (Wales) Measure 2011
- Welsh Government (2012) Working Differently – Working Together
- Welsh Government (2011) Preparing Wales for Climate Change: Adaptation Delivery Plan
- Welsh Government (2012) Energy Wales: A Low Carbon Transition
- Welsh Government (2012) Sustaining a Living Wales: A Green Paper on a New Approach to Natural Resource Management in Wales
- Welsh Government (2012) Wales Infrastructure Investment Plan
- Welsh Government (2013) Partnership for Growth: The Welsh Government Strategy for Tourism 2013 – 2020
- Welsh Government (2013) National Flood and Coastal Erosion Strategy for Wales
- Welsh Government (2013) The Historic Environment Strategy for Wales
- Welsh Government (2013) Vibrant and Viable Places New Regeneration Framework
- Welsh Government (2013) The Strategy for Older People in Wales 2013-2023
- Welsh Government (2013) Active Travel (Wales) Act 2013
- Welsh Government (2014) Declaration of Rights for Older People
- Welsh Government (2015) Water Strategy for Wales
- Welsh Government (2015) Nature Based Climate Action Memorandum of Understanding
- Welsh Government (2015) Strategy for Tourism 2013 – 2020: Framework Action Plan Year 2
- Welsh Government (2016) Active Travel Action Plan for Wales
- Welsh Government (2016) Rolling out our Metro
- Welsh Government (2017) Natural Resources Policy
- Welsh Government (2017) Prosperity for All: The National Strategy
- Welsh Government (2017) Prosperity for All: Economic Action Plan
- Welsh Government (2017) Taking Wales Forward 2016 – 2021
- Welsh Government (2017) Welsh Transport Appraisal Guidance
- Welsh Government (2017) Future Trends Report
- Welsh Government (2017) Moving North Wales Forward: Our Vision for North Wales and the North East Wales Metro
- Welsh Government (2017) Cymraeg 2050: A Million Welsh Speakers
- Welsh Government (2018) Clean Air Zone Framework for Wales
- Welsh Government (2018) Improving Public Transport (White Paper)

- Welsh Government (2018) Noise and Soundscape Action Plan for Wales 2018-2023 (a new Soundscape Action Plan for the period 2023-2028 is out for consultation at the time of this review) (dated June 2023)
- Welsh Government (2018) The Climate Change (Carbon Budgets) (Wales) Regulations 2018
- Welsh Government (2018) Woodlands for Wales Strategy
- Welsh Government (2019) Climate Emergency Declaration
- Welsh Government (2019) Healthy Weight: Healthy Wales
- Welsh Government (2019) A railway for Wales: the case for devolution
- Welsh Government (2019) A Railway for Wales: Meeting the needs of future generations
- Welsh Government (2019) Public Transport (Wales) Bill: Draft Regulatory Impact Assessment
- Welsh Government (2019) National Transport Finance Plan 2018
- Welsh Government (2019) International Strategy – Draft for Consultation
- Welsh Government (2019) Prosperity for All: A Low Carbon Wales
- Welsh Government (2019) Prosperity for All: A Climate Conscious Wales
- Welsh Government (2019) Welsh National Marine Plan
- Welsh Government (2020) The Nature Recovery Action Plan for Wales 2020 – 21
- Welsh Government (2020) Connected Communities
- Welsh Government (2020) National Strategy for Flood and Coastal Erosion Risk Management in Wales
- Welsh Government (2020) Welcome to Wales: Priorities for the visitor economy 2020-2025
- Welsh Government (2020) The Clean Air Plan for Wales; Healthy Air, Healthy Wales (updated 2023)
- Welsh Government (2023) Review of the National Air Quality Strategy
- Welsh Government (2021) Wales Infrastructure Investment Strategy 2021
- Welsh Government (2021) Active Travel Act Guidance
- Welsh Government (2021) Llwybr Newydd: the Wales transport strategy 2021
- Welsh Government (2021) Future Wales: the national plan 2040 (National Development Framework, setting the direction for development in Wales to 2040).
- Welsh Government (2021) Electric vehicle charging: strategy and reports
- Welsh Government (2021) A Healthier Wales: our Plan for Health and Social Care
- Welsh Government (2021) The Climate Change (Wales) Regulations 2021: integrated impact assessment
- Welsh Government (2021) Net Zero Wales Carbon Budget 2 (2021 to 2025)

- Welsh Government (2021) The Climate Change (Interim Emissions Targets) (Wales) (Amendment) Regulations 2021
- Welsh Government (2021) The Climate Change (Carbon Budgets) (Wales) (Amendment) Regulations 2021
- Welsh Government (2022) Bws Cymru: connecting people with places
- Welsh Government (2022) One network, one timetable, one ticket: planning buses as a public service for Wales (Consultation White Paper)
- Welsh Government (Transport for Wales) (2023) National transport delivery plan 2022 to 2027
- Welsh Government (2023) Welsh Government response to the Roads Review (The Welsh Government's response to a report advising on current road projects and how to consider future projects).
- Welsh Government (2023) Draft Noise and Soundscape Action Plan for Wales 2023-2028 (national strategy on soundscapes) (consultation document June 2023)
- Welsh Government (2024) Planning Policy Wales (Edition 12)
- Welsh Government (2024) Net Zero Wales (Our second emissions reduction plan for Carbon Budget 2 (2021 to 2025), setting the foundations to make Wales net zero by 2050).
- Welsh Government (2024) Sustainable transport in rural areas: guidance for regional transport planning
- Welsh Government (2024) Road safety strategy (consultation document)
- Welsh Government/ NHS (2016) Measuring the health and well-being of a nation: Public Health Outcomes Framework for Wales
- Welsh Government (2009) Technical Advice Note (TAN) 5: Nature Conservation and Planning
- Welsh Government (2010) Technical Advice Note (TAN) 6: Planning for Sustainable Rural Communities
- Welsh Government (2005) Technical Advice Note (TAN) 8: Renewable Energy
- Welsh Government (1997) Technical Advice Note (TAN) 10: Tree Preservation Orders
- Welsh Government (1997) Technical Advice Note (TAN) 11: Noise
- Welsh Government (2016) Technical Advice Note (TAN) 12: Design
- Welsh Government (1997) Technical Advice Note (TAN) 13: Tourism
- Welsh Government (1998) Technical Advice Note (TAN) 14: Coastal Planning
- Welsh Government (2004) Technical Advice Note (TAN) 15: Development and Flood Risk
- Welsh Government (2007) Technical Advice Note (TAN) 18: Transport
- Welsh Government (2013) Technical Advice Note (TAN) 20: Planning and the Welsh Language
- Welsh Government (2014) Technical Advice Note (TAN) 23: Economic Development
- Welsh Government (2017) Technical Advice Note (TAN) 21: Waste

- Welsh Government (2017) Technical Advice Note (TAN) 24: The Historic Environment
- Welsh Government (2020) Building Better Places
- Welsh Government (2023) Town centres: position statement and Town centre first policies
- Welsh Government (2023) Noise and Soundscape Plan for Wales 2023-2028
- Welsh Government: Wales We Want National Conversation
- Welsh Water (2008) Surface Water Management Strategy
- Transport for Wales (TfW) Geospatial and Strategic Transport Analysis unit (G-STAT).
- Welsh Assembly Government (2008) The Wales Freight Strategy
- Welsh Assembly Government (2010) Towards Zero Waste One Wales: One Planet (The Overarching Waste Strategy Document for Wales)
- Natural Resources Wales Flood risk management plan 2023 to 2029: National Overview
- Transport for Wales Climate adaptation and resilience plan

1.5 Regional and local plans, programmes and protection objectives

The following regional plans, programmes and sustainability objectives have been reviewed:

- Natural Resources Wales: Forest Resource Plans for North West Wales and North East Wales (for named forests)
- Natural Resources Wales North East Wales Area Statement and North West Wales Area Statement
- Welsh Government (2022) North Wales Regional Economic Framework
- North Wales Economic Ambition Board (2016) A Growth Vision for the Economy of North Wales
- Natural Resources Wales Flood Risk Management Plan: North East Wales Place
- Natural Resources Wales Flood Risk Management Plan: North West Wales Place
- North Wales Joint Local Transport Plan 2015 (adopted 2015)
- Llŷn Peninsula Area of Outstanding Natural Beauty (AONB) Management plan 2015-2020
- Anglesey AONB Management Plan 2023-2028
- Clwydian Range and Dee Valley draft AONB Management Plan 2020-2025
- Ambition North Wales (The North Wales Economic Ambition Board) (2017) North Wales Growth Deal Bid (The Growth Deal agreement was signed in December 2020).
- Ambition North Wales (ANW) Annual Report (2022 – 2023)
- North Wales Corporate Joint Committee (CJC) (ongoing) emerging work on the North Wales Strategic Development Plan (SDP)

Existing and new Local Development Plans (LDPs) within the North Wales Region:

- Isle of Anglesey County Council (2017) Anglesey and Gwynedd Joint LDP (adopted July 2017)
- Isle of Anglesey County Council (2022) Replacement Joint Local Development Plan (Review Report)
- Conwy County Borough Council (2013) Conwy Local Development Plan 2007-2022 (adopted October 2013) (note that they are currently in the process of writing a new plan to go out to consultation).
- Denbighshire County Council (2013) Denbighshire County Council Local Development Plan 2006 – 2021 (Adopted June 2013) (The Deposit Plan for the Replacement LDP 2018 to 2033 is currently being developed)
- Flintshire County Council (2023) Flintshire Local Development Plan 2015-2030 (Adopted January 2023)
- Snowdonia National Park Authority (2016) Eryri Local Development Plan 2016-2031 (Adopted) (a review is currently underway)
- Wrexham County Borough Council (2023) Wrexham Local Development Plan 2 (LDP2) 2013 to 2028 (adopted December 2023)
- Wrexham County Borough Council (2005) Wrexham Unitary Development Plan 1996 - 2011

Local Authority well-being plans within the North Wales Region:

- Gwynedd and Anglesey Public Services Board (2022) Gwynedd and Anglesey Local Well-being Plan 2023-2028
- Flintshire and Wrexham Public Services Board () Our Well-Being Plan 2023 – 2028
- Conwy & Denbighshire Public Services Board (2022) Conwy Local Well-being Plan (2023-2028)

Plans of the Anglesey Freeport

- Plans for new nuclear developments at Trawsfynydd and Wylfa (note that the decision by UK Government on the future of nuclear development is still pending at the time of review)
- Plans for a new National Park in North Wales around the existing Clwydian Range and Dee Valley Area of Outstanding Natural Beauty (AONB) and potentially down into north Powys to include landmarks such as the Lake Vyrnwy reservoir.
- Plans of the Wrexham and Flintshire Investment Zone
- Isle of Anglesey County Council (2019) North Anglesey Economic Regeneration Plan (April 2019)
- Isle of Anglesey County Council (2021) Corporate Biodiversity Plan 2021-2022
- Isle of Anglesey County Council (2022) Towards Net Zero Plan March 2022 – March 2025
- Isle of Anglesey County Council (2023) Draft Destination Management Plan 2023-2028
- North Wales Transport Commission (2023) Written Statement: North Wales Transport Commission Final Reports
- North Wales Transport Commission (2023) Improving the Resilience of Connections Across the Menai Strait

2. International plans, programmes and protection objectives

Table A.1 International plans, programmes and sustainability objectives

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
International			
Convention Concerning the Protection of the World Cultural and Natural Heritage	The Convention defines the kind of natural or cultural sites which can be considered for inscription on the World Heritage List. The Convention sets out the duties of States Parties in identifying potential sites and their role in protecting and preserving them. By signing the Convention, each country pledges to conserve not only the World Heritage sites situated on its territory, but also to protect its national heritage. Article 5 commits State Parties to integrating the protection of cultural and natural heritage into comprehensive planning programmes and to take the appropriate measures for the protection, conservation and rehabilitation of cultural and natural heritage.	The North Wales RTP should be developed to ensure that it supports the protection and preservation of the four UNESCO World Heritage sites within North Wales. The RTP should strive to align with the overarching principle set out in Article 4; ensuring the identification, protection, conservation, presentation and transmission of cultural and natural heritage.	Cultural heritage

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
Rio Convention on Biological Diversity	The Rio Convention on Biological Diversity (CBD) is the international legal instrument for "the conservation of biological diversity, the sustainable use of its components and the fair and equitable sharing of the benefits arising out of the utilization of genetic resources" that has been ratified by 196 nations. Its overall objective is to encourage actions, which will lead to a sustainable future. The CBD covers biodiversity at all levels: ecosystems, species and genetic resources.	The North Wales RTP should conserve and enhance biological diversity through avoiding negative impacts to habitat and species and delivering biodiversity net gain.	Biodiversity
Convention on the Conservation of Migratory Species of Wild Animals	The Convention was adopted in 1979 and came into force in 1983. It requires Parties to work together to conserve migratory species and their habitats by providing strict protection for endangered migratory species.	The North Wales RTP should conserve and enhance migratory species and their habitats. This includes where species may be impacted by the RTP where these are located out with the boundaries of the RTP.	Biodiversity
Convention on Wetlands of International Importance	The Convention is an intergovernmental treaty that aims to conserve wetlands through local and national action and international cooperation. Wetlands of International Importance (Ramsar Sites) declared under the Convention on Wetlands of International Importance especially as Waterfowl Habitat 1971 are considered European designated sites as a matter of Government Policy.	The North Wales RTP should conserve and enhance the Ramsar sites within the region and avoid both direct and indirect adverse effects to these sites.	Biodiversity

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
United Nations (2016) Paris Agreement	The Paris Agreement is a legally binding international treaty on climate change. It was adopted by 196 Parties at the UN Climate Change Conference (COP21) in Paris, France, on 12 December 2015. It entered into force on 4 November 2016. Its overarching goal is to hold "the increase in the global average temperature to well below 2°C above pre-industrial levels" and pursue efforts "to limit the temperature increase to 1.5°C above pre-industrial levels." The agreement sets long-term goals to guide all nations: Substantially reduce global greenhouse gas emissions to limit the global temperature increase in this century to 2 degrees Celsius while pursuing efforts to limit the increase even further to 1.5 degrees; Review countries' commitments every five years; Provide financing to developing countries to mitigate climate change, strengthen resilience and enhance abilities to adapt to climate impacts	The North Wales RTP should support the commitments in the Paris Agreement through helping to mitigate the effects of climate change. The scheme should also look to reduce carbon emissions, such as through the use of nature-based solutions. This will help support the commitments of the Paris Agreement, including reaching net zero by 2050.	Climatic factors

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
UN Sustainable Development Goals (2015)	The Sustainable Development Goals (SDGs) were adopted by the United Nations in 2015 as a universal call to action to end poverty, protect the planet, and ensure that by 2030 all people enjoy peace and prosperity. The 17 SDGs are Integrated—they recognize that action in one area will affect outcomes in others, and that development must balance social, economic and environmental sustainability. The SDGs are: SDG 1: No Poverty SDG 2: Zero Hunger SDG 3: Good Health and Well-Being SDG 4: Quality Education SDG 5: Gender Equality SDG 6: Clean Water and Sanitation SDG 7: Affordable and Clean Energy SDG 8: Decent Work and Economic Growth SDG 9: Industry, Innovation and Infrastructure SDG 10: Reduce Inequalities SDG 11: Sustainable Cities and Communities SDG 12: Responsible Consumption and Production SDG 13: Climate Action SDG 14: Life Below Water SDG 15: Life on Land SDG 16: Peace, Justice and Strong Institutions SDG 17: Partnership for the Goals	The North Wales RTP should integrate the UN SDGs. This should include looking at the targets and indicators for each SDG and consider how to transpose these into key performance indicators at a local level. The RTP has the potential to support many of the SDGs, including: SDG 3 Good health and wellbeing through supporting active travel and modal shift away from more polluting modes SDG 8 Decent Work and Economic Growth through providing access to good quality jobs, regardless of where they live and supporting the growth of the economy across North Wales in urban and rural areas. SDG 9 Industry, Innovation and Infrastructure through designing and integrating new infrastructure. SDG 11 Sustainable cities and communities through connecting people to services, supporting economic development, promoting active travel and more sustainable travel options. SDG 13 Climate action through strengthening resilience and adaptive capacity to climate- related hazards and modal shift. SDG 15 Life on land through ensuring the integration of ecosystem and biodiversity values into national and local planning.	Population (communities), Human health, Biodiversity, Land use and landscape, Cultural heritage, Ground conditions (geology and soils), Water environment, Climatic factors, Air quality, Noise, Infrastructure, Transport, Resources and waste, Economy

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
WHO (2021) Sustainable development in Wales and other regions in Europe: achieving health and equity for present and future generations	The United Nations 2030 Agenda for Sustainable Development (2015), complemented by the WHO European policy framework and strategy for the 21st century, Health 2020, represents a milestone for human and planetary development. This publication proposes ways of maximizing opportunities to implement these agendas at the national and regional levels across the WHO European Region. Through primarily the Welsh example, it aims to enhance understanding of the key role of regions in translating global priorities into effective policies and actions, providing practical examples. It maps the sustainable-development journey in Wales. It also identifies enablers, challenges and opportunities related to sustainable development in Wales.	The North Wales RTP should maximise opportunities to implement these agendas and take account of the enablers, challenges and opportunities identified. The RTP should put health at the centre of the development.	Human health
UNESCO (1973) Geneva Convention on Long Range Transboundary Air Pollution	The convention is intended to protect the human environment against air pollution and to gradually reduce and prevent air pollution, including long-range transboundary air pollution. It is implemented by the European Monitoring and Evaluation Programme (EMEP), directed by the United Nations Economic Commission for Europe (UNECE).	The North Wales RTP should seek to incorporate measures to improve air quality such as promoting low carbon initiatives and sustainable transport modes. The RTP should maximise the ability of Wales's natural habitats to absorb pollutants and improve air quality. The RTP should seek to improve air quality through low carbon and emissions reduction initiatives and policies and must not prioritise economic development without consideration of ecosystems services.	Air quality

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
WHO (2024) Sustainable behaviours for environment and health challenges: Behavioural and Cultural Insights policy brief	Behaviours are central to many environmental and health challenges, including actions by individuals, communities, commerce, industry and health service providers. Infrastructure, service and information provision, legislation, and regulation all play critical roles in enabling, supporting and promoting positive behaviours for a sustainable future. Behavioural and cultural insights (BCI) provide an approach to systematically understand behaviour and facilitate the changes needed to disrupt the negative impacts and promote positive environmental impacts on our health. This policy brief explores how a BCI approach can improve outcomes by increasing understanding of behavioural and cultural determinants, and by creating more evidence-based and cost-effective policies and interventions to address environment and health challenges.	The North Wales RTP should use the framework and tools provided: Consideration 1: Explore the drivers and barriers influencing specific environment and health (EH)-related behaviours. Consideration 2: Use person-centred and participatory methods to design interventions for advancing positive EH-related behaviours. Consideration 3: Use rigorous techniques to evaluate the feasibility and effectiveness of EH-related interventions. Consideration 4: Use BCI to maximize support for EH policies among decision-makers and the public Consideration 5: Use BCI to tackle misinformation and science denialism about climate change and the environment.	Human health
Cycling and Green Jobs (2017)	This study represents the first attempt to collect evidence from cities in the pan-European region on the number of cycling-related jobs, using a standardized approach, and highlights the role that green and healthy jobs can play.	The North Wales RTP should take account of the relevant policy recommendations: a) Integration of cycling into broader urban transport systems b) Monitoring cycling activity to inform future decision-making c) Effectively collecting and using information on the employment benefits of cycling d) Understanding the contribution of cycling to tourism e) Positioning cycling and a means of achieving multiple SDGs	Human health, Transport, Economy

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
WHO (1999) Guidelines for Community Noise	These guidelines document the adverse health effects of noise.	The North Wales RTP should aim to improve the physical and mental health and well-being of the affected population and reduce health inequalities.	Noise Human health
WHO (2018) Making THE (Transport, Health and Environment) Link: Transport, Health and Environment Pan-European Programme (THE PEP) and the Sustainable Development Goals	Transport plays an essential role in our societies and economies. It provides access to jobs, education, services, amenities and leisure, while contributing to economic growth, jobs and trade. At the same time, it has an impact on the environment and human health. Healthy and sustainable transport policies can make a major contribution to the attainment of many of the Sustainable Development Goals and fulfilment of the 2030 Agenda for Sustainable Development. Since 2002, the Transport, Health and Environment Pan-European Programme (THE PEP), jointly serviced by the WHO Regional Office for Europe and the United Nations Economic Commission for Europe, has provided a unique intersectoral policy platform for Member States, and other stakeholders active in the pan-European region, to collaborate to integrate environment and health considerations into transport policies, and improve the integration of transport and urban planning. This publication presents an analysis of how Member States, working through THE PEP, can advance the 2030 Agenda on multiple fronts; and provides examples of how THE PEP can help.	The North Wales RTP should be aligned to the priority goals of The Transport, Health and Environment Pan-European Programme (THE PEP) and take note of the link to the SDGs and targets. 1. contribute to sustainable economic development and stimulate job creation through investment in environment- and health-friendly transport; 2. manage sustainable mobility and promote a more efficient transport system; 3. reduce emissions of transport-related greenhouse gases, air pollutants and noise; 4. promote policies and actions conducive to healthy and safe modes of transport; 5. Integrate transport, health and environmental objectives into urban and spatial planning policies.	Population (communities), Human health, Climatic factors, Air quality, Transport, Economy
Convention on the Conservation of European Wildlife and Natural Habitats (ETS No. 104)	The Convention aims to ensure conservation of wild flora and fauna species and their habitats. Special attention is given to endangered and vulnerable species, including endangered and vulnerable migratory species. Member parties are required to undertake appropriate measures to ensure the conservation of the habitats of the wild flora and fauna species. Such measures should be included in the Parties planning and development policies and pollution control, with particular attention to the conservation of wild flora and fauna.	The North Wales RTP should conserve and enhance wild flora and fauna species and associated habitat. This includes endangered species.	Biodiversity

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
European Landscape Convention	The European Landscape Convention (ELC) promotes the protection, management and planning of European landscapes and organises European co-operation on landscape issues. It is open for signature by member states of the Council of Europe as well as European non-member states. The ELC requires "landscape to be integrated into regional and town planning policies and in cultural, environmental, agricultural, social and economic policies, as well as any other policies with possible direct or indirect impacts on landscape".	The North Wales RTP should integrate landscape protection, management and planning and recognise the importance of landscape as an essential part of a sustainable future. This may take the form of place-based green infrastructure, landscape objectives based on understanding of societal values, or climate change adaptation. The Noth Wales RTP should protect and enhance the local distinctiveness of our landscapes and the historic environment and its setting	Land use and landscape

3. National plans, programmes and protection objectives

Table A.2 National (UK and Wales) plans, programmes and sustainability objectives

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
The Environmental Assessment of Plans and Programmes (Wales) Regulations 2004	This legislation set out the need for sustainability appraisal and strategic environmental assessment in relation to plan development.	The North Wales RTP must be assessed in accordance with the requirements of the European SEA Directive (2001/42/EC) and the implementing regulations for Wales.	All topics
Welsh Government (2024) Net Zero Wales	The second emissions reduction plan for Carbon Budget 2 (2021 to 2025) sets out the foundations to make Wales net zero by 2050. It includes a series of documents: • Welsh public sector carbon emissions 2023: net zero report • Welsh Government Net Zero strategic plan • 6 December 2022 Policy and strategy • Engagement approach around Climate Change 2022-26 • Public Sector Net Zero data and recommendations • Net Zero Wales Carbon Budget 2 (2021 to 2025) • Net Zero Wales: sustainability appraisal • 27 October 2021 Impact assessment • Working together to reach net zero: all Wales plan • Team Wales - Tackling the Climate Emergency Together: infographic	The North Wales RTP must take account of and actively contribute towards the relevant policies and strategies set out within Net Zero Wales.	Climatic Factors
Welsh Government (2021) Net Zero Wales Carbon Budget 2 (2021 to 2025)	This Net Zero Wales Plan represents outlines Wales's decarbonisation journey with a new net zero target. This Plan sets out 123 policies and proposals, alongside commitments and action across Wales. The polices are broadly set out under the following categories: • Across the UK • Electricity and heat generation • Transport • Residential buildings • Industry and business	The North Wales RTP should adhere to the policies set out in the Net Zero Wales Carbon Budget. In addition, it should take into account the Climate Change Commission's latest Risk Independent Assessment.	Biodiversity, Land use and landscape, Climatic factors, Infrastructure, Transport, Resources and waste, Economy.

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
	• Agriculture • Land use, land use change & Forestry • Waste management • Public sector		
HM Treasury (2021) Build Back Better: our plan for growth	Policy paper from HM Treasury published March 2021.A publication setting out the government's plans to support economic growth through significant investment in infrastructure, skills and innovation. In creating growth it also aims to drive levelling up of the whole of the UK, support the transition to Net Zero and support the vision for Global Britain.	The North Wales RTP should support the transition to net zero through implementing low carbon interventions, including nature based solutions. It should also support the levelling up agenda through supporting economic growth and targeting measures to support those who are most at risk and vulnerable.	Population (communities), Human health, Climatic Factors, Infrastructure, Transport, Economy.
HM Government (2017) Clean Air Strategy 2019	This strategy sets out the comprehensive actions required across all parts of government and society to improve air quality. The strategy sets out how the government will: • Protect the nation's health • Protect the environment • Secure clean growth and innovation • Reduce emissions from transport, homes, farming and industry • Monitor progress	The North Wales RTP should aim to not only reduce pollutants, but also to improve air quality as much as possible, particularly where air quality is poor, thus using Air Quality Management Areas to support prioritisation of interventions.	Air Quality, Population (communities) and Human health
Clean Growth Strategy	This strategy sets out proposals for decarbonising all sectors of the UK economy through the 2020s. It explains how the whole country can benefit from low carbon opportunities, while meeting national and international commitments to tackle climate change.	The North Wales RTP should consider how to decarbonise transport and seek to boost the carbon sequestration and natural capital of the associated land.	Climatic factors, Population (communities), Human health Economy, Transport.
HM Government (2008) Climate Change Act 2008	The Climate Change Act 2008 commits the UK to reducing GHG emissions by 'at least 100% below the 1990 baseline year' (net zero Greenhouse Gas emissions) by 2050. The Climate Change Act also requires the UK government to produce a National Adaptation Programme (NAP), setting out actions for government and others to adapt to the challenges of climate change in England over a five-year period. The devolved administrations produce their own programmes and policies.	The North Wales RTP should consider the full risks from climate change to understand what the challenges and opportunities are in relation to the Plan. It should ensure that it can be achieved within the annual carbon budgets, given that these are aligned with the carbon glide path of the Paris Agreement and ensure net zero operations by 2050.	Climatic factors
Defra (2023) Climate change:	The National Adaptation Programme (NAP) sets the actions that government and others will take to adapt to the impacts	The North Wales RTP should help contribute to the actions and targets outlined in the NAP3.	Air quality, Biodiversity, Climatic

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
Third national adaptation programme (2023 to 2028)	of climate change in the UK. The NAP3 sets out the key actions for 2023 to 2028. This report forms part of the 5-yearly cycle of requirements laid down in the Climate Change Act 2008. The key actions are focused around protecting the natural environment, supporting business in adapting to climate change, adapting our infrastructure, protecting buildings and their surroundings, protecting public health and communities and mitigating international impacts on the UK.	This includes helping mitigate impacts to infrastructure from flooding and supporting restoration and enhancement of the natural environment to increase its resilience to the effects of climate change. For example through using nature-based solutions to help reduce society's vulnerability to climate risk and contribute to species recovery by providing more high-quality habitat for wildlife. The North Wales RTP should also help support health and wellbeing, and heritage actions outlined in the NAP, such as through providing green infrastructure that can help reduce overheating, and reducing flood risk of heritage assets.	factors, Cultural heritage, Economy, Land use and Landscape , Population (communities) and human health
HM Government (2000) Countryside and Rights of Way Act 2000	The Act deals with changes to access to the countryside. This includes open access land, Public Rights of Way, strengthening nature conservation measures and wildlife protection and Areas of Outstanding Natural Beauty.	Three AONBs are located within the North Wales Region. The North Wales RTP should ensure that it does not deter or detract from the natural beauty of the area and look to enhance this (additional information is provided for each AONB Management Plan within the table of regional and local policies).	Biodiversity, Infrastructure, Transport, Land use and landscape , Population (communities) and human health
HM Government (2010) Flood and Water Management Act 2010	The Act provides for better flood risk management for people, homes and businesses, whilst also addressing the threat of water scarcity and protecting the affordability of water drainage charges and protects water supplies to the consumer.	The North Wales RTP should comply with the requirements of the Act to help reduce risk of flooding to people, properties and infrastructure.	Population (communities), human health, Water environment
HM Government (2021) Net Zero Strategy: Build Back Greener	The UK Government's Net Zero Strategy sets out the Government's long-term plan to reduce greenhouse gas emissions to 1990 level and end the U''s domestic contribution to man-made climate change by 2050. Four key principles set out the approach to achieving the target: 1. We will work with the grain of consumer choice 2. We will ensure the biggest polluters pay the most for the transition 3. We will ensure that the most vulnerable are protected through government support	The North Wales RTP should be committed to reducing greenhouse gas emissions. The RTP should particularly support the principle of protecting those that are most vulnerable to climate change.	Climatic factors. Population (communities) and human health

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
	4. We will work with businesses to continue delivering deep cost reductions in low carbon tech The strategy sets out policies and proposals for future 5-yearly carbon budgets, the Nationally Determined Contribution and a vision for a decarbonised economy in 2050. Policies and proposals in the Net Zero Strategy include: trebling woodland creation rates in England, restoring 280,000 ha of peat and delivering more than 300 walking and cycling schemes.		
Planning (Listed Buildings and Conservation Areas) Act 1990	The Planning (Listed Buildings and Conservation Areas) Act is a UK Act of Parliament introduced in 1990 that changed laws relating to the granting of planning permission for building works, with a particular focus on listed buildings and conservation areas. It created special controls for the demolition, alteration or extension of buildings, objects or structures of particular architectural or historic interest, as well as conservation areas. In Wales, this Act has been amended by the Historic Environment (Wales) Act 2016.	The Noth Wales RTP should be developed to ensure that it does not cause adverse impacts to listed buildings or conservation areas.	Cultural heritage
The Conservation of Habitats and Species Regulations 2017	A plan or project may require an Appropriate Assessment, as set out in the Conservation of Habitats and Species Regulations 2017 (as amended), if it is considered likely to have significant effects on a site defined in the legislation, including candidate SACs, Sites of Community Importance, SACs, SPAs, Ramsar and any relevant Marine Sites. Regulation 63 of the Habitats Regulations 2017 states that any plan or project not directly connected with, or necessary to, the management of a European site, but which would be likely to have a significant effect on such a site, either individually or in combination with other plans or projects, must be subject to appropriate assessment of its implications for the European site in view of its conservation objectives.	There is potential for the North Wales RTP to affect SAC, SPA, Ramsar and other designated sites. The North Wales RTP should therefore undertake a HRA screening and appropriate assessment. The IWBA will take account of the findings of an appropriate assessment.	Biodiversity, Water environment

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
	Regulation 63 of the Habitats Regulations 2017 states that consent should only be granted for a plan or project once the relevant competent authority has ascertained that that it will not adversely affect the integrity of European sites.		
HM Government (2010) Equality Act 2010	The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society, whilst increasing equality of opportunity. The Act sets out who is protected from discrimination (nine protected characteristics), the types of discrimination under the law and what action one can take if one feels unfairly discriminated against in a range of scenarios, for example, in relation to services, education, premises and employment. Section 149 of the Act sets out the Public Sector Equality Duty ('the Duty'). This requires that public bodies have due regard to the need to: Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under the Act. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.	The North Wales RTP will have due regard to the Public Sector Equality Duty identifying where any outcomes result in benefits or disbenefits that have disproportionate or differential impacts on protected characteristic groups within local communities.	Population (communities) and Human health
HM Government (2018) The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy	The Road to Zero Strategy sets out long-term ambitions and policies built around a core mission: to put the UK at the forefront of the design and manufacturing of zero emission vehicles and for all new cars and vans to be effectively zero emission by 2040.	The North Wales RTP must support the policies set out within the strategy.	Climatic factors, Transport.
Environment Act 2021	This UK law sets out the framework for environmental governance, waste and resource efficiency, air quality, water, nature and biodiversity. It establishes the Office for Environmental Protection, environmental targets, producer responsibility, storm overflows biodiversity gain and conservation.	The North Wales RTP must meet or exceed the requirements set out within the Act.	All topics

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
HM Government (2018) A Green Future: Our 25 Year Plan to Improve the Environment	This 25 Year Environment Plan sets out government action to help the natural world regain and retain good health. It aims to deliver cleaner air and water in our cities and rural landscapes, protect threatened species and provide richer wildlife habitats. It calls for an approach to agriculture, forestry, land use and fishing that puts the environment first. The plan commits to sustainable development, clean growth and increased resource efficiency. By adopting this Plan we will achieve: 1. Clean air. 2. Clean and plentiful water. 3. Thriving plants and wildlife. 4. A reduced risk of harm from environmental hazards such as flooding and drought. 5. Using resources from nature more sustainably and efficiently. 6. Enhanced beauty, heritage and engagement with the natural environment. In addition, we will manage pressures on the environment by: 7. Mitigating and adapting to climate change. 8. Minimising waste. 9. Managing exposure to chemicals. 10.Enhancing biosecurity.	The north Wales RTP must meet the objectives and policies set out within the 25 Year Environment Plan.	All topics
Welsh Government (2021) Llwybr Newydd: the Wales transport strategy 2021	The new strategy sets out the vision for how the transport system can help to deliver the priorities for Wales, helping to put Wales on a pathway to creating a more prosperous, green and equal society. The vision is to create an accessible, sustainable and efficient transport system. These are the three headline priorities for the next five years. Priority 1: Bring services to people in order to reduce the need to travel;	This is the primary policy of importance that will shape the North Wales RTP. It must actively support its strategic direction, objectives and priorities to deliver across different transport modes and sectors.	All topics

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
	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. The short-term priorities are designed to contribute to the four long-term, well-being ambitions over the next twenty years. These ambitions show how Walsh Government wants transport to contribute to the wider Welsh Government ambitions and to the goals in the Well-being of Future Generations (Wales) Act 2015. The well-being ambitions are: • Good for people and communities (including equality, health, and confidence and safety) • Good for the environment (including greenhouse gas emissions, Biodiversity and ecosystem resilience and waste) • Good for the economy and places in Wales (including Cohesive communities, Innovation, The distribution of goods, Affordability) • Good for culture and the Welsh language (including The Welsh language, Arts, sport and culture and Historic environment)		
Welsh Government (Transport for Wales) (2023) National transport delivery plan 2022 to 2027	This sets out the programmes, projects and policies to deliver Llwybr Newydd, the new Wales transport strategy.	This is a primary policy of importance that will shape the North Wales RTP. It must actively support the programmes, projects and policies within the national delivery plan to ultimately deliver Llwybr Newydd, the new Wales transport strategy.	All topics
Natural Resources Wales Marine Area Statement	This statement is one of a series of seven Area Statements that have been prepared for the whole of Wales to help solve a range of complex challenges that society, and the natural environment, now face.	The North Wales RDP will need to ensure alignment with the need to protect the marine environment and ecosystems and nature-based solutions and adaptation.	Biodiversity Population (communities) and human health

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
	The Welsh Marine Area Statement covers the inshore waters of Wales extending out 12 nautical miles and making up 43% of the Welsh territory. The Statement recognises that the seas and coasts offer a number of incredibly valuable natural resources to the people of Wales. With over 60% of the population of Wales living or working at the coast, marine industries including tourism are incredibly important to our economy. The marine area around Wales Is home to a diverse array of species and habitats. The three identified themes include: • Building resilience of marine ecosystems • Nature-based solutions and adaptation at the coast • Making the most of marine planning		Water environment, Economy
Climate Change (Interim Emissions Targets) (Wales) (Amendment) Regulations 2021	These Regulations make amendments to the Climate Change (Interim Emissions Targets) (Wales) Regulations 2018, which set the interim emissions targets under Part 2 of the Environment (Wales) Act 2016. The Act requires Welsh Ministers to meet targets for reducing emissions of greenhouse gasses from Wales. In addition to increase the current 2050 target of 80% lower than the baseline to at least 100% ('net zero') (as outlined in The Environment (Wales) Act 2016 (Amendment of 2050 Emissions Targets), it increases the 2030 and 2040 interim targets to 63% and 89% respectively.	The North Wales RTP should contribute to helping Wales achieve its climate change targets through exploring the use of nature based solutions and low carbon alternatives to help reduce emissions and sequester carbon.	Climatic factors
Welsh Government (2024) Sustainable transport in rural areas: guidance for regional transport planning	This guidance is for local authorities, corporate joint committees (CJCs) and other organisations involved in improving rural transport. Welsh Government want rural communities in Wales to have sustainable and accessible public transport that connects with the services, employment, cultural, social,	The North Wales RTP must be aligned with the shorter and longer term goals within the guidance.	Transport, Population (communities),

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
	leisure and education opportunities to enable them to thrive, whilst also meeting our climate change goals. It looks at different ways to meet rural transport needs without relying on the car, including learnings from other countries. It looks at how to make it a reality for rural Wales.		
Welsh Government (2019) Climate Emergency Declaration	In April 2019, the Welsh Environment Minister declared a climate emergency in Wales. The declaration sends a clear signal that the Welsh Government will not allow the process of leaving the EU to detract from the challenge of climate change, which threatens Wales's health, economy, infrastructure and Wales's natural environment.	The North Wales RTP should help reduce the impact of climate change on the environment, society and the economy. It should also explore the use of low carbon alternatives and measures that sequester carbon (such as habitat creation) to help reduce carbon emissions associated with the RTP and its contribution to carbon budgets.	Climatic factors
Environment (Wales) Act (2016)	The Environment (Wales) Act 2016 requires the 'sustainable management of natural resources' and sets out a framework to ensure this is a core consideration in decision making, including the State of Natural Resources Report (SoNARR) and a Natural Resources Policy (NRP). The NRP sets three national priorities for managing Wales's natural resources: • Delivering nature-based solutions • Increasing renewable energy and resource efficiency; and • Taking a place-based approach. The Environment (Wales) Act (2016) also sets a legal target of reducing greenhouse gas emissions in Wales by at least 80% in 2050.	The North Wales RTP should support the sustainable management of natural resources in accordance with the Act.	Biodiversity, Climatic factors , Land use and Landscape , Resources and waste
Historic Environment (Wales) Act 2016	The Historic Environment (Wales) Act 2016 made a number of important amendments to the Planning (Listed Buildings and Conservation Areas) Act 1990. This includes in relation to consultation and interim protection, temporary stop notices, extending the scope of urgent works notices, applications for certificates of immunity from listing and heritage partnership agreements.	The north Wales RTP should adhere to the requirements outlined in the Act.	Cultural heritage

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
National Landscape Character Areas (Wales)	The National Landscape Character Areas report recognises landscape character, and the natural resources and cultural heritage that defines them. NLCAs are defined at a broad landscape scale throughout Wales. The descriptive profiles for the 48 individual character areas highlight what distinguishes one landscape from another, with reference to their regionally distinct natural, cultural and perceptual characteristics.	The North Wales RTP should have regard for the influences on the National Landscape Character Areas.	Land use and landscape
Welsh Government (2017) Natural Resources Policy	The focus of this Natural Resources Policy (NRP) is on improving the way Wales manages its natural resources. The three national priorities for the management of Wales's natural resources are: • Delivering nature-based solutions • Increasing renewable energy and resource efficiency and, • Taking a place-based approach.	The North Wales RTP should adhere to the policies set out to help improve the management of natural resources in Wales. This should include through taking a place-based approach to delivering nature-based solutions and increasing renewable energy and resource efficiency.	Biodiversity, Land use and landscape, Resources and waste
Natural Resources Wales (2020) The National Peatland Action Programme 2020-2025	The National Peatland Action Programme is a 5 year plan of peatland restoration in Wales. The National Peatland Action Programme has six priorities: • Peatland erosion • Peatland drainage • Sustainable management of blanket peats • Sustainable management of lowland peats • The restoration of afforested peatlands • The gradual restoration of our highest carbon-peatlands	The North Wales RTP should align opportunities for peatland protection and restoration with those opportunities and priorities identified by the programme.	Land use and Landscape, Biodiversity, Water environment Climatic factors
Natural Resources Wales Flood Risk Management Plan 2023 to 2029: National Overview	This Flood Risk Management Plan outlines NRW's priorities and proposed actions across Wales from 2023 to 2029, for the areas of flooding for which NRW have lead responsibilities. The plan's objective is to reduce the risk to people and communities from flooding from main rivers, reservoirs and the sea. To achieve this, NRW have set out 14 priorities including: • Responding to the climate and nature emergencies by seeking innovative practices, promoting adaptation and preparing for future change.	The North Wales RTP should align with the priorities identified by the plan. This includes through responding to the climate and nature emergencies, creating resilience, promoting and implementing nature-based solutions and implementing opportunities for enhancement and provision of wider benefits, such as to health and wellbeing, biodiversity and the environment.	Climatic factors, Population (communities), Juman health, Water environment, Biodiversity

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
	• Developing and delivering catchment approaches to reduce flooding and contribute to ecosystem resilience, working with partners and stakeholders where possible and appropriate. • Improving community resilience to current and future flood risk. Working with partners to support communities to become more aware and take action to mitigate their own flood risk. • Seeking and taking opportunities for enhancement to the health and wellbeing of communities, biodiversity and the environment, and the wider benefits they provide, to support NRW's response to the Nature Emergency. • Increasing resilience of flood risk management assets, to reduce the impacts of current and future flood risk. • Promoting, supporting and implementing nature-based solutions where appropriate to reduce the risk and impacts of flooding and to deliver wider ecosystem benefits. • Undertaking our strategic oversight role to understand all sources of flood risk on a national basis to inform investment and optimise how we plan work including with other partners.		
Natural Resources Wales: Our corporate plan to 2030–- Nature and People Thriving Together	This document outlines Natural Resources Wales's mission, values and objectives to help reach the vision of a Wales where nature and people thrive together. The three objectives outlined in the plan are: • Nature is recovering • Resilience to climate change • Minimising pollution through sustainable management of natural resources. These objectives are supported by a series of actions that will be implemented to help achieve them and the overarching vision for 2030.	The North Wales RTP should contribute towards all the goals outlined in the plan, supporting nature to recover, creating communities that are resilient to climate change and minimising pollution. The RTP should incorporate actions outlined in the plan, including measures to protect and restore nature, valuing nature in the decision-making process, reconnecting people and nature, scaling up delivery of nature based solutions, adapting to the risks and impacts of climate change, reducing carbon emissions, making nature and communities resilient to	Air quality, Biodiversity, Climatic factors , Ground conditions (geology and soils), Land use and landscape, Population (communities), Human health, Resources and waste, Water environment

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
		climate change and taking action to minimise pollution.	
Welsh Government (2024) Planning Policy Wales (PPW) Edition 12 (2024)	PPW sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation and resultant duties such as the Socio-economic Duty. PPW themes include: • Strategic & Spatial Choices • Active & Social • Productive & Enterprising • Distinctive & Natural The PPW sets out the need to for greater protection and enhancement of the environment. This includes green infrastructure assets and networks, including through undertaking green infrastructure assessments, providing net benefit for biodiversity, and greater protection of designated sites. It also sets out the 'Sustainable transport hierarchy', to guide decisions about new infrastructure and give priority to walking and cycling and public transport followed by ultra-low emissions and finally private vehicles.	The North Wales RTP should adhere to the land use planning policies set out in the PPW. This should include protecting and enhancing the environment, supporting the creation of accessible and healthy environments and green infrastructure, promoting economic activity and helping to unlock land for development.	All topics
Welsh Government (2017) Planning Policy Wales Technical Advice Note 24: The Historic Environment	The purpose of this Technical Advice Note (TAN) is to provide guidance on how the planning system considers the historic environment during development plan preparation and decision making on planning and Listed Building (LBC) applications. This TAN provides specific guidance on how the following aspects of the historic environment should be considered: • World Heritage Sites • Scheduled monuments • Archaeological remains	The North Wales RTP should implement best practice guidance outlined int the TAN to ensure heritage assets are protected and enhanced, including built assets, historic landscapes and buried archaeology.	Cultural heritage, Land use and landscape

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
	• Listed buildings • Conservation areas • Historic parks and gardens • Historic landscapes • Historic assets of special local interest		
Technical Advice Note 15: Development and Flood Risk	The TAN provides technical guidance which supplements the policy set out in Planning Policy Wales in relation to development and flooding. It advises on development and flood risk as this relates to sustainability principles and provides a framework within which risks arising from both river and coastal flooding, and from additional run-off from development in any location, can be assessed.	The North Wales RTP should aim to reduce the impacts of flooding on at risk communities, infrastructure and development. It should also incorporate measures to increase land available that is suitable for development, in line with the criteria and guidance outlined in the advice note.	Water environment, Ground conditions (geology and soils)
Technical Advice Note 5: Nature Conservation and Planning	The Technical Advice Note provides advice about how the land use planning system should contribute to protecting and enhancing biodiversity and geological conservation. This includes advice on sustainability appraisal and the strategic environmental assessment of development plans.	The North Wales RTP should implement best practice guidance outlines in the TAN to help ensure biodiversity is protected and enhanced. This includes providing biodiversity net gain and implementing measures to help species and habitats be more resilient to the effects of climate change.	Biodiversity, Ground conditions (geology and soils)
Welsh Government (2019) Prosperity for All: A Climate Conscious Wales	Prosperity for all: A Climate Conscious Wales is the Welsh Government's 5 year plan to adapt to the impacts Wales may face from climate change. The document aims to raise awareness of climate adaptation and offers knowledge and best practice to improve climate resilience.	The North Wales RTP should incorporate climate resilience.	Climatic factors, Population (communities) and Human health
The Air Quality Standards (Wales) Regulations 2010	The ambient air quality standards and objectives are given statutory backing in Wales through the Air Quality Standards (Wales) Regulations 2010. These Regulations seek to control human exposure to pollutants in outdoor air to protect human health and the environment by requiring concentrations to be within specified limit values. These Air Quality Standards Regulations set 'limit values', 'target values' and 'long-term objectives' for ambient concentrations of the pollutants	The North Wales RTP should adhere to The Air Quality Standards (Wales) Regulations, minimising air pollutions for the full lifecycle of interventions and their indirect impacts as well.	Air Quality, Biodiversity, Population (communities) and Human health
Welsh Government (2021) Future Wales: The National Plan 2040	The National Plan 2040 outlines the Welsh Government's twenty year plan for shaping the future growth and development of Wales. The development plan includes a strategy for addressing key national priorities through the	The North Wales RTP should support Welsh Government's National Plan. This includes supporting sustainable growth, investing in infrastructure to mitigate the impacts of	All topics

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
	planning system including sustaining and developing a vibrant economy, achieving decarbonisation and climate resilience, developing strong ecosystems and improving the health and well-being of communities. The plan sets out 11 goals for the next 20 years. These include: • A Wales where people live and work In connected, inclusive and healthy places that everyone can be a part of. • A Wales where places manage natural resources and reduce pollution. • A Wales where there are biodiverse, resilient and connected ecosystems. The plan supports "growth of the right thing”" i.e. development in town and city centres that supports people's health and wellbeing such as green infrastructure, and "more green infrastructure" to protect and enhance biodiversity. Plans should value and protect nature, find areas to protect or turn into places for ecosystems and include more green infrastructure. Policies include: • Policy 1 – Where Wales will grow • Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking • Policy 3 – Supporting Urban Growth and Regeneration – Public Sector Leadership • Policy 8 – Flooding • Policy 9 – Resilient Ecological Networks and Green Infrastructure • Policy 15 – National Forest • Policy 25 – Regional Growth Areas – Mid Wales • Policy 26 – Growing the Mid Wales Economy	flooding, promoting the use of nature based solutions, enhancing biodiversity, increasing woodland cover and supporting the economic growth of North Wales.	
Welsh Government (2020) The Nature	The Nature Recovery Action Plan for Wales has been refreshed to take into account the growing evidence around	The North Wales RTP should positively contribution to each of the objectives of the	Biodiversity, Climatic factors

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
Recovery Action Plan for Wales 2020 - 21	the scale of the loss of biodiversity and the changing policy context in Wales. This includes the legislative framework and the Natural Resources Policy, the expected impacts of the UK's exit from the EU, the escalating ecological crisis and the need to respond urgently to that alongside the response to the climate emergency. The refreshed plan has five themes for action: • Aligning the responses to the climate emergency with the biodiversity crisis • Addressing the post EU exit funding gap for Agri-environment measures • Providing spatial direction for targeting action for biodiversity • Improving the condition of the Protected Sites Network • Exploring new and sustainable funding mechanisms for biodiversity action.	NRAP, including through embedding biodiversity in decision making, safeguarding species and habitats of principal importance, increasing resilience and restoring natural habitats, talking pressure on habitats.	
National Assembly for Wales (2015) Well-being of Future Generations (Wales) Act 2015)	This primary legislation focuses on improving the social, economic, environmental and cultural well-being of Wales. The Act sets out the following seven goals, and makes clear that the listed public bodies must work to achieve all of them: • A Prosperous Wales – low carbon society, recognising planetary limits, efficient use of resources. • A Resilient Wales – maintain and enhance biodiverse natural environment, healthy functioning ecosystems that support resilience and adaptability. • A More Equal Wales – fulfilled potential no matter the background or circumstances. • A Healthier Wales – physical and mental well-being maximised. • A Wales of Cohesive Communities – attractive, viable, safe and well-connected communities.	The North Wales RTP must actively support the seven goals outlined in the Act. This should include incorporating measures to enhance the natural environment, support wellbeing and reduce inequalities, create safe communities and protect Welsh heritage.	All topics

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
	• A Wales of Vibrant Culture and Thriving Welsh Language – promote and protect Welsh language, heritage and culture. • A Globally Responsible Wales – positive contribution to global well-being. The Act requires public bodies to implement five key ways of working in its future decision making: looking to the long-term; taking an integrated approach; involving a diversity of the population; working with others in a collaborative way; and understanding the root causes of issues to prevent them from occurring.		
Welsh Government (2018) Woodlands for Wales: Strategy	The strategy outlines Welsh Government's vision and targets for Wales's trees, woodlands and forest. It is built around four strategic themes: • Responding to climate change • Woodlands for people • A competitive and integrated forest sector • Environmental quality The strategy acknowledges that woodlands and trees can contribute to water and soil management at a local and catchment level.	The north Wales RTP should consider the goals of this plan when exploring afforestation interventions, ensuring that woodland creation is guided by the objectives in this strategy and by the need to protect semi-natural habitats, historic features and characteristic landscapes.	Biodiversity, Ground conditions (soil and geology), Population (communities), human health, Resources and waste, Water environment, Climatic factors.
Welsh Government (2023) Town centres: position statement	Two thirds of Wales's population live in towns or cities with more than 10,000 people. This statement sets out the challenges faced by towns as well as the actions the Welsh Government will take to set the foundations for change and enable local delivery to develop its town centres as locations for a range of services, economic enterprise, employment and to be connected communities. Since the publication of Future Wales in 2021, Town Centre First has been a development plan policy requirement in Wales. It is also a cross cutting principle embedded in the Wales Infrastructure Investment Strategy.	The north Wales RTP should aim to deliver on the policies set out in the position statement to address the challenges faced by town centres and help to reinvigorate them.	Transport, Economy, Population (communities)

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
National Assembly for Wales (2011) Welsh Language (Wales) Measure 2011	The Welsh Language (Wales) Measure 2011 (the Measure) modernises the legal framework regarding the use of the Welsh language in the delivery of public services. It includes provision about the official status of the Welsh language and establishes the office of the Welsh Language Commissioner.	The North Wales RTP should contribute towards the future well-being of the Welsh language.	Population (communities), Cultural heritage
National Assembly for Wales (2011) Rights of Children and Young Persons (Wales) Measure 2011	A MEASURE of the National Assembly for Wales to make provision for and in connection with giving further effect in Wales to the rights and obligations set out in the United Nations Convention on the Rights of the Child; and for connected purposes.	The North Wales RTP should fully consider the rights and obligations set out in the United Nations Convention on the Rights of the Child and the Rights of Children and Young Persons (Wales) Measure 2011.	Population (communities)
Welsh Government (2020) The Clean Air Plan for Wales; Healthy Air, Healthy Wales (updated 2023)	The aim of the Clean Air Plan for Wales is to improve air quality and reduce the impacts of air pollution on human health, biodiversity, the natural environment and the economy. This Plan supports delivery of commitments under Prosperity for All: the national strategy. In particular, 'reducing emissions and delivering vital improvements in air quality' to support 'healthier communities and better environments'. It includes ambitions to meet and where possible exceed requirements set down in UK and international guidance and legislation. The Plan sets out a 10-year pathway to achieving cleaner air. It is structured around four core themes, with actions to enable collaborative approaches to reducing air pollution. • 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	The North Wales RTP should support delivery of the actions and commitments within the Clean Air Plan.	Air quality, Population (communities), Human health Biodiversity, Climatic factors, Economy, Land use and landscape

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
	emissions, supporting a cleaner and more prosperous Wales • Place: Creating sustainable places through better planning, infrastructure and transport. The themes were designed through the lens of the Well-being of Future Generations Act to enable collaborative and integrated approaches to improving air quality, across a range of policy areas and sectors. The timescales for delivering actions are framed within three Senedd periods, short term: 2020 to 2021, medium term: 2021-26 and longer term: 2026-2031.		
Welsh Government (2021) Wales Infrastructure Investment Strategy 2021	The Wales infrastructure investment strategy 2021 (WIIS) sets out the Welsh Government's 10 year vision of the outcomes that investment in infrastructure should enable. There are several cross cutting principles, including tackling the climate and nature emergency, embedding social justice, resilience to future trends. It also focusses on Environmental Well-Being, Social Well-Being, Economic Well-Being and Cultural Well-Being.	The North Wales RTP should support delivery of the principles and commitments within the Strategy.	Climatic factors, Economy, Biodiversity, Population (communities) and Human health
Welsh Government (2021) Active Travel Act Guidance	Active travel is a key priority in the Welsh Transport Strategy – Llwybr Newydd – and is identified at the top of the sustainable transport hierarchy that guides all of Wales's transport activities.	The Wales RTP should prioritise Active Travel in accordance with the vision and priorities set out in the Guidance.	Population (Communities), Human Health
Transport for Wales Climate adaptation and resilience plan	This plan supports Welsh Government to create a "Resilient Wales" by ensuring TfW networks are adapted to withstand the impacts of future climate change. Creating resilience will underpin the successful delivery of the six other well-being goals, set out in the Well-being of Future Generations (Wales) Act 2015	The North Wales RTP must ensure the existing network and any new infrastructure is resilient to future climatic conditions.	Climatic factors, Transport
Welsh Government (2018) Noise and Soundscape Action	Under the Environmental Noise Regulations, the Welsh Ministers have an obligation to draw up action plans for places near major roads and major railways, and for	The North Wales RTP should contribute to minimising noise associated with transport, especially at the most sensitive locations.	Noise, Population (communities), Human health

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
Plan for Wales 2018-2023	agglomerations. The Regulations apply to environmental noise to which humans are exposed in particular in built-up areas, in public parks or other quiet areas in an agglomeration, and near schools, hospitals and other noise-sensitive buildings and areas. The noise action plan for Wales sets out what Welsh Government is doing to manage the impact of noise, and is updated every 5 years. It contains the following sections of particular relevance: • Integrating noise and air quality policy • Planning for new development • Tranquil green space in the built environment • Road traffic noise in Wales • Railway noise in Wales Note that a new Soundscape Action Plan for Wales for the period 2023-2028 is out for consultation at the time of this review)		
Welsh Government (2023) Draft Noise and Soundscape Plan for Wales 2023-2028	(consultation document June 2023) 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 contains various policies. The following Sections are of particular relevance: • Section 3 Considering soundscapes when planning new development • Section 4 Considering soundscapes in air quality management • Section 5 Considering soundscapes as we decarbonise our society • Section 6 Natural soundscapes • Section 7 Managing the sounds of transportation	The North Wales RTP should align with the Soundscape Plan in relation to transportation noise. The North Wales RTP could contribute towards reducing transportation noise, for example by promoting electric vehicles and trains, which are much quieter than traditional engines.	Noise, Population (communities), Human health, Air quality, Climatic factors, Transport

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
	• Section 10 Welsh Government priorities for the next five years (including Planning, Air quality and Transport)		

4. Regional plans, programmes and protection objectives

Table A.3 Regional plans, programmes and sustainability objectives

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
North Wales			
Natural Resources Wales (NRW) Forest Resource Plans (for North West Wales and North East Wales (for named forests))	The forest resource plans are core management documents used on the Welsh Government's Woodland Estate. They lay out proposals for the future management of a woodland in accordance with current policy and practice. The plans are forest-specific and outline objectives for their management and opportunities such as those in relation to timber production, biodiversity, habitat creation and restoration, water quality, flood risk, heritage, landscape and recreation.	The North Wales RTP should align with the relevant Forest Resource Plans and objectives identified for the forests located within the plan area and incorporate those opportunities identified in the plans, where appropriate, as part of the strategy.	Biodiversity, Ground conditions (geology and soils), Population (communities), Human health, Resources and waste, Water environment, Land use and landscape, Climatic factors, Cultural heritage
Natural Resources Wales North East Wales Area Statement and North West Wales Area Statement	Area Statements outline the key challenges facing that particular locality, what can be done to meet those challenges, and how-to better manage natural resources for the benefit of future generations. The Statements are a response to the Natural Resources Policy (2017). The role of the Area Statements are to coordinate existing measures and enable new initiatives. The North East Wales Area Statement covers the counties of Denbighshire, Flintshire and Wrexham and outlines five themes: • Climate emergency: resilience and adaptation • Develop and improve urban/rural green infrastructure • Increasing woodland cover for social, environmental and economic benefits • Promoting the resilience of ecosystems in maintaining and enhancing biodiversity	The North Wales RTP should incorporate measures to help tackle the challenges identified in the Area Statements and climate change more broadly, incorporating measures identified in the statements.	Climatic factors, Air quality, Biodiversity, Economy, Ground conditions (geology and soils), Land use and landscape, Population (communities), Human health, Resources and waste, Water environment

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
	• Protecting water and soil through farming and sustainable land management The North West Wales Area Statement covers extensive upland and coastal areas, together with intervening lowlands and settlements, including Snowdonia National Park, Conwy, the Llŷn Area of Outstanding Natural Beauty (AONB) and the Isle of Anglesey, whose coast is mostly included in the Anglesey AONB. Two crosscutting themes were identified as: • Ways of working; and • Climate and nature emergency Other themes include: • Reconnecting people with nature • Encouraging a sustainable economy • Supporting sustainable land management • Opportunities for resilient ecosystems Each theme outlines what success would look like and outlines further opportunities and projects to deliver the themes.		
Welsh Government (2022) North Wales Regional Economic Framework	The stated mission of the framework is to start creating innovative opportunities to ensure we protect and enhance our natural environment whilst also allowing communities to thrive. The framework is based on the principles of a Wellbeing economy (social and community wellbeing, the low carbon and low emissions economy and the experience economy). It identifies the following priorities, framed in the context of a whole systems approach to facilitate decarbonisation of the economy, adapting and mitigating to climate change and to improve the resilience of ecological networks:	The North Wales RTP should incorporate measures to help support the priorities identified in the framework, incorporating measures identified.	Climatic factors, Air quality, Biodiversity, Economy, Ground conditions (geology and soils), Land use and landscape , Population (communities), Human health Resources and waste, Water environment

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
	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 our future generations 7. Connectivity (transport and digital) 8. Leverage benefits of public sector 9. Low carbon energy 10. Food and Drink Industry		
North Wales Economic Ambition Board (2016) A Growth Vision for the Economy of North Wales	This is a single, joined-up vision for economic and employment growth for North Wales. It will be achieved through collaboration and partnership working, with a strong private sector involvement and a "Team North Wales" approach, building close economic relationships with neighbouring areas. It will also create the conditions to support the delivery of the UK Governments' National Infrastructure priorities in North Wales, particularly Wylfa Newydd (nuclear power station) and the rail modernisation project from Crewe to Holyhead, which will include electrification. Our ambition for North Wales in 2035 is put forward in section 2, with sections 3 and 4 setting out our Strategy and Action Plan of projects to deliver growth and enable the private sector to invest and boost productivity.	The North Wales RTP should incorporate measures to help support the ambition for North Wales in 2035 and take account of the Strategy and Action Plan of projects set out.	Economy, Transport, Population (communities), Human health, Land use and landscape
Natural Resources Wales Flood Risk Management Plan: North East Wales Place	This document forms part of the Wales-wide Flood Risk Management Plan (FRMP) and sets out more detailed information in relation to the North East Wales place region, which covers the Local Authorities of Denbighshire, Flintshire and Wrexham.	The North Wales RTP should support the delivery of the plan through incorporating measures to reduce flood risk to those communities and assets identified as at risk and aligning with the delivery plan for the area.	Economy, Infrastructure, Transport, Population (communities), Human health, Water environment, Land use and landscape, Ground

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
	It identifies six communities most at risk of flooding within the region. In addition to this, it also highlights transport infrastructure, agricultural land and environmental designations at risk of current and future flooding. The document outlines a delivery plan for the area help manage the risk of flooding.		conditions (geology and soils)
Natural Resources Wales Flood Risk Management Plan: Northwest Wales Place	This document forms part of the Wales wide Flood Risk Management Plan (FRMP) and sets out more detailed information in relation to the Northwest Wales place region, which covers the Local Authorities of Conwy, Isle of Anglesey and Gwynedd. It identifies six communities most at risk of flooding within the region. In addition to this, it also highlights transport infrastructure, agricultural land and environmental designations at risk of current and future flooding. The document outlines a delivery plan for the area help manage the risk of flooding.	The North Wales RTP should support the delivery of the plan through incorporating measures to reduce flood risk to those communities and assets identified as at risk and aligning with the delivery plan for the area.	Economy, Infrastructure, Transport, Population (communities), Human health, Water environment, Land use and landscape, Ground conditions (geology and soils)
North Wales Joint Local Transport Plan 2015 (adopted 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 Plan also includes a wide range of schemes and interventions for delivery. Section Two: provides a review of the policies and priorities established for the region; Section Three: sets out the vision for the LTP; Section Four: sets out the issues and opportunities for transport in North Wales (including issues related to climate change, connectivity, and the economy and jobs);	The vision, outcomes and high-level interventions from the LTP should be reviewed during the process of development the North Wales RTP.	Climatic factors, Economy, Transport, Infrastructure, Population (communities), Human health,

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
	Section Five: establishes the outcomes sought and the higher level interventions and schemes to achieve the outcomes; Section Six: provides the five year programme of schemes for 2015-2020 to deliver each higher level intervention; Section Seven: provides an indicative programme of schemes for 2020-2030 and an overview of medium and longer term interventions; Section Eight: considers the statutory checks that have been undertaken as part of the preparation of the plan; Section Nine: identifies the process of consultation undertaken to develop the LTP; and Section Ten: sets out the framework for monitoring and evaluation.		
Llŷn Peninsula Area of Outstanding Natural Beauty (AONB) Management plan 2015-2020	The Llŷn Peninsula is a natural extension of Snowdonia. Around a quarter of the peninsula is an AONB which includes superb, unspoilt coastal scenery, long-extinct volcanic peaks and Iron Age forts. The special qualities of the Llŷn AONB include: • Landscape and coast • Tranquillity and a clean environment • A wealth of wildlife • The Historic environment • The Welsh Language and Culture • People and close-knit communities • Local produce and rural businesses • Rights of way and access The four basic principles are defined as:	The North Wales RTP must take account of and actively support the visions and principles set out in regard to the special qualities of the AONB. It should also increase accessibility to the AONB.	Air quality, Biodiversity, Climatic factors, Economy, Infrastructure, Transport, Population (communities), Human health,Land use and landscape, Cultural heritage, Ground conditions (geology and soils), Water environment, Noise, Resources and waste

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
	• Preserve, maintain and where appropriate restore features which make Penrhyn Llŷn special and unique. • Take steps to promote sustainable development and prepare for future climate change. • Identify, promote and develop an appreciation of the environmental services and benefits provided by AONB. • Support the people and communities who work and live in Llŷn and encourage involvement in AONB activities and the area's future.		
Anglesey AONB Management Plan 2023-2028	Most of Anglesey's coast, from South Stack in the west to Puffin Island in the east, is an AONB. The AONB contains many habitats which have statutory protection because of their nature conservation value. The management plan sets out the vision, five key themes, key features of the AONB and key drivers for change. Features of the Anglesey AONB which define its designation status are: • Coastal landscape / seascape features • Traditional agricultural landscape features • Geological and geomorphological features The special qualities of the Anglesey AONB which define its designation status: • Expansive views / seascapes • Peace and tranquillity • Islands around Anglesey • Broadleaved woodlands • Lowland coastal heath • Species-rich roadside verges	The North Wales RTP must take account of and actively support the special qualities of the AONB and the main objectives of the plan. It should also increase accessibility to the AONB.	Air quality, Biodiversity, Climatic factors, Economy, Infrastructure, Transport, Population (Communities), Human health,Land use and landscape, Cultural heritage, Ground conditions (geology and soils), Water environment, Noise, Resources and waste

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
	• Ecologically important coastal and wetland habitats (including rocky shores, mudflats and estuaries, saltmarshes, beaches and dunes • Built environment including conservation areas and listed buildings • Archaeology and ancient monuments / historic landscapes, parks and gardens • Rural agricultural / coastal communities • Welsh language • Soil, air and water quality • Public rights of way network • Accessible land and water Its six main objectives include: • The Welsh Language • Social Care and Wellbeing • Education • Housing • Economy • Climate Change		
Clwydian Range and Dee Valley draft AONB Management Plan 2020-2025	At its heart is the Clwydian Range, a 21-mile chain of hills stretching from Prestatyn to Llangollen on the lively River Dee. The special qualities and features of the AONB are identified as: • Landscape Character and Quality • Habitats and Wildlife • Historic Environment • Access Recreation and Tourism • Culture and People The Management Plan sets an agenda for responding to the challenges facing the AONB during the 2020-2025 plan period in the context of protecting the Special Qualities and Features under the four themes (Nature, Landscape and	The North Wales RTP must take account of the special qualities of the AONB and the main objectives and actions of the plan. It should also increase accessibility to the AONB.	Air quality, Biodiversity, Climatic factors, Economy, Infrastructure, Transport, Population (Communities), Human health,Land use and landscape, Cultural heritage, Ground conditions (geology and soils), Water environment, Noise, Resources and waste

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
	Heritage, The Changing Climate, Recreation, Health & Wellbeing, and The Rural Economy). Each theme section sets out the context within the introduction. The Principle Aims establishes the high level objectives for the theme in the face of pertinent drivers during the 2020-2025 plan period. A number of actions are set to achieve each objective.		
North Wales Growth Deal Bid	In December 2017 the North Wales Growth Board (a partnership of Local Authorities and wider partners e.g. Higher Education, Further Education and The North Wales Mersey Deeside Business Council) submitted a Growth Deal application to the Welsh and UK Governments for £383m project funding for North Wales. The proposals will act as a catalyst for a total investment of £1.3 billion in the North Wales economy. It is expected that over 5,000 jobs could be created from the potential investments within the Growth Deal in the areas of technology and innovation, sites for business, digital connectivity, skills, transport and Business support. The North Wales Economic Ambition Board has been successful in securing a commitment of £240m from the Welsh and UK Governments. The Growth Deal agreement was signed in December 2020. Work will now begin on the five programmes that make up the £1bn Deal led by the North Wales Economic Ambition Board. The Government funding will be received annually over the next 15 years (by 2036) as projects receive Full Business Case approval. The private and public sector will work collaboratively to attract additional funding that will make up the £1 billion total.	The commitment to the Growth Deal and subsequent implications will need to be fully considered to ensure that the potential opportunities arising from it are maximised.	Transport, Economy, Infrastructure, Population (community), Human health

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
	By delivering the Growth Deal's five programmes by 2036, the portfolio will: • build on regional strengths in manufacturing and low carbon energy • target digital innovation and infrastructure to better connect the region • invest in key sites and premises for the developer market • enable innovation to boost productivity • support key industries in tourism and agriculture to develop for the future The stated aims are: • To build a more vibrant, sustainable and resilient economy in North Wales. • To build on our strengths, to boost productivity while tackling long-term challenges and economic barriers to deliver inclusive growth. • To promote growth in a scalable, inclusive and sustainable way, in line with the Well-being of Future Generations (Wales) Act 2015.		
Ambition North Wales (ANW) Annual Report	This report provides and overview of annual progress in implementing the Growth Deal – the 15-year agreement with the Welsh and UK Governments—to sustainably develop North Wales and enhance economic, social, and environmental wellbeing.	The North Wales RTP should ensure alignment with the Plans set out in the report, especially in relation to transport and skills.	Population (communities), Human health, Transport, Economy, Infrastructure
Plans for new nuclear developments at Trawsfynydd and Wylfa	If the sites in north Wales are chosen to be a part of the next generation of nuclear reactors, this could bring tens of thousands of additional jobs to the area. The Committee's report is urging the Welsh Government to be ready to ensure there are maximum benefits to the Welsh economy if the decision to go ahead with nuclear in north Wales is made.	The decision by UK Government on the future of nuclear development is still pending at the time of review. The North Wales RTP should continue to monitor development and take into account any relevant decisions.	Population (communities), Human health, Economy
Plans for a new National Park in North Wales	Natural Resources Wales are considering plans for the creation of a new National Park around the existing Clwydian Range and Dee Valley Area of Outstanding	The plans are still developing at the time of review. The North Wales RTP should continue	Biodiversity, Cultural heritage, Land use and Landscape, Population

Document name	Contents and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appraisal topics
	Natural Beauty (AONB) and potentially down into north Powys to include landmarks such as the Lake Vyrnwy reservoir. Ultimately, it will be down to the Rural Affairs Minister to make a decision on whether to give the new park the go-ahead. The Welsh government aim is for this to happen before the next election in 2026.	to monitor development and take into account any relevant decisions.	(communities), Human health

5. Local plans, programmes and protection objectives

Table A.4 Local plans, programmes and sustainability objectives

Document name	Contents, context and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appra
Gwynedd and Isle of Anglesey			
Anglesey and Gwynedd Joint Local Development Plan 2011 - 2026	This joint development plan sets out the strategy and aims for development and land use for the two councils with a strong cross-boundary relationship in terms of function, economy, infrastructure and policy. The plan will be used to determine which development will receive permission in the future by the councils. Key joint issues were: jobs, Wales Spatial Plan (2008), Anglesey Energy Island Programme, road and railway networks, housing market areas, shopping, infrastructure, landscape. The development plan includes provision in its policies and proposals for sustainable development, with the economy an important part of the strategy.	The North Wales RTP should see that the goals of this joint plan are incorporated, where appropriate and relevant.	Air quality, Biodiversity, Climatic fa Land use and Landscape, Populatio
Isle of Anglesey County Council (2022) Anglesey and Gwynedd Replacement Joint Local Development Plan (Review Report)	The review report looks at all the evidence relevant to the Joint LDP and reaches a conclusion about the type of review that will be followed. It does not detail any changes to be made to the plan. The Draft Review Report was subject to a 6 week public consultation period between 5 November to 20 December 2021. The report identifies the following most relevant issues that need consideration: • Plans for Wylfa Newydd (NSIP) and associated National Grid connection lines (separate NSIP) • Covid Pandemic • Brexit • Phosphate • Biodiversity	The North Wales RTP should take account of all relevant issues documented within the report and the policies, strategic objectives and vision for the new LDP.	All topics

Document name	Contents, context and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appra
	Plan policies: • Growth Management and Development – Safe, Healthy, Distinctive and Vibrant Communities (including Sustainable transport, development and accessibility) • Growth Management and Development – Sustainable living (including Sustainable Development and Climate Change, renewable technology and managing coastal change) • Growth Management and Development – Economy and Regeneration		
Isle of Anglesey County Council (2019) North Anglesey Economic Regeneration Plan (April 2019)	The Regeneration Plan identifies a number of proposals for action and investment in North Anglesey to help the area respond to the recent announcements, and to drive economic revitalisation across the area up to 2026. This coincides with the lifetime of the Statutory Anglesey and Gwynedd Joint Local Development Plan (JLDP). The aim of the Regeneration Plan is to provide a clear strategy that – following implementation and further progression over the coming years – will deliver significant improvements to the wellbeing of the area and deliver lasting benefits.	The North Wales RTP should take account of the strategy documented within the Plan.	Economy, Transport, Infrastructure
Gwynedd and Anglesey Local Well-being Plan 2023-2028	The Well-being of Future Generations (Wales) Act 2015 requires local authorities to prepare a Well-being Plan. The Plan contains nine main messages: 1. The need to maintain a healthy community spirit. 2. The importance of protecting the natural environment. 3. Understand the impact of demographic changes. 4. Protect and promote the Welsh language. 5. Promote the use of natural resources to improve health and well-being in the long term. 6. Improve transport links to enable access to services and facilities. 7. The need for high quality jobs and affordable homes for local people.	The Gwynedd and Anglesey Well- being Plan, including any action plan must be monitored to ensure consistency of purpose and content	Population (communities), Human Transport, Biodiversity, Land use and landscap

Document name	Contents, context and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appra
	8. The impact of poverty on well-being. 9. Ensure that all children have the opportunity to succeed. The plan sets out 2 well-being objectives of 'thriving and long-term prosperous Communities' and 'Healthy and independent Residents with a good standard of life'. Six priorities have been identified to achieve both well-being objectives.		
Plans of the Anglesey Freeport	Stena Line and the Isle of Anglesey County Council have announced the submission of the Outline Business Case (OBC) for Anglesey Freeport, a transformative project poised to stimulate economic growth and create numerous job opportunities across Anglesey and North Wales. The OBC, submitted to both the UK and Welsh Governments, contains extensive details of how Anglesey Freeport plans to operate, as well as defining the specified tax and initial customs locations which will lie within the Freeport boundary. The proposals within the OBC build on the two core defining missions of Anglesey Freeport: • Increasing the volume of trade through the Port of Holyhead (Britian's second largest roll on/roll off port) and revitalising the "GB Landbridge" – connecting the island of Ireland to mainland Europe; and • Attracting regional, national and global investment into the Freeport's key tax and custom sites, in particular from the low carbon energy sector, aligning with the existing Energy Island Programme.	The North Wales RTP should maximise opportunities to support the plans of the Anglesey freeport	Population (communities), Transport, Economy, Infrastructure
Wrexham			
Wrexham County Borough Council (2023) Wrexham	This Local Development Plan provides a long-term land use and development strategy, focused on achieving sustainable development and will guide development for housing,	The North Wales RTP should give due regard to the vision, objectives and policies outlined in the plan and	Air quality, Biodiversity, Climatic fa Land use and landscape, Population

Document name	Contents, context and main sustainability objectives	Relationship to the North Wales Regional Transport Plan (RTP)	Links to Integrated Well-being Appra
Local Development Plan 2 (LDP2) 2013 to 2028	employment, retail and other uses. Once adopted, the policies set out will be used to decide on planning applications and safeguard areas of land requiring protection of enhancement. The focus areas of the plan are housing, open space, employment, community, transport and education.	how they scheme may impact these and ensure that it adheres to relevant policies (once adopted).	
Wrexham County Borough Council (2005) Wrexham Unitary Development Plan 1996 - 2011	The Plan covers the administrative area of the Wrexham County Borough Council. The strategy outlines the Council's broad intention for development in different areas and provides a framework for the more specific policies and proposals. Specific policies are outlined in the document, which expand on the strategic vision for the County Borough and provide detailed guidance for the development and other use of land.	The North Wales RTP should give due regard to the vision, objectives and policies outlined in the plan and how the RTP may impact these and ensure that it adheres to relevant policies.	All topics
Conwy			
Conwy County Borough Council (2013) Conwy Local Development Plan 2007-2022 (adopted October 2013)	The Plan sets out the key challenges facing Conwy, identifies the Vision, Objectives and the Spatial Strategy for development in the area over the period 2007 to 2022. A key purpose of the Plan is to afford protection to the natural and built environment. It includes the vision that the communities of Conwy will be more sustainable and offer a higher quality of life.	The North Wales RTP should give due regard to the vision, objectives and policies outlined in the plan and how the RTP may impact these and ensure that it adheres to relevant policies.	All topics
Conwy & Denbighshire Public Services Board (2022) Conwy Local Well-being Plan (2023-2028)	Our Local Well-being Plan was approved in March 2023 and sets out the local objectives we as a Board will take to improve the economic, social, cultural and environmental well-being for the area. We will focus on making Conwy and Denbighshire a more equal place with less deprivation. We have also identified 4 key themes to support our main objective, these include – • Well-being – Communities are happier, healthier and more resilient in the face of challenges, such as	The North Wales RTP should give due regard to the well-being objectives identified.	Population (communities), Human health

	the Climate Change and Nature Emergency, or the rising cost of living. • Economy – There is a flourishing economy, supported by a skilled workforce fit for the future. • Equality – Those with protected characteristics face fewer barriers. • Housing – There is improved access to good quality housing.		
Denbighshire			
Denbighshire County Council (2013) Denbighshire County Council Local Development Plan 2006 – 2021 (Adopted June 2013)	The Local Development Plan (LDP) sets out the proposals and policies for future development and use of land in Denbighshire. It sets out the Plan Vision, Issue and objectives and LDP policies under the key themes: • Respecting Distinctiveness • Building Sustainable Communities • Promoting a Sustainable Economy • Valuing Our Environment • Achieving Sustainable Accessibility	The North Wales RTP should give due regard to the vision, objectives and policies outlined in the plan and how the RTP may impact these and ensure that it adheres to relevant policies.	All topics
Flintshire			
Flintshire County Council (2023) Flintshire Local Development Plan 2015-2030 (Adopted January 2023)	The LDP sets out strategic and detailed policies, under the following themes: • Creating Sustainable Places and Communities • Supporting a Prosperous Economy • Meeting Housing Needs • Valuing the Environment	The North Wales RTP should give due regard to the strategic and detailed policies outlined in the plan and consider how the RTP may impact these and ensure that it adheres to relevant policies.	All topics
Flintshire and Wrexham Public Services Board () Our Well-Being Plan 2023 – 2028	Based on what we have learned over the last few years, from the COVID-19 pandemic and using evidence and data to guide us, we have produced two broad well-being objectives, which will help us all to work together to tackle inequality and improve well-being: • Build flourishing communities by reducing inequalities across environment, education, employment, income and housing.	The North Wales RTP should contribute to the well-being objectives of the Plan.	Population (communities), Human health

	• Improve community well-being by enabling people of all ages to live healthy and independent lives. Our well-being objectives have then allowed us to identify six outcomes where we really want to improve well-being under three key themes: Children and Young People, Our communities and Where we work.		
Plans of the Wrexham and Flintshire Investment Zone	Welsh Government has backed plans to create an £80 million Investment Zone in Flintshire and Wrexham, one of 12 Investment Zones across the country. It is believed it would leverage an additional £1.7 billion of investment for the area and help create thousands of new jobs.	The North Wales RTP should maximise the opportunities in relation to the investment zone as plans develop.	Population (communities), Human health, Economy
Snowdonia National Park			
Snowdonia National Park Authority (2016) Eryri Local Development Plan 2016-2031 (Adopted)	The Local Development Plan lists factors to consider when evaluating planning applications and granting planning permissions. The factors are based on the qualities that need to be protected and enhanced within the National Park. These include: • The natural beauty of the National Park • The National Park's communities and culture • The National Park's wildlife • The National Park's heritage and history	The North Wales RTP should give due regard to the development strategy, strategic and development policies outlined in the plan and consider how the RTP may impact these and ensure that it adheres to relevant policies.	Biodiversity, Population (communities), Human health, Cultural heritage, Land use and Landscape

Appendix B

Baseline

Integrated Well-being Appraisal

Appendix B: Baseline Context

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1. Introduction

This appendix sets out a high-level baseline of information and data related to the study area which aligns with the area covered by the North Wales Regional Transport plan and includes the local authorities of Isle of Anglesey, Wrexham, Conwy, Flintshire, Denbighshire and Gwynedd (see Figure 1-1). Eryri National Park Authority area is also covered within the study area.

This builds on and supplements the baseline information presented in the Case for Change and Regional Transport Plan, with a focus on the IWBA topics. Key indicators and trends are detailed in relation to the baseline which covers a wide range of topics, including population, human health, biodiversity, land use and landscape, cultural heritage, ground conditions, water environment, climatic factors, air quality, noise, infrastructure, transport, resources and waste, and economy.

It should be noted that that the baseline is a dynamic entity, subject to change over time due to various factors. Therefore, it will be reviewed at various stages of IWBA preparation to reflect the most accurate and current conditions.



Figure 1-1 Study area for the North Wales Regional Transport Plan and ISA (with Eryri National Park in Green)

2. Population (communities)

2.1 Current and future population trends

North Wales has an estimated population of 688,201 (mid-2022 estimate) and a 2021 Census population of 687,000. Whilst relatively stable in size, this is estimated to have decreased by approximately 0.04% since the 2011 Census[1]. Its population ranges from an estimated 155,600 residents in Flintshire to around 70,000 in the Isle of Anglesey, which is the third smallest local authority in Wales by population. The population of each local authority area based on mid-year 2022 estimates compared to 2020 and 2021 is shown in Table 1 below.

Table 1 Population estimates by North Wales local authority compared to the region and national average (mid-2022)

Area	Mid-year 2020 Population	Mid year 2021 Population	Mid-year 2022 Population
Wales	3,104,483	3,105,633	3,131,640
North Wales	668,167	677,041	688,201
Isle of Anglesey	68,794	68,937	69,049
Gwynedd	118,180	117,072	117,591
Conwy	114,651	114,788	114,290
Denbighshire	95,558	96,047	96,558
Flintshire	155,004	155,045	155,319
Wrexham	135,980	135,152	135,394

Source: Welsh Government[2]

[1] Office for National Statistics (2022) Population and household estimates, Wales: Census 2021. Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/populationandhouseholdestimateswales/census2021 (Accessed: April 2024).

[2] Welsh Government (2023) Population estimates by local authority and year. Available at: https://statswales.gov.wales/Catalogue/Population-and-Migration/Population/Estimates/Local-Authority/populationestimates-by-localauthority-year (Accessed: April 2024).

North Wales had an average population density of 195.8 persons per square kilometre in mid-2022[3][4]. Despite variation in the distribution of residents between the local authorities of North Wales, the population of North Wales is more evenly distributed across its local authorities than in the other three regions of the Welsh National Development Framework (Mid Wales, Southwest Wales and South East Wales)[3] (see Figure 2-1).

Of the four regions, it exhibited the most even population distribution across authorities, with over 100,000 residents each in 4 of the 6 authorities: Flintshire, Wrexham, Gwynedd and Conwy.

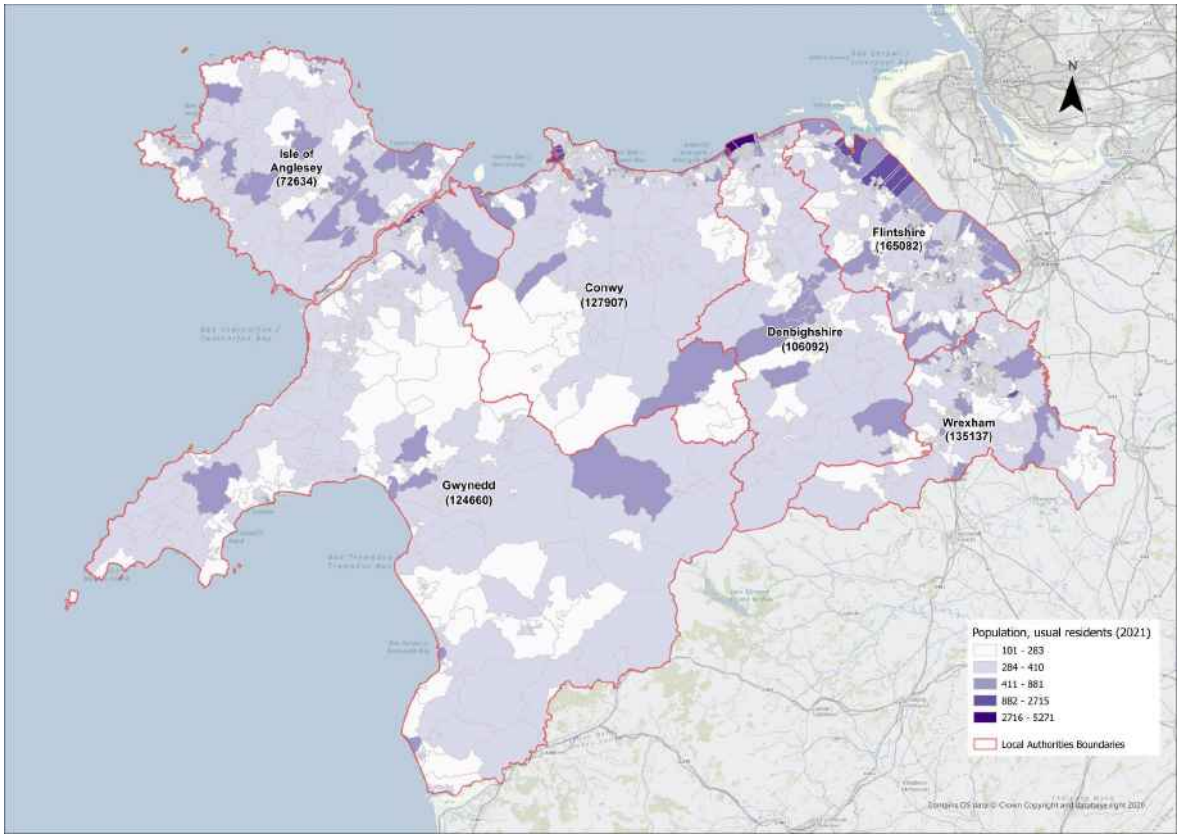


Figure 2-1 Population

2.1.1 Population projections

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)[5]. A full update to national population projections is due to be released in October/November 2024.

[3] Welsh Government (2020) Summary statistics for North Wales region: 2020. Available at: https://www.gov.wales/sites/default/files/statistics-and-research/2020-05/summary-statistics-north-wales-region-2020-806.pdf (Accessed: April 2024).

[4] Welsh Government (2023) Population density (persons per square kilometre) by local authority and year. Available at: https://statswales.gov.wales/Catalogue/Population-and-Migration/Population/Density/populationdensity-by-localauthority-year (Accessed: April 2024).

[5] Welsh Government (2024) National population projections: 2021-based (interim data). Available at: https://www.gov.wales/national-population-projections-2021-based-interim-data (Accessed: April 2024)

The latest available population projections for local authorities within Wales are based on 2018-projections, and as such are expected to have some variations from the 2021-based national projections data. The estimated projections for the study area of North Wales between 2025 - 2040 are set out in Table 2 below. Based on these statistics, the North Wales region is expected to experience an average 1.5% increase in population size, however this is not expected to be evenly distributed across the local authority areas, with Wrexham and the Isle of Anglesey projected to have slight declines in population size, with Conwy estimated to experience the largest population increase.

Table 2 Population projections 2025-2040 (2018-based projections)

Area	2025	2030	2035	2040	Change (number)	Change (%)
Anglesey	69,800	69,600	69,500	69,500	-300	-0.4%
Gwynedd	126,300	128,300	129,900	131,300	5,050	3.8%
Conwy	119,200	120,500	121,700	123,000	3,800	3.1%
Denbighshire	96,500	97,100	97,600	98,400	1,850	1.9%
Flintshire	158,200	159,200	160,100	161,300	3,050	1.9%
Wrexham	134,800	133,700	132,900	132,500	-2,350	-1.8%
North Wales	704,900	708,300	711,800	715,900	11,050	1.5%
Wales	3,193,600	3,229,300	3,260,700	3,290,300	96,700	2.9%

2.1.2 Refugees and asylum seekers

Home Office statistics indicate that there are approximately 2,300 asylum seekers in Wales. The Welsh Refugee Council estimates that there are approximately 10,000 refugees in Wales. Refugees and asylum seekers represent around 0.5% of the population in Wales. From 2017 to 2021, 241 asylum seekers have been resettled across the North Wales local authorities. In North Wales, Wrexham and Conwy both accommodate dispersal centres[6].

2.1.3 Age profile

According to Census 2021 data, the population age profile in North Wales is significantly older than the national average. In 2021, the average (median) age in North Wales was 46 years, compared to Wales average of 42 and an England and Wales average of 40. For North Wales, this figure is also higher than the median age of 43 years in 2011[7].

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%).

[6] North Wales Regional Partnership Board (2022) Population Needs Assessment. Available at: https://www.northwalescollaborative.wales/wp-content/uploads/2023/04/Population-Needs-Assessment-April-2022-pub-20230418-eng.pdf (Accessed: April 2024).

[7] North Wales Regional Partnership Board (2022) 2021 Census Topic summary: demography & migration November 2022. Available at: https://www.northwalescollaborative.wales/wp-content/uploads/2022/11/2021-Census-topic-summary-demography-migration.pdf (Accessed: April 2024).

Pensioners living alone made up the majority of these households (47,676 or 15.8% of all households). Conwy County Borough had the second highest percentage of pensioner-only households in Wales in 2021. According to the North Wales Population Assessment (2022)[6], the population of people aged 65+ could rise to 207,600 by 2040. The number of people aged 85 and over has increased by 15.6% between 2010 and 2020[6]. This increase is due to improvements in mortality rates, meaning that people are living longer, and also due to the ageing of the large group of 'baby boomers' who were born after World War II (generally defined as the period between 1946 and 1964)[6].

The age profile of North Wales's local authorities according to mid-2022 estimates[8] is set out in Figure 2-2 below.

The North Wales Population Needs Assessment (2022) predicts that the region will experience a decrease in the numbers of people aged 15 and under, a pattern across all local authority areas. The working age group, those between 16 and 64 years of age will also decrease across the region, and this trend is replicated across all local authorities with the exception of Gwynedd which remains relatively stable.

The proportion of households containing dependent children in 2021 was lower in North Wales than the national average (North Wales = 24.0%; Wales = 26.5%; England and Wales = 28.4%). The number and proportion of households containing dependent children has decreased since 2011 for all North Wales unitary authority areas. However, the number and proportion of lone parent families has increased.

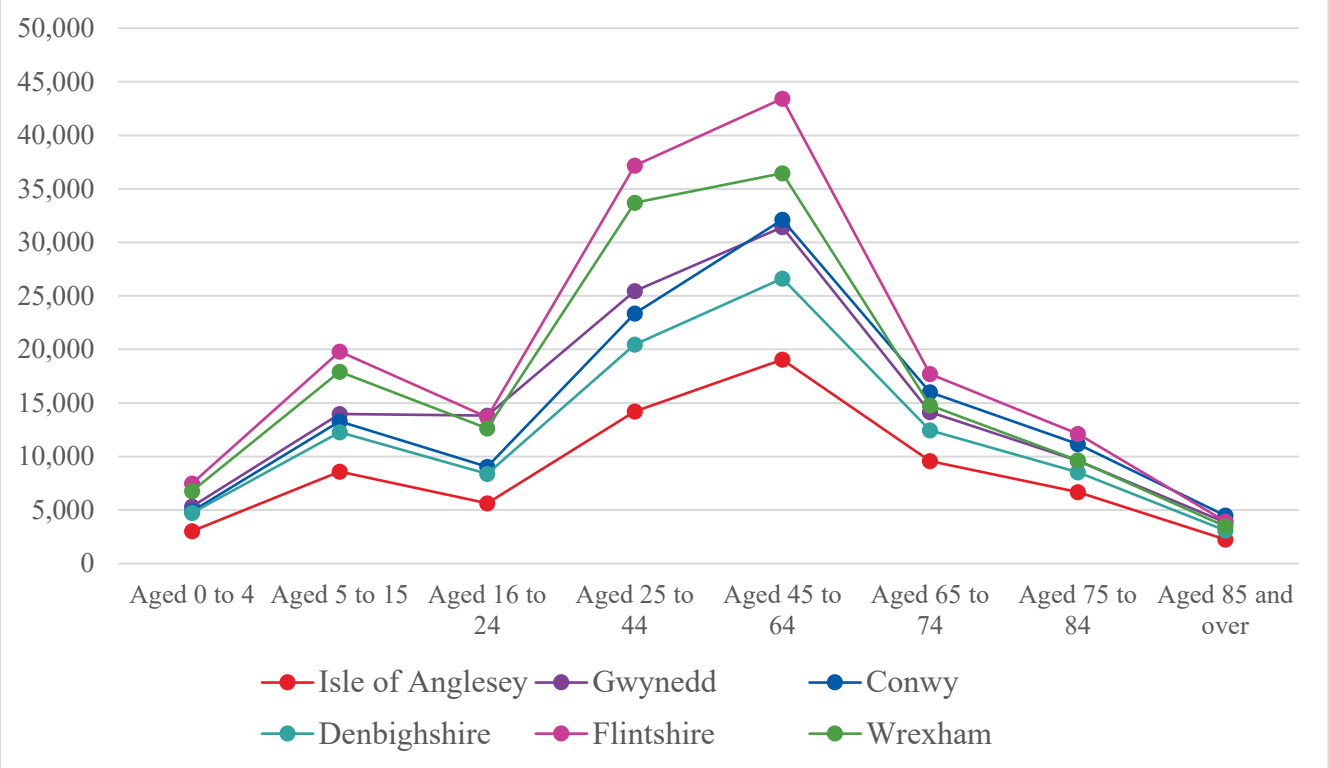


Figure 2-2 Age profiles of North Wales's local authorities (mid-2022 estimates)

[8] Welsh Government (2023) Mid-year population estimates, Office for National Statistics. Available at: https://statswales.gov.wales/Catalogue/Population-and-Migration/Population/Estimates/Local-Authority/populationestimates-by-localauthority-region-age (Accessed: April 2024).

2.1.4 Ethnicity and main language

The percentage of usual residents born outside of Wales has increased slightly from 39.7% (273,387) in 2011 to 40.3% (276,695) in 2021. Most of these were born in England (229,078 or 33.3% of all usual residents)[9].

According to Census 2021 data, the population of North Wales is much less ethnically diverse than across England and Wales as a whole. There has been minimal change in the last decade in the overall proportions within each high-level ethnic group. The proportion of people in North Wales who identified within the ethnic category "White" was 665,147 people or 96.8% of the population. This was slightly smaller than in 2011 (97.5%)[9]. This proportion is high when compared to national figures (England and Wales, 81.7% and Wales, 93.8%). The proportion was highest in Anglesey at 98.1% and lowest in Wrexham at 96.0%.

Across all lower-level ethnic categories, the largest group after "White: Welsh, English, Scottish, Northern Irish or British" was "Any other White background", with 2.9% of the population or 19,802 people selecting this option. In North Wales, the highest proportions of people from "Any other White background" in 2021 were in Wrexham (4.8%) and Flintshire (3.9%).

For North Wales as a whole, "Asian, Asian Welsh or Asian British" remained the second largest high-level ethnic group category in 2021 (9,400 people, 1.4% of all usual residents).

StatsWales have published ethnicity data by area and ethnic group for year ending 2023 (Figure 2-3). It should be acknowledged that the data items for Black, Asian and Minority Ethnic (BAME) % are based on a relatively low survey response rate, and in the case of Flintshire the data item is disclosive or not sufficiently robust for publication.

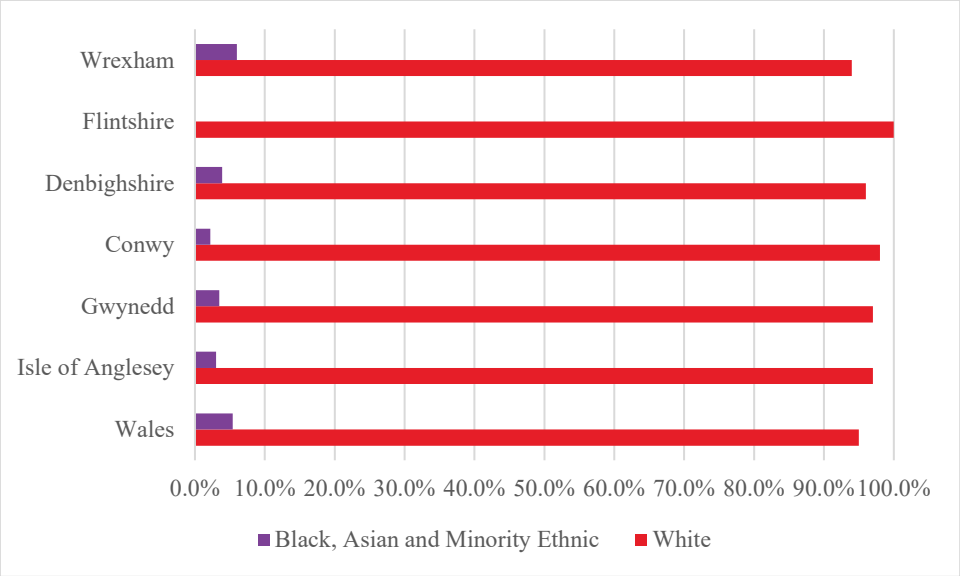


Figure 2-3 Ethnicity by area and ethnic group[10]

[9] North Wales Regional Partnership Board (2022) 2021 Census Topic summary: ethnic group. Available at: https://www.northwalescollaborative.wales/wp-content/uploads/2022/12/2021-Census-topic-summary-ethnic-group.pdf (Accessed: April 2024).

[10] Welsh Government (2023) Ethnicity by area and ethnic group. Available at: https://statswales.gov.wales/Catalogue/Equality-and-Diversity/Ethnicity/ethnicity-by-area-ethnicgroup (Accessed: April 2024).

The above ethnicity data is reflected in the proportion of North Wales residents (aged 3+) who have English or Welsh as their main language, which is found to be higher than the national average for England and Wales as a whole. Of the 19,349 people who did not select English or Welsh as a main language in 2021, 14,894 or an additional 2.2% of the population said they could speak English well or very well.

This takes the figure for those who have a good level of proficiency in English or Welsh to 99.3%, which is similar to the figure for 2011 (99.4%)[11].

Welsh-speakers in North Wales form a higher proportion of the population than the other Welsh regions[3]. In 2020 North Wales had 279,300 residents who can speak Welsh[12], this equates to 41% of the overall population across the 6 local authorities. Gwynedd has the highest percentage of Welsh speakers with 76% of the resident population able to speak Welsh which is followed by Anglesey at 66%. Conwy has the third highest rate of Welsh speakers with 38% and neighbouring Denbighshire has 34%[6]. The most Eastern counties of Flintshire and Wrexham have the lowest percentage of Welsh speakers as 23% and 26% respectively[6].

Table 3 Population of Welsh speakers by North Wales local councils

Local council	All aged 3 and over (population total)	Yes can speak Welsh	No cannot speak Welsh	% of people who can speak Welsh
Anglesey	68,100	45,100	22,900	66.3%
Gwynedd	118,800	90,700	28,000	76.4%
Conwy	111,800	41,900	69,900	37.5%
Denbighshire	91,200	31,200	59,800	34.3%
Flintshire	151,300	35,000	116,200	23.2%
Wrexham	135,200	35,400	99,800	26.2%
North Wales	676,400	279,300	396,600	41.2%
Wales	3,034,400	884,300	2,147,800	29.2%

Source: Stats Wales Annual Population Survey 2021 (ending June 2021)

2.1.5 Sexual orientation and gender identity

According to the 2021 Census data for North Wales, 89.4% of the population aged 16 years and over) described themselves as “Straight/Heterosexual”. (Wales, and England and Wales = 89.4%); 2.5% of the population aged 16 or over selected an LGB+ sexual orientation (“Gay or Lesbian”, “Bisexual” or another minority sexual orientation), which is lower than the national

[11] North Wales Regional Partnership Board (2022) 2021 Census Topic summary: main language December 2022. Available at: https://www.northwalescollaborative.wales/wp-content/uploads/2022/12/2021-Census-topic-summary-main-language.pdf (Accessed: April 2024).

[12] Welsh Government (2021) Welsh language data from the Annual Population Survey: April 2020 to March 2021. Available at: https://www.gov.wales/welsh-language-data-annual-population-survey-april-2020-march-2021#:~:text=For%20the%20year%20ending%2031,to%20around%2024%2C600%20more%20people. (Accessed: April 2024).

averages for Wales (3.0%) and England and Wales (3.2%). The remaining aged 16 years and over (8.1%) did not answer the question on sexual orientation[13].

In terms of gender identity, 92.8% of usual residents aged 16 years and over answered "Yes", indicating that their gender identity was the same as their sex registered at birth. A minority (0.3%) answered "No", indicating that their gender identity was different to their sex registered at birth, which again is lower than the national averages for Wales (0.4%) and England and Wales (0.5%.)[13].

2.1.6 Religion

Across Wales more people reported they had no religion (46.5%) than any single religious affiliation. For England and Wales, the percentage was 37.2%.

Within North Wales, there was a significant increase between 2011 and 2021 in the number and proportion of people who said they had no religion. In 2021, 41.7% usual residents reported that they had no religion, which was a significant increase from 26.9% in 2011[14]. This was attributed by a significant decrease in those who identified as Christian in North Wales (49.8% in 2021 compared to 63.9% in 2011).

Nevertheless, the population of North Wales is less religiously diverse than national averages, where 1.8% of the population identified with a religion other than Christian. This compares to 3.6% for Wales and 10.6% for England and Wales as a whole[14]. The proportions of the population identifying with religious groups other than Christian for North Wales saw minimal change from 2011 to 2021 as a whole or for individual unitary authority area.

2.1.7 Education

Between 2011 and 2021 all unitary authority areas in North Wales saw a significant improvement in qualification levels, and a corresponding decrease in the number and percentage of people with no qualifications[15]. In addition, 18.7% (106,341) of usual residents aged 16 or over had no qualifications. This was lower than the Welsh average.

However, across North Wales the proportion of people who reported their highest qualification at level 4 or above on census day 2021 (for example Higher National Certificate, Higher National Diploma, Bachelor's degree and postgraduate qualifications) was just below the national (Wales) average. For North Wales this was 31.1% or 176,740 people, whilst Wales was 31.5% and England and Wales was 33.8%. Within North Wales, the proportion was highest in Gwynedd at 34.5% and lowest in Wrexham at 29.1%. According to the North Wales Regional Partnership Board, part of the difference compared to the Welsh average is explained by the proportion of apprenticeships as highest level of qualification in North Wales. This was greater than national averages at 6.3% compared to 5.6% across Wales and 5.3% for England and Wales.

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[13] North Wales Regional Partnership Board (2023) 2021 Census Topic summary: sexual orientation and gender identity January 2023. Available at: https://www.northwalescollaborative.wales/wp-content/uploads/2023/01/2021-Census-topic-summary-sexual-orientation-and-gender-identity.pdf (Accessed: April 2024).

[14] North Wales Regional Partnership Board (2022) 2021 Census Topic summary: religion December 2022. Available at: https://www.northwalescollaborative.wales/wp-content/uploads/2022/12/2021-Census-topic-summary-religion.pdf (Accessed: April 2024).

[15] North Wales Regional Partnership Board (2023) 2021 Census Topic summary: education January 2023. Available at: https://www.northwalescollaborative.wales/wp-content/uploads/2023/01/2021-Census-topic-summary-education.pdf (Accessed: April 2024).

3. Human Health

3.1 Healthcare governance in North Wales

Within the study area, Betsi Cadwaladr University Health Board (BCUHB) is responsible for North Wales NHS services in Anglesey, Gwynedd, Conwy, Denbighshire, Flintshire and Wrexham (as depicted on Figure 3-1). The Health Board has published a Public Health Annual Report (2023)[16], which states at high level that the data in 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 physical environment).

The North Wales Regional Partnership Board (NWRPB) North Wales Regional Plan (2023-2028)[17], includes a range of health and well-being data for North Wales, as set out below. This Regional Plan is based on the findings of the Population Needs Assessment 2022[6] (reliant on 2011 Census data for some metrics) undertaken by the six North Wales local councils, BCUHB and Public Health Wales.

[16] Betsi Cadwaladr University Health Board Annual Report (2023) Collective Action For A Healthier North Wales Taking A Whole System Approach. Available at: https://bcuhb.nhs.wales/about-us/governance-and-assurance/bcuhb-public-health-annual-report-2023/ (Accessed: April 2023).

[17] North Wales Regional Partnership Board (2022) North Wales Regional Plan 2023-2028. Available at: https://www.northwalescollaborative.wales/wp-content/uploads/2023/04/NW-Regional-Area-Plan-2023-1.0.pdf (Accessed: April 2024).

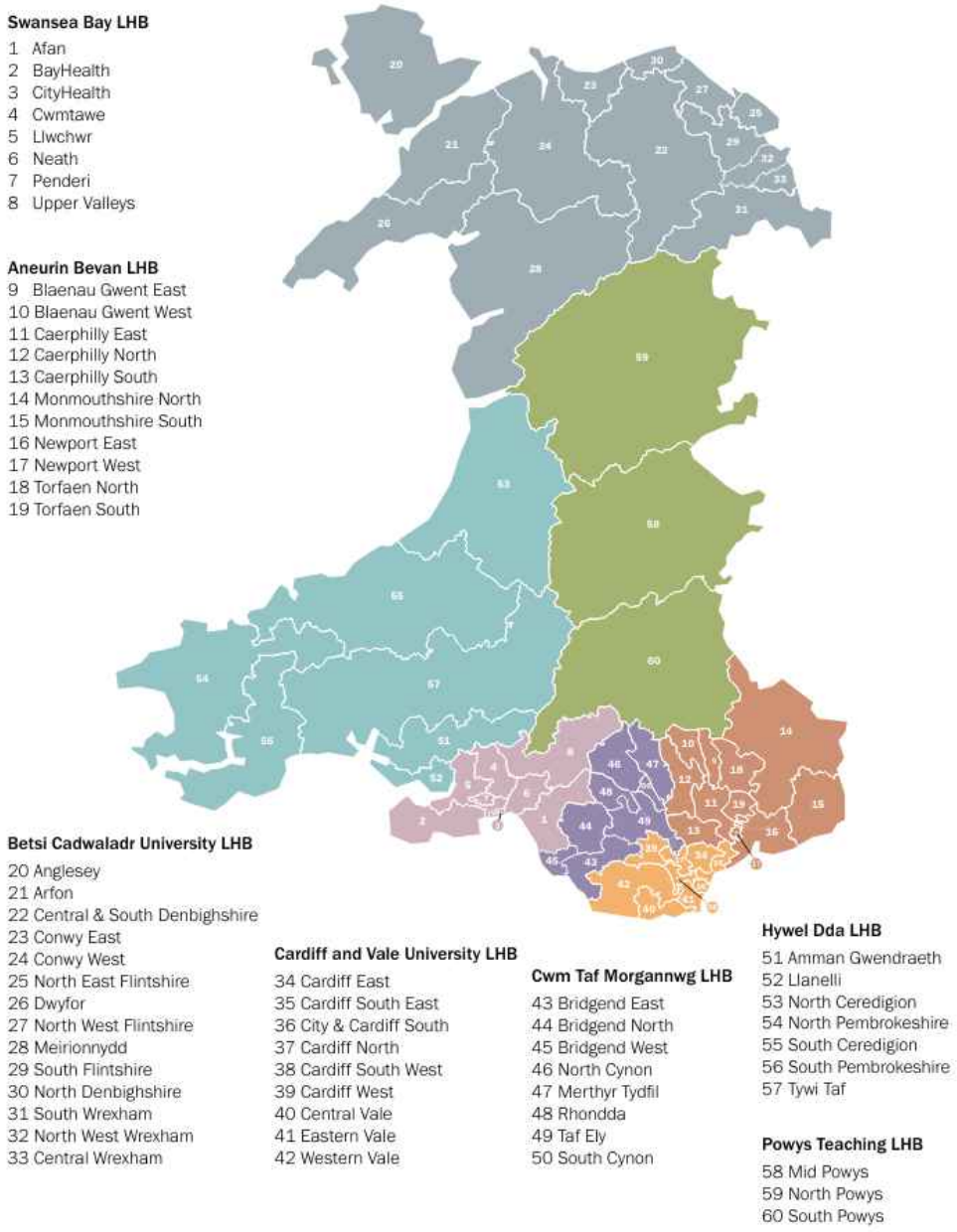


Figure 3-1 Primary care clusters within Wales regions (Source: Welsh Government 2023[18])

3.2 Life expectancy and overall health

Life expectancy is the average length of time a child born today can expect to live. In contrast, healthy life expectancy is an estimate of lifetime spent in 'very good' or 'good' health, based on how individuals perceive their general health. Average life expectancy and healthy life expectancy are both important headline measures of the health status of the population. The health state life expectancy measure adds a 'quality of life' dimension to estimates of life expectancy by dividing it into time spent in different states of health.

[18] Welsh Government (2021) A Healthier Wales: our plan for health and social care. Available at: https://www.gov.wales/sites/default/files/publications/2021-09/a-healthier-wales-our-plan-for-health-and-social-care.pdf (Accessed: April 2024).

In Wales, there were increases in the proportion of people who reported 'very good' health (from 45.7% in 2011, to 46.6% in 2021) and 'good health' (from 31.4% in 2011, to 32.5% in 2021), and decreases in the proportion of people who reported bad health (from 6.0% in 2011, to 5.1% in 2021) and very bad health (from 1.9% in 2011, to 1.6% in 2021).

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'[19], which is above the national average. This is depicted in the age standardised proportions of usual residents reporting very good health (see Figure 3-2 below).

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)[19]. However, as shown on Figure 3-2, there are also significant variations in healthy life expectancy across North Wales local authorities.

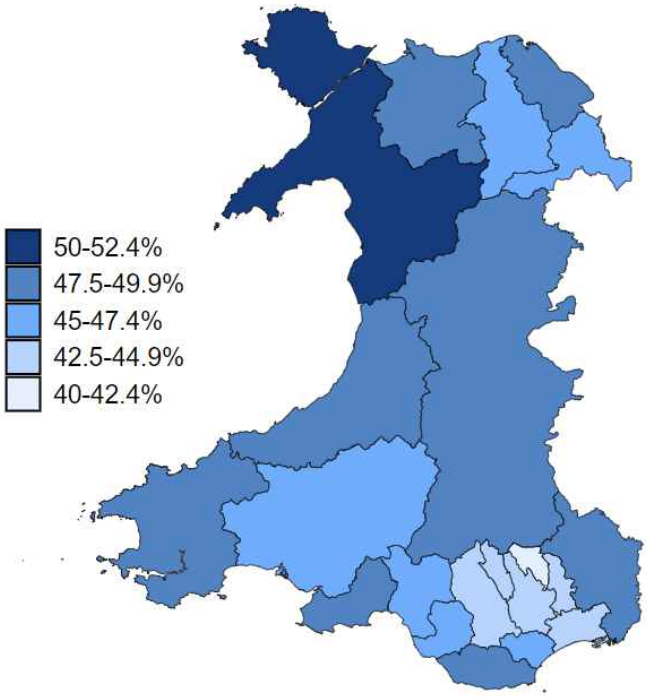


Figure 3-2 Age-standardised proportions of usual residents reporting very good health by local authority in Wales, 2021 (Source: Welsh Government 2023)[20]

[19] Health expectancies in Wales with inequality gap. Public Health Wales Observatory. Available online at: https://publichealthwales.shinyapps.io/PHWO_HealthExpectanciesWales_2022/ (Accessed July 2024)

[20] Welsh Government (2023) Health, disability and provision of unpaid care in Wales (Census 2021). Available at: https://www.gov.wales/health-disability-and-provision-unpaid-care-wales-census-2021-html#:~:text=As%20in%202011%2C%20Census%202021,the%20Equality%20Act%20(2010). (Accessed: April 2024).

3.3 Social care and services

According to the North Wales Population Assessment (2022), there were almost 2,900 children receiving care and support across North Wales[6]. The primary category of need for children receiving care for North Wales is as follows: over half are due to abuse or neglect (56.5%); child's disability or illness (17.2%); family dysfunction (11.1%); or family in acute stress (8.3%)[6].

Within North Wales the number of children in foster care has increased year on year since 2015[6]. This increase is also in line with national trends, with numbers increasing across Wales as a whole. At the local authority level, Wrexham had the largest increase, with the number of children doubling, and Gwynedd also saw a significant increase. Numbers in the other local authorities have fluctuated[6].

In terms of provision of unpaid care, there are around 1,750 young carers supported across North Wales and the numbers are increasing. In North Wales, around 14% of people aged 65 and over provide unpaid care[17].

3.4 Key health issues

The below are identified as the key health issues experienced within North Wales and therefore comprise the current and future sustainability baseline.

3.4.1 Obesity

Obesity is a major contributory factor for premature death and is associated with both chronic and severe medical conditions, including coronary heart disease, diabetes, stroke, hypertension, osteoarthritis, complications in pregnancy and some cancers. People who are obese may also experience mental health problems, bullying, or discrimination in the workplace[6]. Obesity is related to social disadvantage, with higher levels in the most disadvantaged populations. In North Wales, just over half the adult population (55%) are overweight or obese, which is just below the average for Wales, 60%[6].

The BCUHB Health Board Annual Report (2023)[19] sets out that within North Wales:

- Only four in ten adults are at a healthy body weight.
- 2 out of every 7 children aged 4-5 is living with overweight or obesity.
- The overweight and obesity rate is 36% higher in the most deprived areas compared to the least deprived.

3.4.2 Chronic diseases and long-term conditions

Chronic conditions are generally those which cannot be cured, only managed. Within Wales, general trends indicate that people living in the most deprived areas have higher levels of hearing and visual impairment, and also long-term health problems, particularly chronic respiratory conditions, cardiovascular disease and arthritis[6].

Approximately 11,500 children and young people in North Wales have a limiting long-term illness, with support also needed for many parents and carers. The number of children receiving care and support with a disability supported by social services has fluctuated[17].

Around one third of people in North Wales are living with a chronic condition, such as high blood pressure, asthma, heart failure or diabetes[17]. In addition, there are currently estimated to be between 10,000 and 11,000 people living with dementia in North Wales[17].

The lower estimate is published in the Quality Outcomes Framework Statistics (Welsh Government, 2018a) and the higher estimate is used in the Daffodil projections (Institute of Public Care, 2017). As people live longer, it is estimated that the number of cases of dementia will increase, as age is the biggest known risk factor.

In terms of future trends, the number of people living with a limiting long-term illness is predicted to increase by nearly 22% over the 20-year period to 2035[17], this is largely attributed to the increase population living to older age.

3.4.3 Impacts of Covid-19

Long-covid is also a key issue emerging as a result of the Covid-19 pandemic[17] and the ONS has placed a 15% assumption of long-covid cases emerging amongst those who have tested positive for the virus.

The Covid-19 pandemic has had a significant impact on the delivery of services across Wales. Much of this is also reflected in North Wales and includes:

- Reduced capacity in emergency departments and hospitals.
- Disruption of clinical services resulting in significant backlogs.
- The number of people waiting over 52 weeks is at its highest ever.
- People are delaying contacting their GP about symptoms, which could impact on treatment and outcomes.
- Increase in demand for mental health services, including an estimated 25% increase in demand for hospital services[6].

3.4.4 Disability and neurodiversity

An estimated 16 million people or 24% of the total population are disabled in the UK (under the core definition of disability that appears in legal terms in the Equality Act 2010) according to the latest available data[21]. The prevalence of disability rises with age: in 2021/22 around 11% of children in the UK were disabled, compared with 23% of working-age adults and 45% of adults over State Pension age.

The proportion of the population claiming a disability benefit varies across the UK, with Scotland and Wales having a higher proportion of disabled people (both approximately 26%), however North Wales is identified as an area with higher than national average caseloads for disability benefits (see Figure 3-3). Data on the number of Blue Badges is not available for Wales, however the latest data available for concessionary travel in Wales is from the end of March 2020, when around 55,000 concessionary passes had been issued to disabled people[21].

[21] House of Commons Library (2023) UK disability statistics: Prevalence and life experiences. Available at: https://researchbriefings.files.parliament.uk/documents/CBP-9602/CBP-9602.pdf (Accessed: April 2024).

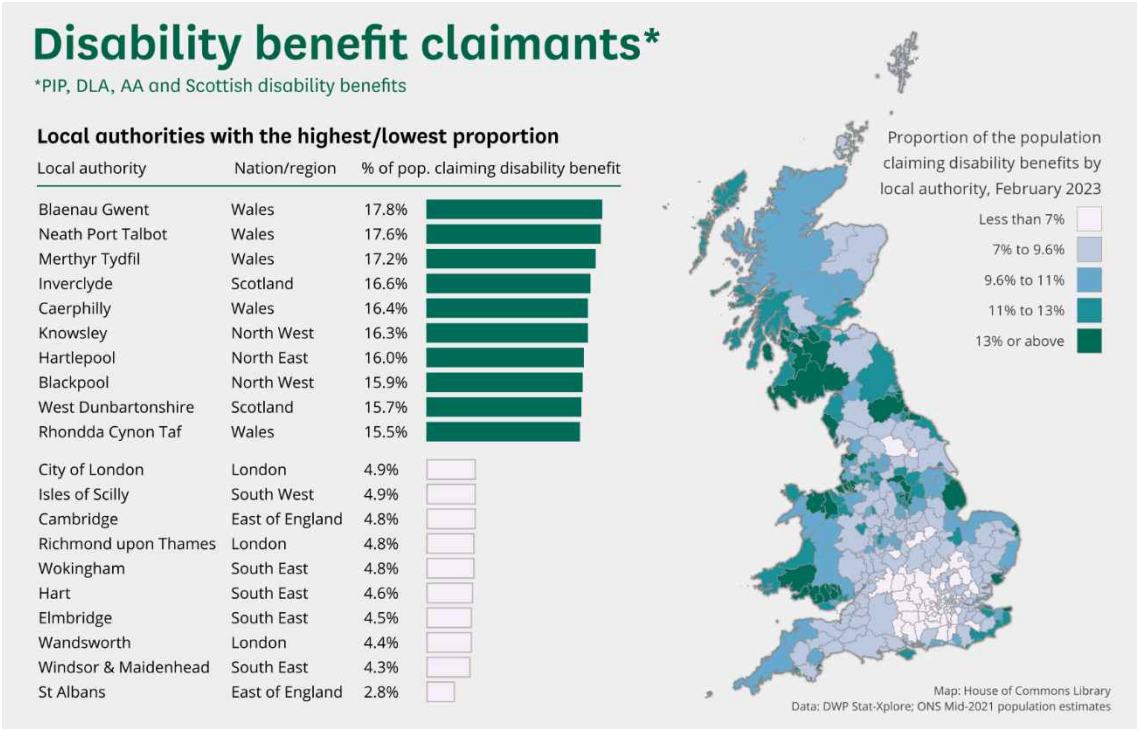


Figure 3-3 Disability benefit claimants (February 2023) (Source: House of Commons Library, 2023).

The RNID estimate that one on five adults in the UK is deaf or has hearing loss[22], which equates to approximately 610,000 people in Wales. For people over 50, around 40% are estimated to have some form of hearing loss this rises to 71% of people aged over 70[22]. The number and rate per 100,000 of people estimated to be living with hearing impairments within North Wales is comparable to the national average for Wales (249 compared to 252)[23].

The 2021 Census indicates that across Wales, the proportion of disabled people was 21.1% (670,000 people)[20], which is a 2.3% decrease from the 2011 Census.

Recent estimates show that there were 415,600 disabled people in 2020 aged 16 to 64 in Wales, representing 21.9% of the 16 to 64 population[17]. In Wales, there are approximately 100,000 people living with a neurological condition that has a significant impact on their lives such as Parkinson's disease, epilepsy, multiple sclerosis or motor neurone disease[17].

Within the study area, the rate of sight loss, blindness and partial sight loss for North Wales is higher than the Wales rates[6]. According to the RNIB, there are 27,600 people estimated to be living with sight loss across North Wales. This includes:

- 17,720 people living with mild sight loss.
- 6,140 people living with moderate sight loss
- 3,750 people living with severe sight loss.

[22] Royal National Institute for Deaf People (2024) Prevalence of deafness and hearing loss. Available at: https://rnid.org.uk/get-involved/research-and-policy/facts-and-figures/prevalence-of-deafness-and-hearing-loss/#:~:text=One%20in%20five%20adults%20in,have%20hearing%20loss%20or%20tinnitus (Accessed: April 2024).

[23] Royal National Institute of Blind People (No date) Sight loss data tool version 4.3.1. Available at: https://www.rnib.org.uk/professionals/health-social-care-education-professionals/knowledge-and-research-hub/sight-loss-data-tool/ (Accessed: April 2024).

This number is projected to increase to 32,300 by 2032, representing an additional 4,700 people living with sight loss within less than a decade[24].

The RBIN explain how shared-use spaces, where road users mix on a level surface without detectable kerbs or controlled crossings, are not accessible to blind and partially sighted people. These individuals often have severely reduced distance vision, making it difficult to detect moving vehicles or judge gaps in traffic. Controlled crossings with signals, spinning cones, or audible beeps are the most accessible, as they indicate a full stop in traffic. Techniques like 'shorelining,' involving detectable linear pathways, are crucial for orientation and navigation but become challenging when clear lines are removed.

Active travel networks with inaccessible infrastructure put blind and partially sighted pedestrians at risk, especially when encountering silent, agile, and fast-moving cycles and micromobility vehicles. Collisions with obstacles, including bikes and e-scooters, are common. Cycling infrastructure often lacks accessibility features, like detectable kerbs and tactile paving, making it difficult for those with sight loss to navigate. To ensure safety, it is vital to have clear demarcation between pedestrian and cycle routes and accessible signal-controlled crossings.

It is also estimated that 1.1% of the population are on the autism spectrum. This is an estimated 6,160 people over 18 in North Wales[17].

The North Wales Population Needs Assessment (2022) identified through consultation and engagement that accessibility of transport links to those with chronic health needs, physical disability and sensory impairment were especially an issue in more rural areas, where social isolation can be more profound due to lack of public transport infrastructure.

3.4.5 Mental health and wellbeing

People in North Wales report slightly better mental health than in Wales as a whole, but the number of people with mental health needs is likely to increase[17].

Covid-19 has had a major impact on the mental wellbeing of the population of North Wales. A third of adults reported that their mental health had worsened during the Covid-19 pandemic compared to pre-March 2020. Locally, there has been an increase in the number of children and young people being referred for mental health support and this is likely to continue following the impact of Covid-19 on children and young people's mental health[6].

3.4.6 Deprivation

Deprivation is the lack of access to opportunities and resources which are expected in our society and where people experience deprivation this can have significant impacts on their health and wellbeing. The Welsh index of multiple deprivation looks at a number of different domains of deprivation to build an overall picture of relative deprivation for small areas in Wales. These domains include income and employment, health, education, access to services, housing, community safety. Figure 3-4 identifies the areas of most and least deprivation within the study area which shows that generally, the coastal areas of Conwy and Denbighshire, the northern borders of Flintshire and areas of Wrexham are the most deprived.

[24] It is important to note that this data only accounts for people resident in Anglesey, Conwy, Denbighshire, Flintshire, Gwynedd and Wrexham.

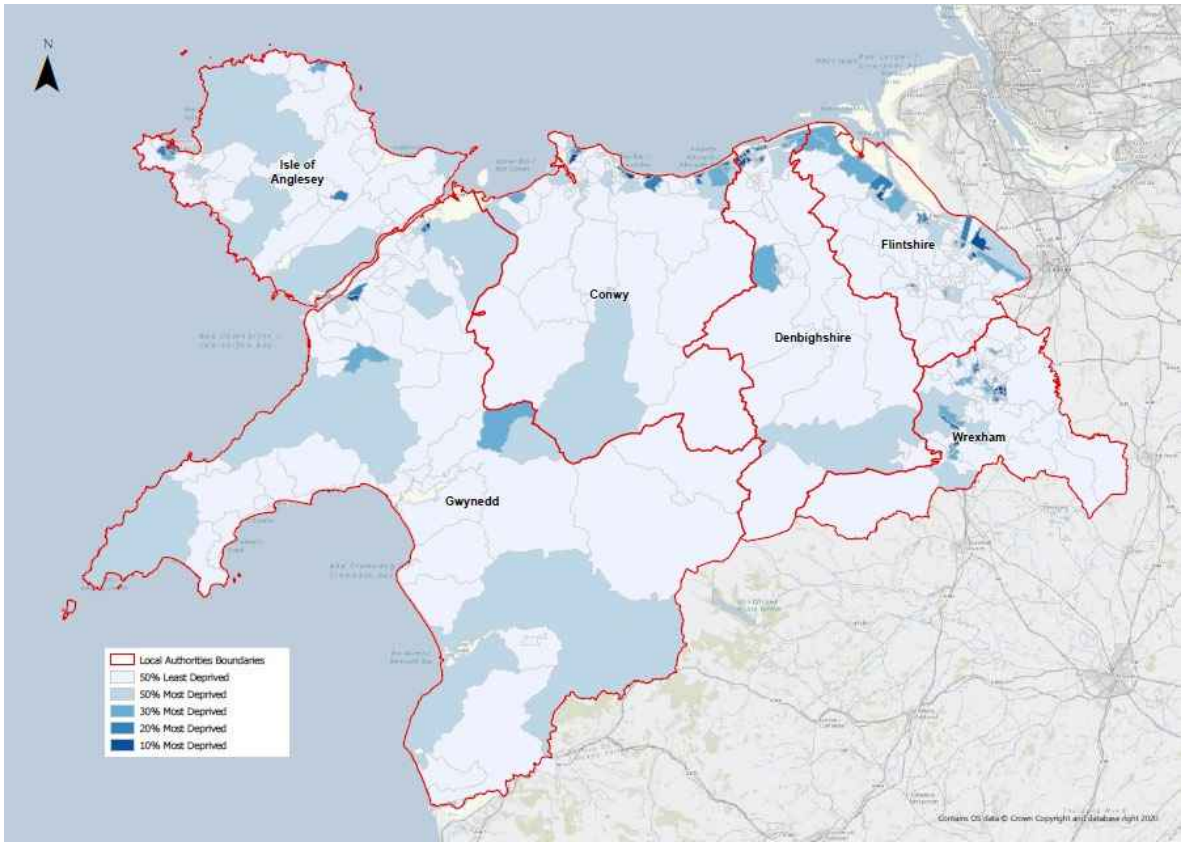


Figure 3-4 Welsh index of multiple deprivation – areas of most, to least deprived

4. Biodiversity

The study area comprises six unitary authorities including Isle of Anglesey, Gwynedd, Conwy, Denbighshire, Flintshire and Wrexham. A desk study search has been undertaken obtaining biodiversity and designated site information from Multi-Agency Geographic Information for the Countryside (MAGIC)[25] maps, Joint Nature Conservation Committee (JNCC)[26], Natural Resources Wales (NRW)[27] and the Woodland Trust[28].

4.1 Priority Habitats

Within the study area, which comprises six local planning authorities, there are areas of significant natural heritage with internationally important wetlands, blanket bogs, ancient woodlands and meadows that support unique biodiversity.

Priority habitats cover a wide range of semi-natural habitat types and were identified as being the most threatened, requiring conservation action. In Wales there are 55 habitats listed under Section 7 of the Environment (Wales) Act 2006.

A desk study search has been undertaken using NRW priority habitat records. This identified a diverse selection of 22 priority habitat types within the study area, including ancient woodland, as displayed on Figure 4-1. In total, the area (ha) covered by priority habitats within the study area equates to approximately 208,499ha (approximately 33% of the study area). The dominating priority habitat is upland heathland (51,451 ha) and the second most abundant is ancient woodland (23,500 ha). This is followed by coastal and floodplain grazing marsh (23,363 ha), upland flushes, fens and swamps (22,139ha), and lowland dry acid grassland (21,730 ha). Figure 4-2 shows the percentage cover of all priority habitats found within the study area recorded.

[25] Department for Environment, Food & Rural Affairs (no date) Multi-Agency Geographic Information for the Countryside (MAGIC). Available at: https://magic.defra.gov.uk/MagicMap.aspx. (Accessed: April 2024).

[26] Joint Nature Conservation Committee (2024) For nature, people and the planet. Available at: https://jncc.gov.uk/ (Accessed: April 2024).

[27] Natural Resources Wales (2024) Natural Resources Wales. Available at: https://naturalresourceswales.gov.uk/?lang=en (Accessed: April 2024).

[28] Woodland Trust (2024) Ancient Tree Inventory. Available at: https://ati.woodlandtrust.org.uk/ (Accessed: April 2024).

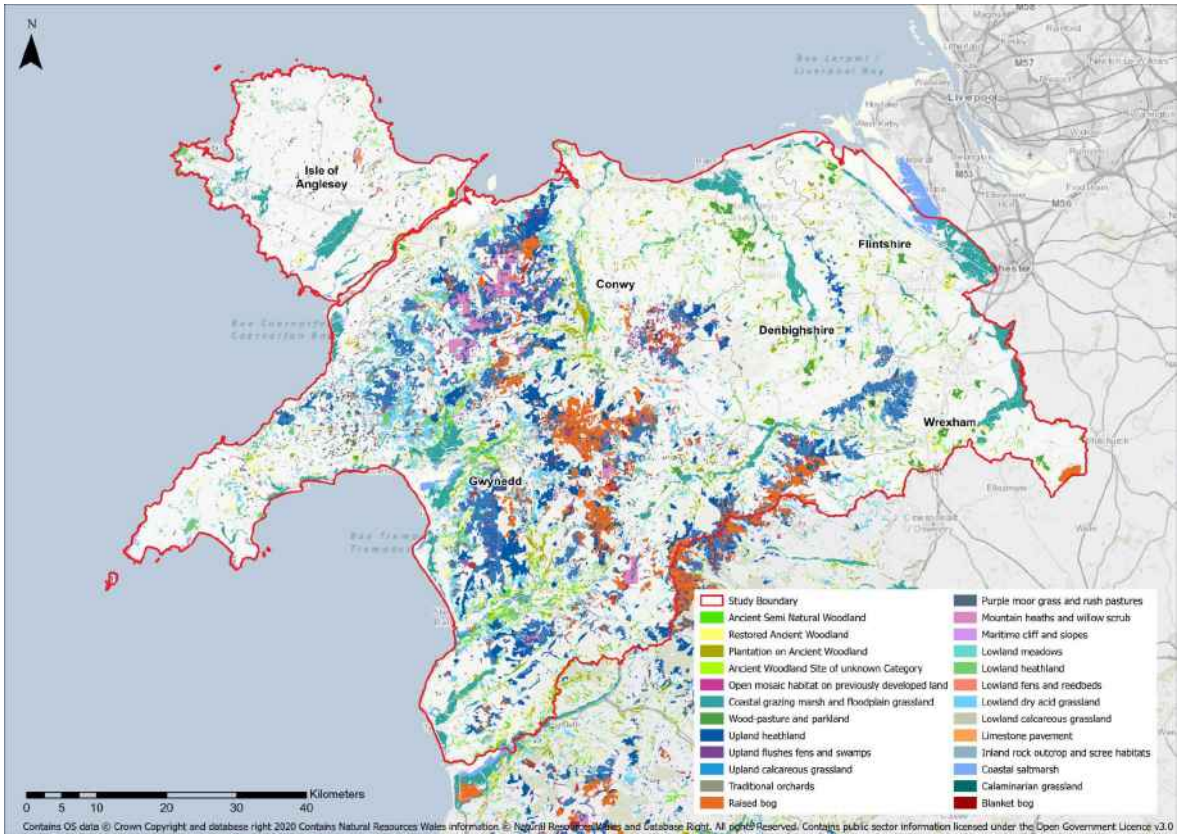


Figure 4-1: Priority habitats within the study area

In addition, there is approximately 2480 km of main rivers within the study area. These are statutory watercourses which are designated by NRW and comprise larger streams and rivers as well as small watercourses of significance.

Upland heathland is the most dominant priority habitat type within the study area. The majority of this habitat is identified within the west of the study area, particularly within Snowdonia and Gwydir Forest Park. Upland heathland accounts for 24.7% of the total priority habitat cover within the study area.

Ancient woodland is defined as woodland that has existed since 1600 (in England and Wales) and has therefore had time to develop complex communities of plants and animals. There are 5,057 ancient woodland parcels in Wales which is significantly higher than the 155 parcels in England. Ancient woodland, including ancient semi natural woodland, plantation on ancient woodland site, and restored ancient woodland site has an approximate area of 23,500 ha within the study area, which is the second most dominant priority habitat. This accounts for 11.3% of the total priority habitat cover within the study area. Ancient woodland is present across the study area, with the majority concentrated within national parks and mountain ranges.

Within the study area, there are approximately 1,300 mapped significant trees comprising ancient, veteran and notable trees. Ancient trees[29] are defined as being in the third or final stage of their life; old relative to others of the same species; and/or interesting biologically, aesthetically or culturally due to age. Veteran trees are usually in their second or mature stage of life and have developed some of the features found on ancient trees but are not old enough to be ancient[30]. Notable trees[31] are defined as mature trees which may stand out in the local environment because they are large in comparison with older trees around them but do not have any obvious veteran characteristics.

There are extensive stretches of coastal and floodplain grazing marsh within the study area, and therefore is the third most common priority habitat. This priority habitat accounts for approximately 23,363 ha (11.2% of the priority habitat cover) within the study area. Large concentrations of this habitat are identified on the north Wales and north-west England border, by the Dee Estuary as well as a large expanse on the Isle of Anglesey running adjacent to the Afon Cefni.

Upland flushes, fens and swamps are the fourth most common priority habitat. Parcels of this priority habitat were concentrated within Eryri/ Snowdonia National Park, Gwynedd and surrounding Llyn Brenig within east Conwy. Upland flushes, fens and swamps account for approximately 22,138 ha (10.6% of the total priority habitat cover) within the study area.

Lowland dry acid grassland constitutes a large proportion of the priority habitats, approximately 21,730 ha (10.4% of the total priority habitat cover) within the study area. This habitat is distributed across the study area, with the largest concentration within the north-west of Eryri/ Snowdonia National Park. The majority of the lowland dry acid grassland is identified within Gwynedd.

Raised bog accounts for approximately 17,211 ha (8.2% of the total priority habitat cover) within the study area. The majority of this habitat is concentrated across the border of Gwynedd and Conwy within Eryri/ Snowdonia National Park and Gwydir Forest Park. An extensive stretch of raised bog is situated along the southern border of Denbighshire, adjacent to Wrexham. This stretch also contains parcels of blanket bog. Overall, blanket bog accounts for approximately 16,595 ha (8% of the total priority habitat cover) within the study area. Two large areas of blanket bog are identified within Eryri/ Snowdonia National Park and scattered across the borders of Gwynedd and Conwy. In addition, blanket bog is recorded in the north of Gwydir Forest Park.

The following priority habitats have a scattered, smaller distribution across the study area. This includes purple moor grass and rush pasture which is scattered within the west of the study area, with larger parcels identified across Eryri/ Snowdonia National Park.

Collectively purple moor grass and rush pasture has an approximate area of 9,790 ha which accounts for 4.7% of the total priority habitat within the study area.

The distribution of lowland heathland is scattered within the western study area, with greater clusters of this priority habitat within Eryri/ Snowdonia National Park. Lowland heathland

[29] Woodland Trust (2024). Ancient trees. Available at: https://ati.woodlandtrust.org.uk/what-we-record-and-why/what-we-record/ancient-trees/ (Accessed: April 2024).

[30] Woodland Trust (2024) Veteran trees. Available at: https://ati.woodlandtrust.org.uk/what-we-record-and-why/what-we-record/veteran-trees/ (Accessed: April 2024).

[31] Woodland Trust (2024) Notable trees. Available at: https://ati.woodlandtrust.org.uk/what-we-record-and-why/what-we-record/notable-trees/ (Accessed: April 2024).

accounts for approximately 7,893 ha (4% of the total priority habitat cover) within the study area.

Small parcels of wood pasture and parkland are predominantly concentrated within the north-eastern study area, for example on the northern border between Conwy and Denbighshire. This priority habitat accounts for approximately 4,129 ha (2% of the total priority habitat cover) within the study area.

Lowland fens and reedbeds are scattered across the study area but is predominantly concentrated within Snowdonia to the south of the Llyn Trawsfynydd. This priority habitat accounts for approximately 3,170 ha (1.5% of the total priority habitat cover) within the study area.

There are approximately ten locations where coastal saltmarsh is concentrated. The largest area of this priority habitat is adjacent to the Dee estuary, this is followed by parcels adjacent to the River Conwy, Afon Dwyryd, Afon Mawddach and Foryd Bay. In total, these areas of coastal saltmarsh have an approximate area of 2,933 ha (1.4% of the total priority habitat cover) within the study area.

Maritime cliff and slopes are concentrated to coastal areas along the study area such as south of Porthmadog within Gwynedd and along the coastline of the Isle of Anglesey. This priority habitat accounts for approximately 1,390 ha (0.7% of the total priority habitat cover) within the study area.

Inland rock outcrop and scree habitats are present in the Cadair Idris Range within Gwynedd. There are also parcels of rock scree slip within the Snowdon mountain range across the border of Gwynedd and Conwy. This priority habitat equates to approximately 1,372 ha (0.7% of the total priority habitat cover) within the study area.

Lowland calcareous grassland is identified mostly within the east of the study area. There are two dominant clusters of this priority habitat, comprising parcels in west Denbighshire and one stretch within east Flintshire. There are also scattered parcels of lowland calcareous grassland along the coastline in north Conwy and the Isle of Anglesey. In total, this priority habitat equates to approximately 676 ha (0.3% of the total priority habitat cover) within the study area. Upland calcareous grassland is also recorded within the study area, where the majority of this priority habitat is identified across Snowdonia, located broadly across north Gwynedd and west Conwy. There is also a stretch of this priority habitat north of Llangollen which is located within the southeast of Denbighshire. Upland calcareous grassland accounts for approximately 328 ha (0.2% of the total priority habitat cover) within the study area.

The priority habitat classified as open mosaic on previously developed land is recorded in Llanberis, located north-west of Snowdonia. There are some scattered parcels within Flintshire and north Wrexham. This priority habitat accounts for approximately 276 ha (0.1% of the total priority habitat cover) within the study area.

Lowland meadow is sparsely scattered within each county of the study area. This priority habitat accounts for approximately 261 ha (0.1% of the total priority habitat cover) within the study area.

Traditional orchards are found scattered mostly outside of Snowdonia, within the study area. This priority habitat accounts for approximately 129 ha (0.06% of the total priority habitat cover) within the study area.

There are concentrated parcels of limestone pavement located east of the Clwydian Range which intersects both Denbighshire and Flintshire. This priority habitat accounts for approximately 125 ha (0.06% of the total priority habitat cover) within the study area.

The least abundant priority habitat within the study area is Calaminarian grassland. This is mostly located in two locations; scattered within central Flintshire and south-west of Llanrwst within Conwy. This priority habitat accounts for approximately 44 ha (0.02% of the total priority habitat cover) within the study area. Figure 4-2 visually the percentage cover of priority habitats recorded within the study area.

In addition to the priority habitats described above, there are areas of mountain heath and willow scrub. This is predominately identified within the west of the study area across Gwynedd and Conwy. The majority of this habitat type is located within Snowdonia, Eryri/ Snowdonia National Park and along the Cadair Idris Range. This priority habitat has not been included within the total percentage of priority habitat for the study area due to inaccuracies in mapping the extent of mountain heath and willow scrub.

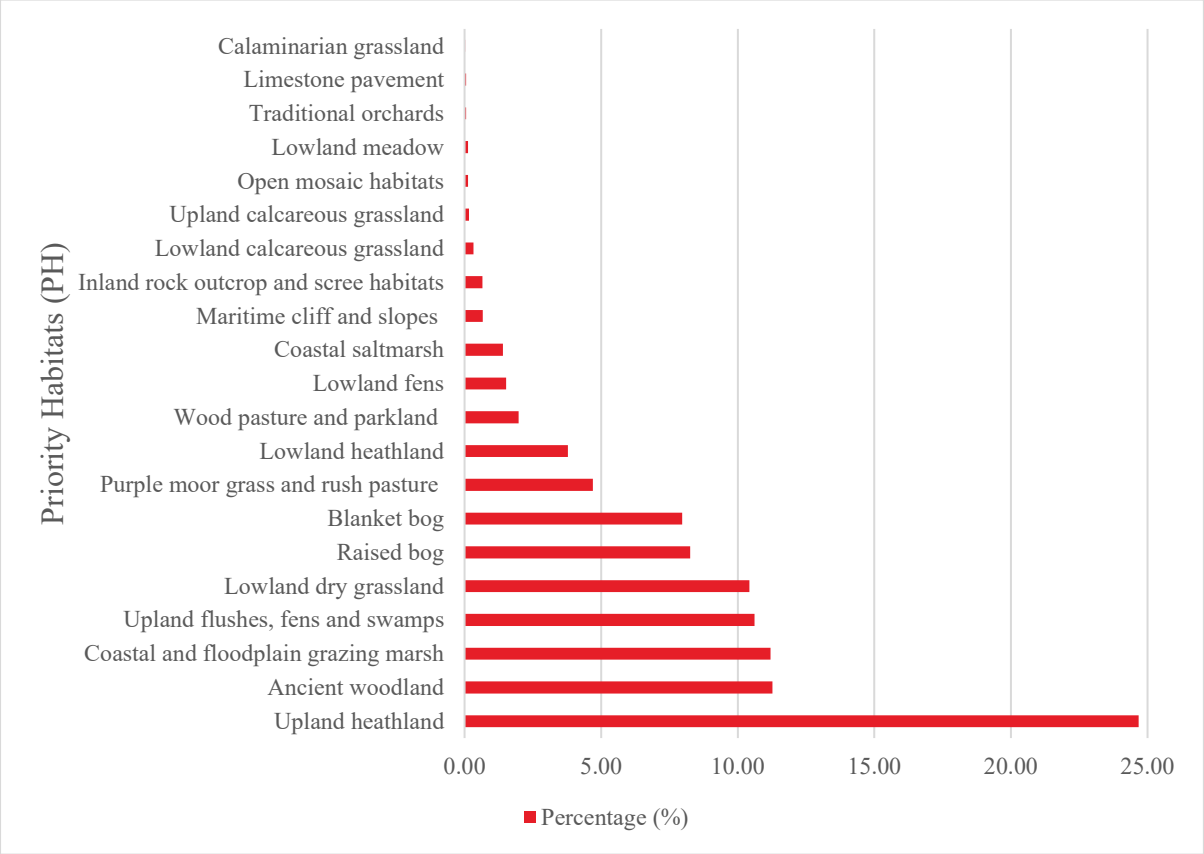


Figure 4-2 Percentage of priority habitats recorded within the study area

4.2 Designated Sites

The best quality examples of priority habitats within the study area and the species they support, are qualifying features for numerous statutory designated sites for nature conservation. These include internationally important Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar sites, and nationally important Sites of Special Scientific Interest (SSSI) and National Nature Reserves (NNR) (Figure 4-3).

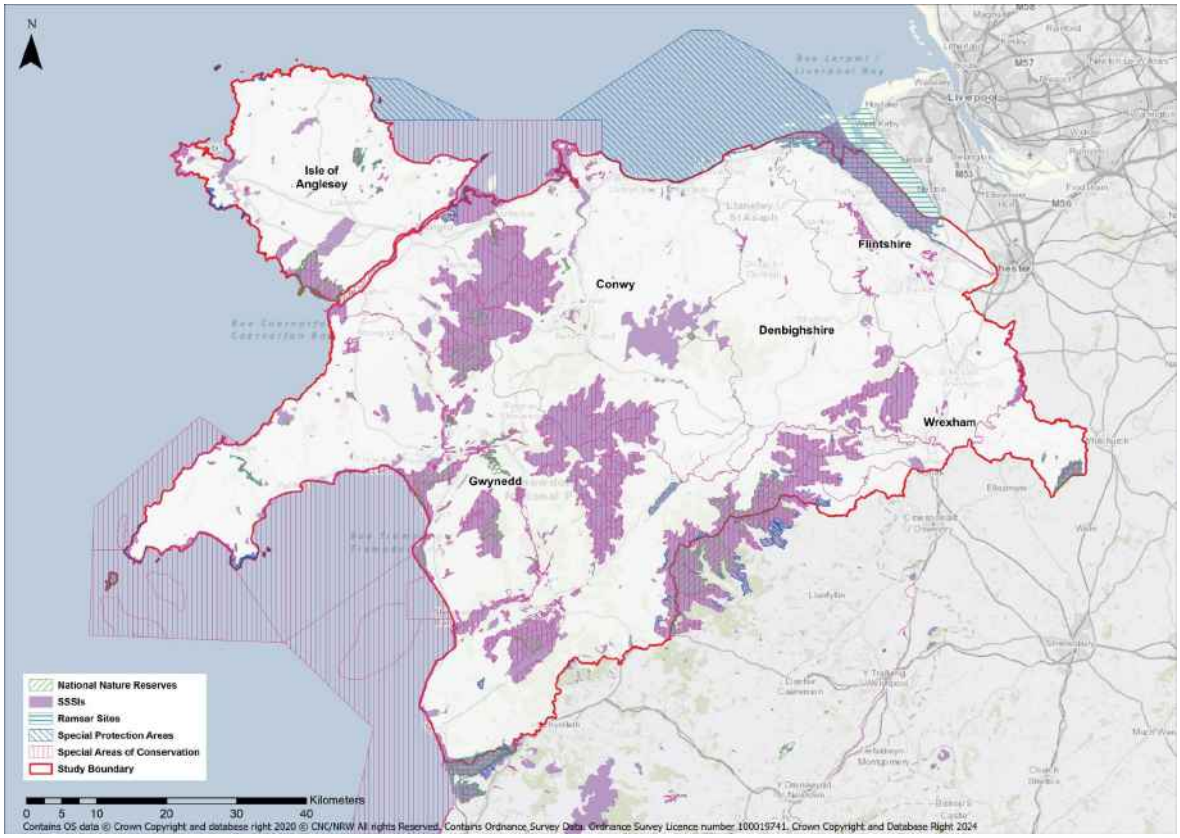


Figure 4-3 Statutory nature conservation designations within the study area

A total of 56 internationally important designated sites were identified within the study area. This includes seven Ramsar sites, 40 SACs and 14 SPAs. Ramsar sites, SACs, and SPAs cover areas of approximately 8943 ha, 1,338,933 ha, and 46,580 ha, respectively. The sites selected for multiple designations or have a significant area are described as follows:

- On the north Wales and north-west England border, locates the Dee Estuary where the River Dee flows into Liverpool Bay. The site spans five unitary authorities in England and Wales. The estuary is designated as a Ramsar site (The Dee Estuary), SPA (The Dee Estuary) and SAC (Dee Estuary/ Aber Dyfrdwy). The site is designated as an SAC for Annex I habitats as a primary reason for designation, comprising mudflats and sandflats, *Salicornia* spp., saltmarsh and Atlantic salt meadows (*Glauco-Puccinellietalia*)[32]. This site supports bird assemblages of international importance such as redshank (*Tringa totanus*)[33]. The site is a SPA as it supports populations of Annex I bird species such as common tern (*Sterna hirundo*) and bar-tailed godwit (*Limosa lapponica*) and is used regularly by 20,000 waterbirds[34].

[32] Joint Nature Conservation Committee (no date) Dee Estuary/ Aber Dyfrdwy. Available at: https://sac.jncc.gov.uk/site/UK0030131 (Accessed: April 2024).

[33] Joint Nature Conservation Committee (JNCC) (2009) Information Sheet on Ramsar Wetlands (RIS): The Dee Estuary. Available at: https://jncc.gov.uk/jncc-assets/RIS/UK11082.pdf (Accessed: April 2024).

[34] Natural England (2014) European Site Conservation Objectives for Dee Estuary SPA. Available at: https://publications.naturalengland.org.uk/publication/6557770283220992 (Accessed: April 2024).

- South-west of Wrexham locates Berwyn, which stretches along the Clywd Mountains. This site is designated as a SAC (Berwyn a Mynyddoedd de Clwyd/ Berwyn and South Clwyd Mountains) and SPA (Berwyn) due to its important moorland breeding birds and vegetation such as blanket mire. As part of the SAC designation, Annex I habitats present included European dry heaths and blanket bogs[35]. Berwyn is an SPA due to supporting species such as hen harrier (*Circus cyaneus*) and Merlin (*Falco columbarius*)[36].
- Migneint - Arenig – Dduallt is located centrally from the A470, A5 and A494 roads. It stretches between Ysbyty Ifan and Penmachno in the north down to Rhydymain in the south, and from Trawsfynnydd in the west to just east of Llyn Celyn. This site is designated as a SAC (Migneint-Arenig-Dduallt) and SPA (Migneint-Arenig-Dduallt). Annex I habitats that feature as part of primary selection of the SAC are European dry heaths and blanket bog[37]. The site qualifies as an SPA due to its ornithological interest, supporting Annex 1 species such as hen harrier, Merlin, peregrine *(Falco peregrinus[38]).*
- To the south-east of the site listed above (Migneint - Arenig – Dduallt), locates the River Dee and Bala Lake / Afon Dyfrdwy a Llyn Tegid. The River Dee and Bala Lake is designated as a SAC (River Dee and Bala Lake/ Afon Dyfrdwy a Llyn Tegid), whilst the Bala Lake (Llyn Tegid) is also a Ramsar Site. This river flows through the valley near Corwen, and the Vale of Llangollen before entering the Cheshire plain at Erbistock and meandering northwards through the Cheshire plain to its tidal limit at Farndon. The Llyn Tegid/ Bala Lake is the largest natural lake in Wales and a Ramsar Site. It is important for internationally rare plant species, particularly floating water plantain (*Luronium natans*) and unique fish fauna[39]. River Dee and Bala Lake / Afon Dyfrdwy a Llyn Tegid SAC contains water courses of plain to montane levels with the *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation which is an Annex I feature. Annex II species are also a primary reason for site selection, this includes Atlantic salmon (*Salmo salar*) and floating water-plantain (*Luronium natans*)[40].

[35] Joint Nature Conservation Committee (no date) Berwyn a Mynyddoedd de Clwyd/ Berwyn and South Clwyd Mountains. Available at: https://sac.jncc.gov.uk/site/UK0012926 (Accessed: April 2024).

[36] Joint Nature Conservation Committee (2015) Berwyn. Available at: https://jncc.gov.uk/jncc-assets/SPA-N2K/UK9013111.pdf (Accessed: April 2024).

[37] Joint Nature Conservation Committee (no date) Migneint-Arenig-Dduallt. Available at: https://sac.jncc.gov.uk/site/UK0030205 (Accessed: April 2024).

[38] Natural Resources Wales (2003) EC Directive 79/409 on the Conservation of Wild Birds: Special Protection Area (SPA). Available at: https://naturalresources.wales/media/632420/SPA_UK9013131_Register_Entry_EN001.pdf. (Accessed: April 2024).

[39] Joint Nature Conservation Committee (1991) Information Sheet on Ramsar Wetlands (RIS): Llyn Tegid. Available at: https://jncc.gov.uk/jncc-assets/RIS/UK14008.pdf (Accessed April 2024).

[40] Joint Nature Conservation Committee (no date) River Dee and Bala Lake/ Afon Dyfrdwy a Llyn Tegid. Available at: https://sac.jncc.gov.uk/site/UK0030252 (Accessed: April 2024).

- North of Bangor, there is a cluster of parcels associated to Corsydd Mon. This area comprises both a Ramsar site (Corsydd Môn a Llyn / Anglesey and Llyn Fens) and SAC (Corsydd Mon / Anglesey Fens), the site areas are approximately 630 ha and 470 ha, respectively. The site qualifies under the Ramsar convention due to base-rich fen, a rare wetland type, and its genetic and ecological diversity[41]. It is designated as a SAC for calcareous fens with *Cladium mariscus* and species of the *Caricion davallianae*[42].
- Eryri/ Snowdonia is a SAC with an approximate area of 19,740 ha, located across Conwy and Gwynedd. Annex I habitats include alpine pioneer formations of the *Caricion colorisatrofuscae,* blanket bog, hard-water springs depositing lime and species-rich *Nardus* grassland on siliceous substrates in mountain areas[43].
- Anglesey Tern SPA and North Anglesey Marine / Gogledd Môn Forol SAC have an approximate area of 101,930 ha and 324,900 ha, respectively. Both sites are present along the coast of Anglesey. Anglesey Tern SPA is designated for Annex I breeding birds such as Roseate tern (*Sterna dougallii*), common tern, Arctic tern (*Sterna paradisaea*), and sandwich tern (*Sterna sandvicencis*)[44]. North Anglesey Marine / Gogledd Môn Forol SAC is designated for harbour porpoise *Phocoena phocoena*[45].

A full list of statutory international sites are listed in Table 4.

Table 4 Statutory internationally designated sites with the study area

Site name	Percentage area of total study area (%)
Ramsar Sites	
The Dee Estuary (Wales) Ramsar	1.044
Midland Meres & Mosses Phase 2 (Wales) Ramsar	0.121
Corsydd Môn a Llyn / Anglesey and Llyn Fens Ramsar	0.098
Llyn Tegid Ramsar	0.076
Cors Fochno and Dyfi Ramsar	0.063
Llyn Idwal Ramsar	0.002
The Dee Estuary (England) Ramsar	0.002

[41] Natural Resources Wales (1997) Ramsar Convention on wetlands of international importance: Corsydd môn a llyn anglesey and llyn fens. Available at: https://naturalresources.wales/media/626365/RAMSAR_UK14005_Citation_EN001.pdf (Accessed: April 2024).

[42] Natural Resources Wales (2005) Entry in the register of European sites for Wales. Available at: https://naturalresources.wales/media/627718/SAC_UK0012884_Register_Entry001.pdf (Accessed: April 2024).

[43] Joint Nature Conservation Committee (no date) Eryri/ Snowdonia. Available at: https://sac.jncc.gov.uk/site/UK0012946 (Accessed: April 2024).

[44] Joint Nature Conservation Committee (2017) Anglesey Terns / Morwenoliaid Ynys Môn. Available at: https://jncc.gov.uk/jncc-assets/SPA-N2K/UK9013061.pdf (Accessed: April 2024).

[45] Joint Nature Conservation Committee (no date) North Anglesey Marine / Gogledd Môn Forol. Available at: https://sac.jncc.gov.uk/site/UK0030398. (Accessed: April 2024).

Site name	Percentage area of total study area (%)
SPA	
Migneint-Arenig-Dduallt	3.141
Berwyn	2.011
The Dee Estuary (Wales)	1.044
Anglesey Terns / Morwenoliaid Ynys Môn	0.412
Traeth Lafan / Lavan Sands, Conway Bay	0.355
Glannau Ynys Gybi / Holy Island Coast	0.095
Glannau Aberdaron ac Ynys Enlli / Aberdaron Coast and Bardsey Island	0.080
Dyfi Estuary / Aber Dyfi	0.067
Mynydd Cilan, Trwyn y Wylfa ac Ynysoedd Sant Tudwal	0.058
Liverpool Bay / Bae Lerpwl (Wales)	0.044
Craig yr Aderyn (Bird's Rock)	0.014
Ynys Seiriol / Puffin Island	0.005
The Dee Estuary (England)	0.002
Northern Cardigan Bay / Gogledd Bae Ceredigion	0.000
SAC	
Migneint-Arenig-Dduallt	3.141
Eryri / Snowdonia	3.105
Berwyn a Mynyddoedd De Clwyd / Berwyn and South Clwyd Mountains	2.728
Dee Estuary / Aber Dyfrdwy (Wales)	0.978
Pen Llyn a'r Sarnau / Lleyn Peninsula and the Sarnau	0.748
Cadair Idris	0.595
Rhinog	0.495
Y Fenai a Bae Conwy / Menai Strait and Conwy Bay	0.445
Coedydd Derw a Safleoedd Ystlumod Meirion / Meirionnydd Oakwoods and Bat Sites	0.443
Y Twyni o Abermenai i Aberffraw / Abermenai to Aberffraw Dunes	0.288

Site name	Percentage area of total study area (%)
River Dee and Bala Lake / Afon Dyfrdwy a Llyn Tegid (Wales)	0.181
Morfa Harlech a Morfa Dyffryn	0.167
Clogwyni Pen Llyn / Seacliffs of Lleyn	0.165
Glannau Mon: Cors heli / Anglesey Coast: Saltmarsh	0.151
Fenn's, Whixall, Bettisfield, Wem and Cadney Mosses (Wales)	0.109
Halkyn Mountain / Mynydd Helygain	0.096
Corsydd Mon / Anglesey Fens	0.074
Glannau Ynys Gybi / Holy Island Coast	0.072
Coedydd Aber	0.054
Great Orme's Head / Pen y Gogarth	0.048
Afon Eden - Cors Goch Trawsfynydd	0.045
Corsydd Llyn / Lleyn Fens	0.045
Deeside and Buckley Newt sites	0.033
Glynllifon	0.030
Alyn Valley Woods / Coedwigoedd Dyffryn Alun	0.027
Corsydd Eifionydd / Eifionydd Fens	0.023
Coedwigoedd Penrhyn Creuddyn / Creuddyn Peninsula Woods	0.019
Afon Gwyrfai a Llyn Cwellyn	0.018
Coedwigoedd Dyffryn Elwy / Elwy Valley Woods	0.013
Johnstown Newt Sites	0.011
Bae Cemlyn / Cemlyn Bay	0.007
Mwyngloddiau Fforest Gwydir / Gwydyr Forest Mines	0.006
Llyn Dinam	0.006
Llwyn	0.003
Glan-traeth	0.002
Dee Estuary / Aber Dyfrdwy (England)	0.002
West Wales Marine / Gorllewin Cymru Forol	0.002
North Anglesey Marine / Gogledd Mln Forol	0.001

Site name	Percentage area of total study area (%)
River Dee and Bala Lake / Afon Dyfrdwy a Llyn Tegid (England)	0.000
Fenn's, Whixall, Bettisfield, Wem and Cadney Mosses (England)	0.000

Additionally, a total of 369 nationally significant designated sites were identified within the study area. This comprises 336 SSSIs and 33 NNRs, covering an approximate area of 114,560 ha and 18,250 ha, respectively.

The study area is also likely to support numerous locally designated sites (such as Sites of Importance for Nature Conservation (SINCs) and Local Nature Reserves (LNRs), which have not been mapped as part of this assessment, due to the large scale of the study area. Additionally, the wide range of habitats within the study area, would likely support a range of species including protected and notable species such as breeding and wintering birds, roosting and foraging/commuting bats, riparian mammals, amphibians and reptiles, invertebrates, fish, and vascular plants, bryophytes, lichens and fungi. Specific surveys, and desktop studies would need to be undertaken to confirm the presence and distribution of particular species.

4.3 Natural capital

Natural capital can be defined as the world's stocks of living and non-living natural assets such as forests (Figure 4-4), fisheries, rivers, biodiversity, land and minerals which provide a range of services to society[46]. Stocks of natural capital provide flows of services (i.e. ecosystem services) and benefits over time. In terms of land use, the study area includes a large number of habitats (as described above). These habitats contribute heavily in terms of provision of ecosystem services in the study area, particularly those relating to recreation, climate regulation, water quality and air quality.

[46] HM Treasury (2022) The Green Brook, Central Government Guidance on Appraisal and Evaluation. Available at: https://www.gov.uk/government/publications/the-green-book-appraisal-and-evaluation-in-central-governent (Accessed: April 2024).

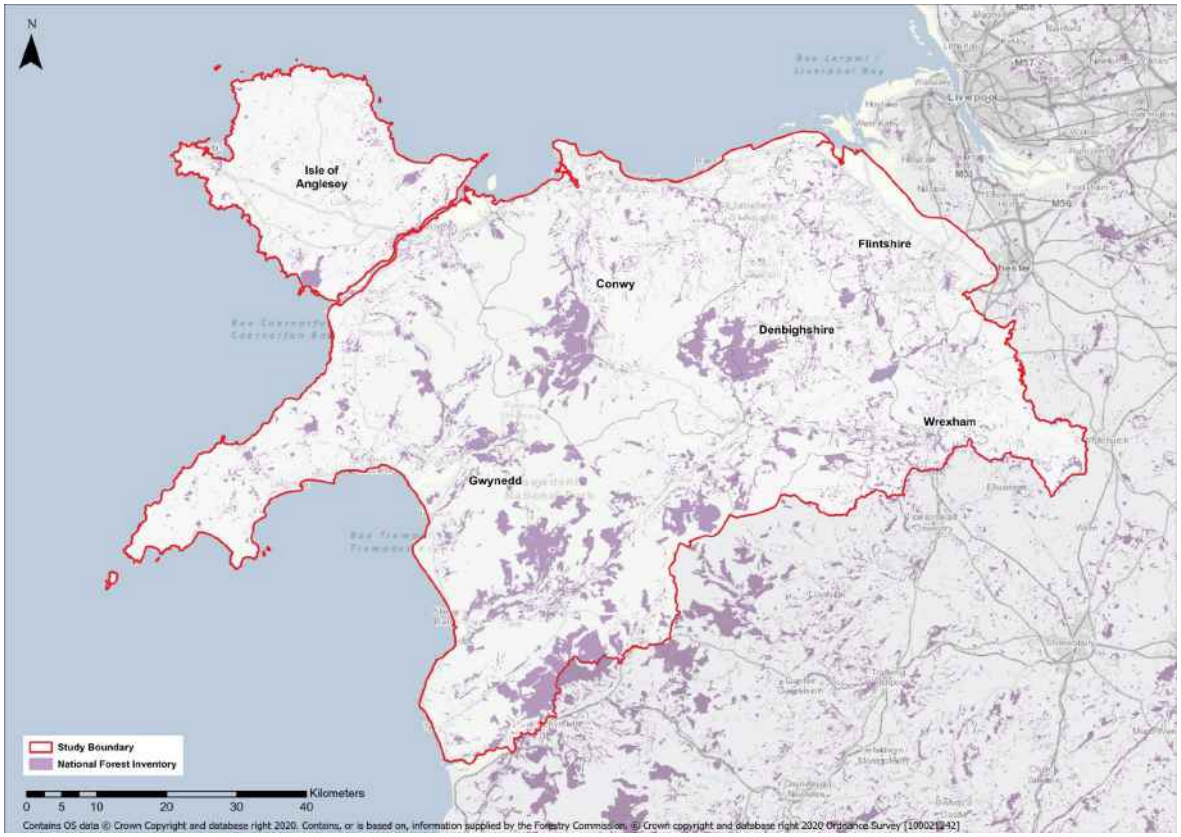


Figure 4-4 Forest habitats within the study area

4.4 Historic and future trends

As of October 2023 Planning Policy Wales (version 12) has been updated to include a requirement for a net benefit for biodiversity. In practice this means development must provide a net benefit for biodiversity and improve, or enable the improvement, of the resilience of ecosystems through implementation of the DECCA framework[47]. It is recognised that many of the retained priority habitats and designated nature conservation sites, are too small and isolated to be resilient to the environmental changes they are facing. Under the Environment (Wales) Act, Natural Resources Wales and other bodies are required to seek to maintain and enhance biodiversity and the resilience of ecosystems[48]. A framework approach has been developed which uses four interlinked ecosystem attributes to assess ecosystem resilience: diversity, extent, condition and connectivity.

[47] Natural Resources Wales (2023) Annex to Heads of Planning Letter Dated 11 October 2023: Addressing the Nature Emergency through the planning system: Updated National Planning Policy for Chapter 6 of Planning Policy Wales. Available at: https://www.gov.wales/sites/default/files/publications/2023-10/annex-addressing-the-nature-emergency-through-the-planning-system.pdf (Accessed: April 2024).

[48] Natural Resources Wales (2022) Ecosystem resilience field guide. Available at: https://naturalresources.wales/guidance-and-advice/environmental-topics/land-management/ecosystem-resilience-field-guide/?lang=en (Accessed: April 2024).

Known as the DECCA framework it is the intention that it can be applied to environmental process at different scales, habitats and land uses, to drive the sustainable management of natural resources in Wales[49]. Planning authorities must take account of and promote the resilience of ecosystem, following the DECCA framework approach.

In 2020, the plan for a National Forest in Wales was announced which will create new areas of woodland and protect and enhance ancient woodland. Despite this, the State of Nature 2019 reports a significant decline in average species abundance since 1970, with a 6% decrease occurring in the last decade alone. Only 20% of the area designated as SSSIs in Wales were in a favourable condition in 2022[50]. Rapid changes in abundance are underway and average species distribution has fallen[51] due to pressures such as poor land management, land use change, pollution, hydrological change and invasive non-native species[52].

As the study area is within Wales, where at a national level the rate of change in nature is increasing, with pressures on wildlife from agricultural management, urbanisation, pollution, hydrological change, woodland management and invasive non-native species[53]. These factors combined with climate change are driving widespread changes in the abundance, distribution and ecology of Wales's wildlife.

Climate change is already driving widespread changes in the abundance, distribution and ecology of wildlife. In future, sensitive ecosystems are expected to come under increasing pressure as a result of extreme events and disturbance such as floods, wildfires and droughts. The projected impacts of these trends include potential adverse impacts to both terrestrial and aquatic biodiversity resulting from extreme weather events, water scarcity, increased water temperatures and phenological shifts. These alterations to biodiversity are also anticipated to have an impact on existing landscape characteristics, likely to be exacerbated by both natural and managed alterations to soil, hydrology and geomorphology[54].The risk to freshwater species and habitats from a changing climate has been assessed as high to very high, whilst the risk to terrestrial species and habitats is unknown[127].

Future trends in Wales relating to opportunities for the conservation and enhancement of biodiversity and for the sustainable management and use of natural resources are declining[53]. Finally, it is widely recognised that the targets committed to through the Convention on Biological Diversity will not be met.

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[49] Natural Resources Wales (2020) Ecosystem Resilience in a Nutshell 1: What is ecosystem resilience? Available at: https://cdn.cyfoethnaturiol.cymru/media/696279/ecosystem-resilience-in-a-nutshell-1-what-is-ecosystem-resilience.pdf (Accessed: April 2024).

[50] Department for Environment, Food & Rural Affairs (2023) Extent and condition of protected areas. Available at: https://www.gov.uk/government/statistics/england-biodiversity-indicators/1-extent-and-condition-of-protected-areas (Accessed: April 2024).

[51] National Biodiversity Network (2019) State of Nature 2019. Available at: https://nbn.org.uk/wp-content/uploads/2019/09/State-of-Nature-2019-UK-summary.pdf (Accessed: April 2024).

[52] Natural Resources Wales (2020) Protected sites baseline assessment, 2020. Available at: https://naturalresources.wales/evidence-and-data/research-and-reports/protected-sites-baseline-assessment-2020/?lang=en (Accessed: April 2024).

[53] Royal Society for the Protection of Birds (2019) State of Nature: A Summary for Wales. Available at: https://stateofnature.org.uk/wp-content/uploads/2023/09/TP26053-SoN-Wales-summary-report-v10.pdf (Accessed: April 2024).

[54] UK Climate Risk (2023) Evidence for the third UK Climate Change Risk Assessment (CCRA3) Summary for Wales. Available at: https://www.ukclimaterisk.org/independent-assessment-ccra3/national-summaries/ (Accessed: April 2024).

5. Land use and landscape

5.1 Landscape character areas

The study area has an array of diverse landscapes. Landscape Character Areas (LCAs) are defined by Natural Resources Wales (NRW) which uses LANDMAP to record, classify and describe Welsh landscapes. LCAs are often used for decision making and planning as well as monitoring change across the landscape. There are 19 defined National Landscape LCAs in the study area[55]. Due to only having a very small extent within the study area, for the purposes of this study, the Cambrian Mountains has been incorporated into the adjacent Eryri LCA.

The LCAs are shown on Figure 5-1. The descriptions are as follows:

- Aberdovey Coast LCA: swash aligned soft coastline, dunes and estuary bars.
- Anglesey Coast LCA: coastal zone.
- Arfon LCA: the Arfonian plateau, Menai Strait.
- Berwyn LCA: spine of extensive, open, unenclosed, rolling uplands.
- Central Anglesey LCA: land-locked central part of Anglesey.
- Clwydian Range LCA: rounded, heather clad open hills in two main groups.
- Conwy Valley LCA: a deep, major fault-guided glaciated valley, southern flood plain section.
- Deeside and Wrexham LCA: lowland, foothills and levels.
- Denbigh Moors LCA: rolling unenclosed uplands with gentle topography.
- Eryri & Cambrian Mountains LCA: mountainous topography.
- Llŷn LCA: peninsula, northern spire of distinctively profiled, angular hills.
- Maelor LCA: flood plain or rolling lowland, a rural agricultural character.
- North Wales Coast LCA: carboniferous limestone hills and coastal headlands.
- Rhos LCA: rural inland foothills and valleys.
- Tremadoc Bay LCA: lowland fringes of northern Cardigan Bay, hemmed in by steeply rising uplands.
- Vale of Clwyd LCA: a broad agricultural vale, distinctive line of hills forming the eastern boundary.
- Vale of Llangollen and Dee Valley LCA: major river valley, largely tranquil, rural landscape.

[55] Natural Resources Wales (2023) National Landscape Character Areas. Available at: https://datamap.gov.wales/layers/inspire-nrw:NRW_LANDSCAPE_CHARACTER_AREAS (Accessed: April 2024).

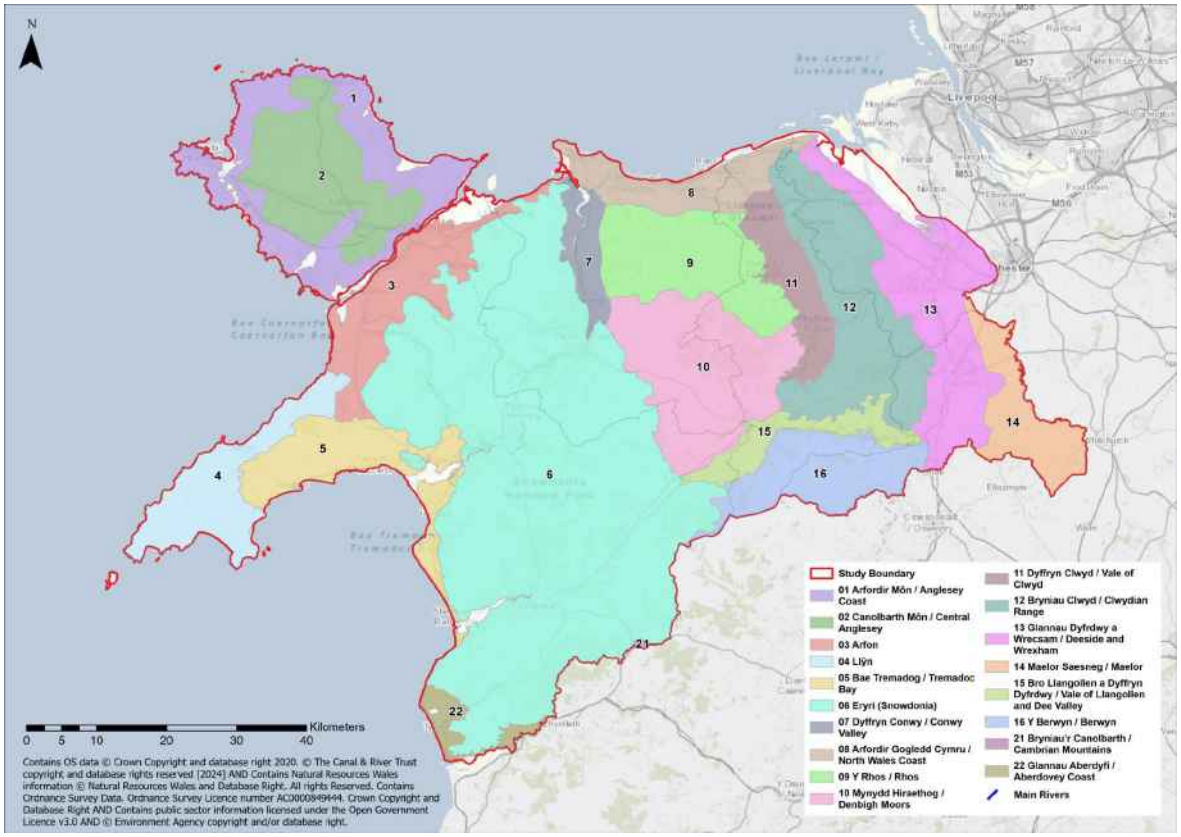


Figure 5-1 Landscape Character Areas within the study area

The topography in the study area reaches its highest points in Eryri National Park at Snowdon.

5.2 Land use

Land uses across the study area are illustrated in Figure 5-2. Land use in North Wales is dominated by agriculture with most of this being pasture. Welsh Government own areas of woodland that are managed by Natural Resources Wales[56]. Furthermore, in the north-west, Eryri National Park covers the main upland spine of mountains, with further upland moors to the east, in Conwy[57].

Areas of peatland are also present in North Wales and of the 70,000 ha of blanket bogs found in Wales, most of this is located within the upland areas of the Migneint and Berwyn Mountains, in the south of Snowdonia National Park[58].

[56] Natural Resources Wales (2023) *NRW Forest Ownership*. Available at: https://datamap.gov.wales/layers/inspire-nrw:NRW_FORESTRY_OWNERSHIP_GB#download-metadata-section (Accessed: April 2024).

[57] Natural Resources Wales (2018) *Area Statement North West Wales Landscape*. Available at: https://naturalresources.wales/media/685443/as-north-west-wales-landscape-final-april-2018.pdf (Accessed: April 2024).

[58] Royal Society for the Preservation of Birds (2017) *Restoring ancient blanket bogs in North Wales*. Available at: https://community.rspb.org.uk/ourwork/b/actionfornature/posts/restoring-ancient-blanket-bogs-in-north-wales (Accessed: April 2024).

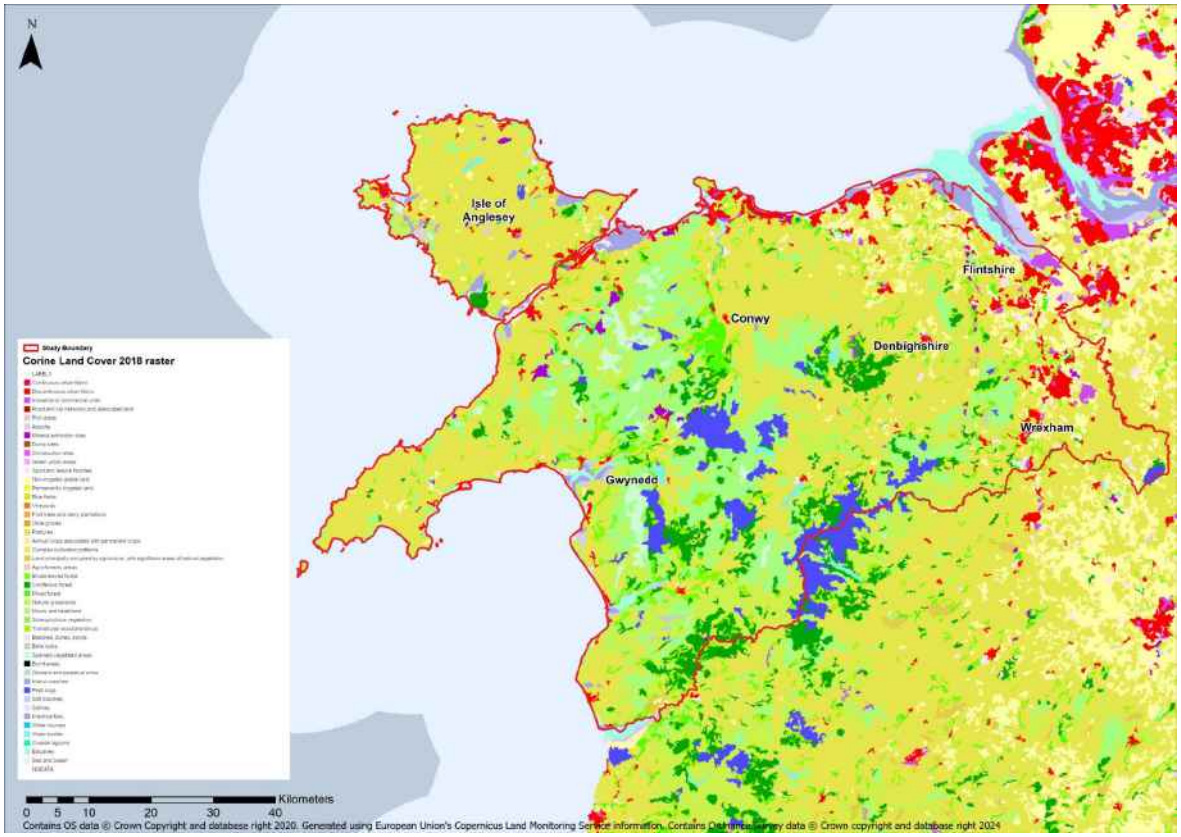


Figure 5-2 Land use

5.3 Designated sites and attractions

A wide range of environmental designations are within the study area as shown on Figure 5-3. Wales's landscape is made up of around 20% as National Parks[59]. Eryri National Park, which is Wales's largest National Park, falls within the study area. Furthermore, the following Areas of Outstanding Natural Beauty (AONBs) fall within the study area:

- Anglesey AONB: main features include low cliffs alternating with coves and pebble beaches, sheer limestone cliffs interspersed with fine sandy beaches, and stretches of sand dunes with beaches[60].
- Clwydian Range and Dee Valley AONB: features include a chain of heather-clad peaks, iron age hillforts, Llandegla moors, Ruabon mountain, and limestone cliffs[61].
- Llŷn AONB: features include a total of 22 Sites of Special Scientific Interest (SSSI) within the AONB and that the area is home to the chough[62].

[59] National Parks Wales (no date) *The National Parks of Wales*. Available at: https://www.nationalparkswales.uk/npw/about/nationalparkswales (Accessed: April 2024).

[60] Isle of Anglesey County Council (no date) *Anglesey Area of Outstanding Natural Beauty (AONB)*. Available at: https://www.anglesey.gov.wales/en/Residents/Countryside/Areas-of-Outstanding-Natural-Beauty-AONBs/Anglesey-Area-of-Outstanding-Natural-Beauty-AONB.aspx (Accessed: April 2024).

[61] Clwydian Range and Dee Valley (no date) *The Clwydian Range and Dee Valley Area of Outstanding Natural Beauty*. Available at: https://www.clwydianrangeanddeevalleyaonb.org.uk/the-aonb/ (Accessed: April 2024).

[62] Llŷn Area of Outstanding Natural Beauty (no date) *Llŷn Area of Outstanding Natural Beauty*. Available at: https://www.ahne-llyn-aonb.org/Home (Accessed: April 2024).

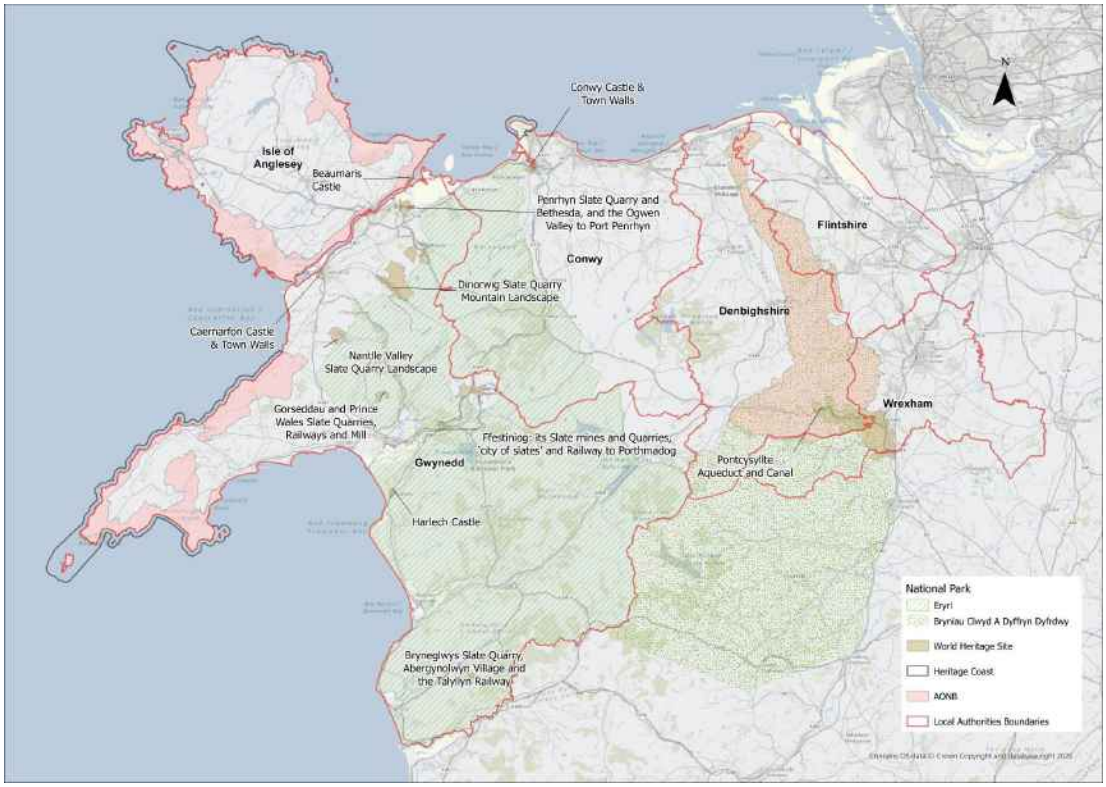


Figure 5-3 Landscape designations

5.4 Tourist destinations and attractions

Within the study area the main tourist destinations consist of Eryri National Park, Anglesey AONB, Llŷn AONB, and Clwydian Range and Dee Valley AONB. There are several Registered Parks and Gardens, Registered Historic Landscapes, CADW sites, and National Trust sites. Numerous play areas, parks, gardens and sports facilities are also present within the study area, particularly in densely populated areas with Flintshire being the most populated local authority in North Wales.

The study area includes a swathe of historic landscapes, including 17 Registered Landscapes of Outstanding Interest and seven Registered Landscapes of Special Interest[63]. The Registered Landscapes of Outstanding Interest consist of the following:

[63] Cadw, the Countryside Council for Wales (now part of Natural Resources Wales) and the International Council on Monuments and Sites (2021) *WOM21 Historic Landscape Areas (HLA)*. Available at: https://datamap.gov.wales/layers/geonode:GWC21_Historic_Landscape_Area (Accessed: April 2024).

- Aberglaslyn
- Amlwch and Parys Mountain
- Ardudwy
- Blaenau Ffestiniog
- Creuddyn and Conwy
- Dinorwig
- Hollywell Common and Halkyn Mountain
- Lleyn and Bardsey Island
- Lower Conwy Valley
- Mawddach
- Nantlle Valley
- North Arllechwedd
- Ogwen Valley
- Penmon
- The Vale of Clwyd
- Transfynydd Basin and Cwm Prysor
- Vale of Dolgellau

The Registered Landscapes of Special Interest consist of the following:

- Bala and Bala Lakesides
- Berwyn
- Denbigh Moors
- Dysynni Valley
- Lower Elwy Valley
- Maelor
- Vale of Llangollen and Eglwyseg

5.5 Rural proofing and rural populations

Large parts of Wales are rural in character with 40% of the population living in settlements with fewer than 10,000 people[64]. Lack of employment opportunity is a key reason behind rural depopulation, particularly in the younger workforce; it can also contribute to deprivation and inequality. Therefore, developing local opportunities, particularly in higher paid sectors, is important to retain workers, broaden the skills base and help sustain communities.

Policy four of the 'Future Wales, The National Plan 2040[64]' aims to support rural communities while policy five aims to support the rural economy. As part of policy four, Strategic and Local Development Plans must identify their rural communities, assess their needs and set out policies that support them. Policies should consider how age balanced communities can be achieved, where depopulation should be reversed and consider the role of new affordable and market housing, employment opportunities, local services and greater mobility in tackling these challenges.

[64] Welsh Government (2021) *Future Wales The National Plan 2040*. Available at: https://www.gov.wales/sites/default/files/publications/2021-02/future-wales-the-national-plan-2040.pdf (Accessed: April 2024).

Meanwhile, policy five sets out that Strategic and Local Development Plans must plan positively to meet the employment needs of rural areas including employment arising from the foundational economy; the agricultural and forestry sector, including proposals for diversification; start-ups and micro businesses.

Furthermore, the Welsh Government aims to support investment in public transport, active travel and vehicle charging networks to support ultra-low emission vehicles. The National Plan sets out the planning authorities should support improvements to connectivity within and between rural settlements.

5.6 Agricultural land classifications

Agricultural land classification (ALC) is a system used in Wales to grade the quality of land for agricultural use. It is used to inform planning decisions affecting greenfield sites. The system classifies land into five grades, from Grade 1 (excellent quality agricultural land) to Grade 5 (very poor-quality agricultural land).

Over half of the study area is agricultural land, comprising the predominate land use outside of Snowdonia National Park[65]. However, predictive[66] ALC mapping[67] indicates limited areas of excellent or very good quality agricultural within the study area. The highest quality agricultural land (Grade 1) is mainly present in the east of the study area (in Maelor, Vale of Clwyd, and Deeside and Wrexham national landscape character areas) and the north of the study area (in Arfon and Anglesey Coast national landscape character areas)[68] (see Figure 5-4). Good and moderate quality agricultural land surrounds areas of better quality land, whilst poor and very poor grade land is largely located in the uplands, particularly in Snowdonia National Park.

[65] Copernicus (2018) *CORINE Land Cover 2018 (vector/raster 100 m), Europe, 6-yearly*. Available at: https://land.copernicus.eu/en/products/corine-land-cover/clc2018 (Accessed: April 2024).

[66] Whilst it is recognised that this is predictive data, and a level of uncertainty therefore exists without full surveys being carried out.

[67] Welsh Government (2019) Predictive Agricultural Land Classification (ALC) Map 2. Available at: https://datamap.gov.wales/layers/inspire-wg:wg_predictive_alc2 (Accessed: April 2024).

[68] Welsh Government (2017) *Predictive Agricultural Land Classification (ALC) Map*. Available at: https://datamap.gov.wales/layers/inspire-wg:predictive_alc_partitioned (Accessed: April 2024).

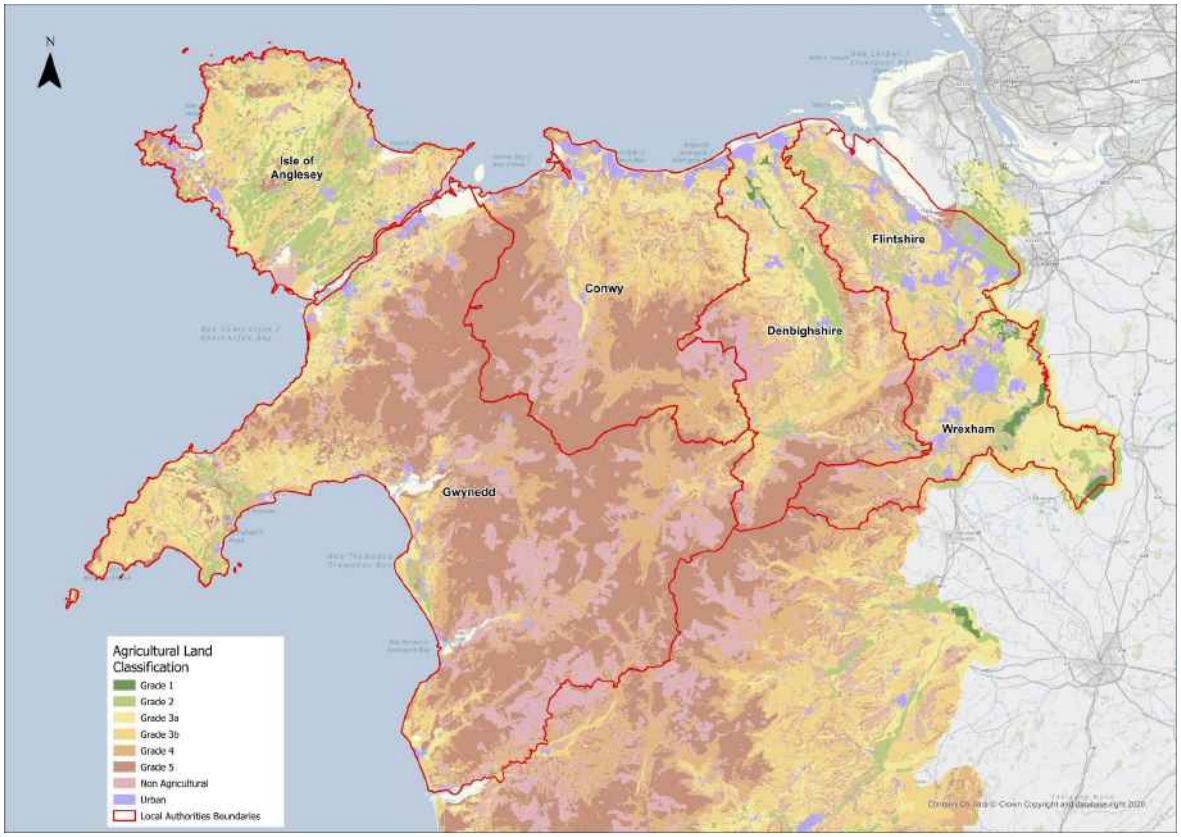


Figure 5-4 Agricultural land classification

5.7 Historic and likely future trends

The Welsh Government has committed to the ongoing conservation and enhancement of National Parks and AONBs in 'Valued and Resilient: The Welsh Government's Priorities for Areas of Outstanding Natural Beauty and National Parks'[69]. As part of this, the Welsh Government has recognised designated landscapes as strategic national assets which are a key delivery mechanism for the Welsh Government's environmental, social and economic ambitions. The statement contains four goals for AONBs and National Parks in Wales, including that they be valued places, contain resilient environments, support resilient communities, and adopt resilient ways of working. Additionally, the North West Wales Area Statement will aim to reconnect people with nature, improving access to green space[70]. A new National Park is being proposed to replace the Clwydian Range and Dee Valley AONB in the north-east of Wales.

[69] Welsh Government (2018) *Valued and Resilient: The Welsh Government's Priorities for Areas of Outstanding Natural Beauty and National Parks*. Available at: https://www.gov.wales/sites/default/files/publications/2021-02/areas-outstanding-natural-beauty-national-parks-2018-report%20.pdf (Accessed: April 2024).

[70] Natural Resources Wales (2024) *Reconnecting people with nature.* Available at: https://naturalresources.wales/about-us/what-we-do/strategies-and-plans/area-statements/north-west-wales-area-statement/reconnecting-people-with-nature/?lang=en (Accessed: April 2024).

In the 'Valued and Resilient: The Welsh Government's Priorities for Areas of Outstanding Natural Beauty and National Parks' statement, the government has also acknowledged the challenges facing ecosystems and has challenged designated landscapes to do more to identify, safeguard and realise the benefits from the public goods they protect.

However, there is increasing pressure on non-designated rural and agricultural land from developers, with future population growth necessitating more housing and urban development infrastructure. Opportunities for the protection and enhancement of the local distinctiveness of landscapes and townscapes is declining[71].

[71] Welsh Government (2021) *Integrated Sustainability Appraisal of National Development Framework.* Available at: https://www.gov.wales/sites/default/files/publications/2021-02/future-wales-integrated-sustainability-appraisal.pdf (Accessed: April 2024).

6. Cultural Heritage

6.1 Historic landscape and archaeology

Cadw, in partnership with the Countryside Council for Wales (now called Natural Resources Wales) and the International Council on Monuments and Sites (ICOMOS UK), has compiled a non-statutory Register of 58 landscapes of outstanding or special historic interest in Wales. This register aims to raise awareness and provide information about the most important and significant historic landscape areas in Wales. Historic landscapes across the study area are shown on Figure 6-1.



Figure 6-1 Historic landscapes across the study area

Humans have lived in North Wales for an estimated quarter of a million years. Palaeolithic hunter-gatherers roamed the coastline and valleys, and the oldest Neanderthal remains in Britain were found near St Asaph, Denbighshire. Neolithic remains are scattered within the landscape, especially on Anglesey, where features like Bryn Celli Ddu and Barclodiad y Gawres stand as testament to ancient civilisations[72].

[72] Welsh Government (2024) *Discover historic North Wales*. Available at: https://www.visitwales.com/destinations/north-wales/north-wales-history-language-landmarks-and-legends (Accessed: April 2024).

6.2 UNESCO World Heritage Sites

Cultural attractions are awarded UNESCO World Heritage Status when they are ranked by the United Nations as being one of the world's most significant sites and of 'outstanding value to humanity'. Four sites in Wales have been awarded this prestigious title to date. The study area includes three out of the four UNESCO World Heritage Sites, each offering an array of cultural, recreational and historic interest which serves the local population and tourism sector.

In July 2021 the Slate Landscape of Northwest Wales became the fourth UNESCO World Heritage Site in Wales[73]. The Slate Landscape of Northwest Wales consists of six separate sites around the Gwynedd area including areas of interest of the Welsh slate industry, as follows:

- Dyffryn Ogwen
- Dinorwig Quarry
- Dyffryn Nantlle
- Gorseddau and Bwlch y Ddwy Elor
- Ffestiniog and Porthmadog
- Abergynolwyn and Tywyn

Within Gwynedd, the Castle and Town Walls of King Edward I are also designated World Heritage Sites. The four strongholds comprise Conwy Castle in the county of Conwy, Harlech Castle and Caernarfon Castle in Gwynedd, and Beaumaris Castle on the island of Anglesey. The adjoining historic towns of Conwy and Caernarfon and are also included in the UNESCO listing.

The more urban Northeast region of the study area includes a UNESCO World Heritage Site, the Pontcysyllte Aqueduct and Canal. Along with the aqueduct, the UNESCO listing includes 17km of scenic canal way.

6.3 Listed Buildings

Buildings and structures of national importance are given legal protection by being placed on a 'List' of Buildings of Special Architectural or Historic Interest. Under Section 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990, the Welsh Ministers are required to compile and maintain this list.

In Wales there are over 30,000 buildings and structures on the list. Listed buildings range from Medieval Churches to modern commercial premises. Structures can include railings, gate piers, walls, war memorials, gravestones, post boxes and telephone boxes. The Listing of buildings and structures is an ongoing process. Buildings and structures can also be removed from the List in a process called 'De-Listing'.

Buildings on the List are given one of three grades which denote their level of importance, Grade I being the highest. The Grades are: -

[73] Welsh Government (2024) *Wales Slate: The quarry communities of Gwynedd*. Available at:https://www.visitwales.com/destinations/north-wales/north-wales-history-language-landmarks-and-legends https://www.visitwales.com/destinations/north-wales/eryri-snowdonia-mountains-and-coast/six-areas-unesco-awarded-slate (Accessed: April 2024).

- Grade I - Are of exceptional interest;
- Grade II* - Are particularly important; and
- Grade II - Are of special interest.

Within the study area, according to the Cadw database[74] there are currently 10,936 listed buildings (Grade I, II* and II) which have been designated between 1949 and 2024. These are depicted in Figure 6-2.

The distribution of listed buildings by local authority area as follows:

- Isle of Anglesey – total 1,127
- Conwy – total 1,745
- Denbighshire – total 1,814
- Flintshire – total 1,030
- Gwynedd – total 4,178
- Wrexham – total 1,042

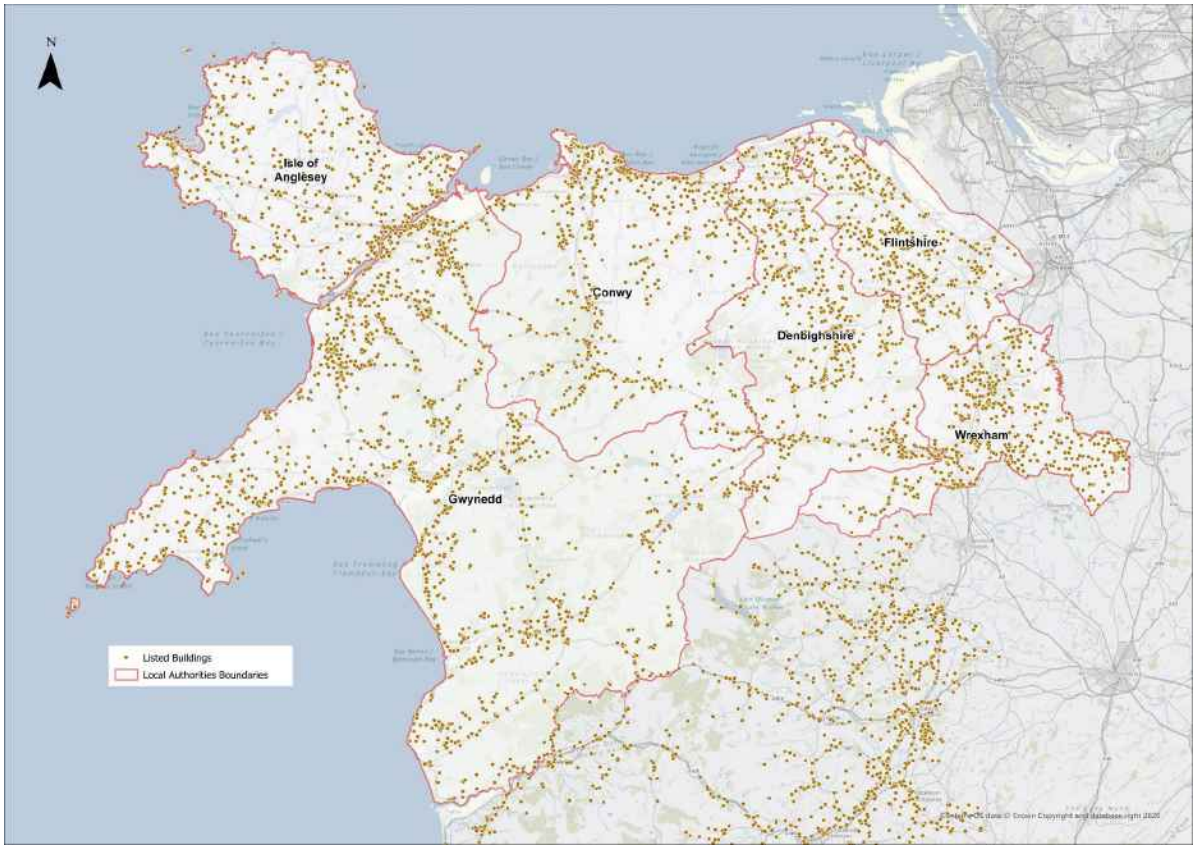


Figure 6-2 Listed buildings within the study area

[74] Cadw (2021) *Cadw Historic Assets*. Available at: https://datamap.gov.wales/maps/cadw-historic-assets/ (Accessed: April 2024).

6.4 Scheduled Monuments

Archaeological sites of national importance are given legal protection by being placed on a 'Schedule' of monuments. Under the Ancient Monuments and Archaeological Areas Act 1979, the Welsh Ministers are required to compile and maintain this schedule. In Wales, monuments have been scheduled since the 1920s and this process has continued and is ongoing. Scheduled Monuments can be subject to a 'Revision', where new archaeological/historical evidence regarding the monument has required an alteration to the map depiction. Monuments can also be removed from the Schedule in a process called 'De-Scheduling'.

In Wales there are over 4,000 examples of Scheduled Monuments, which include, amongst others, Roman remains, burial mounds, castles, bridges, earthworks, the remains of deserted villages, industrial sites and 20th century military complexes.

Within the study area, according to the Cadw database[74] there are currently 1,214 Scheduled Monuments ranging from prehistoric, neolithic, bronze age, iron age, roman, medieval, early medieval, post medieval, Victorian and industrial and modern. These are depicted in Figure 6-3 below. The distribution of Scheduled Monuments by local authority area is as follows:

- Isle of Anglesey – total 143
- Conwy – total 156.
- Denbighshire – total 169
- Flintshire – total 130
- Gwynedd – total 515
- Wrexham – total 101

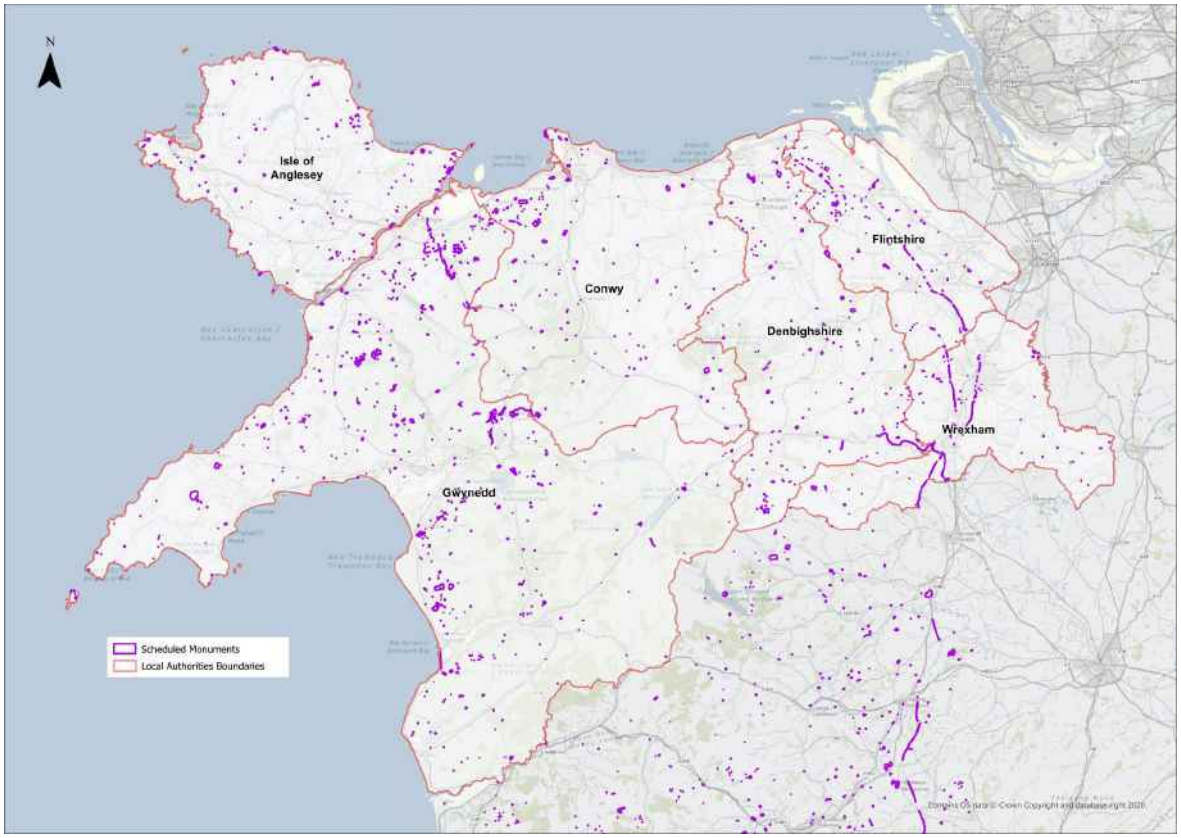


Figure 6-3 Scheduled monuments within the study area

6.5 Other cultural significance

Alongside the rich prehistoric, Celtic and roman history of North Wales, North Wales played a significant role in the Industrial Revolution. Mineral extraction and manufacturing drove the economy. The Greenfield Valley, with initiatives ranging from copper to cotton, exemplifies the region's industrial innovation from the 18th Century[75]

As discussed in the Population section within this Appendix, Welsh-speakers in North Wales form a higher proportion of the population than in other Welsh regions[3].

In 2022, Wrexham successfully achieved city status in the Queen's Platinum Jubilee City Status competition. It was also a finalist for UK City of Culture in 2025.

[75] North East Wales Heritage Forum (2024). Webpage information. Available online at: https://www.newalesheritageforum.org.uk/en/industrial-innovation/ (Accessed July 2024)

7. Ground Conditions (soils and geology)

Given the size of the study area, this report gives a high-level summary of the geology and hydrogeology only.

7.1 Geological Summary

7.1.1 Superficial Deposits

The study area has the largest coverage of Glacigenic Deposits - Diamicton (Clay, Sand and Gravel). Land at higher elevations across the study area has little coverage of superficial deposits, whereas the land at lower elevations has high coverage (see Figure 7-1). Till and associated glacial material are widespread on lower-lying ground and largely absent in upland areas. In Snowdonia, outcrop is extensive[76].

The superficial deposits found within the study area are listed below. The units are generally ordered from youngest to oldest. This should be read in conjunction with Figure 7-1.

- Aeolian Deposits - Sand – located around the coastal areas of the study area, particularly around Tywyn, Porthmadog, west coast of Anglesey, Llandudno and Rhyl. Aeolian deposits include wind-blown deposits formed in a variety of depositional environments and climates[77].
- Peat is present in a small number of locations covering approximately 68km^2. Some small areas of peat are present in the central study area around Llyn Brenig and nearby lakes. Larger areas are present in various upland areas.
- Alluvium is found in the flat valley floors adjacent to the rivers and transitional waterbodies within the study area. These deposits generally comprise unconsolidated clays, silts, sands and gravels[78].
- River terrace deposits are found adjacent to alluvium in river valleys in the east of the study area such as along the River Clwyd and River Dee. These deposits consist of sands and gravels, with local lenses of silt, clay or peat[79].

[76] British Geological Survey (2016) *Hydrogeology of Wales: Introduction - geology and groundwater*. Available at: https://earthwise.bgs.ac.uk/index.php/Hydrogeology_of_Wales:_Introduction_-_geology_and_groundwater (Accessed: April 2024).

[77] British Geological Survey (no date) *Aeolian deposits.* Available at: https://webapps.bgs.ac.uk/lexicon/lexicon.cfm?pub=aeold (Accessed: April 2024).

[78] British Geological Survey (no date) *Alluvium*. Available at: https://webapps.bgs.ac.uk/lexicon/lexicon.cfm?pub=alv (Accessed: April 2024).

[79] British Geological Survey (no date) *River terrace deposits*. Available at: https://webapps.bgs.ac.uk/lexicon/lexicon.cfm?pub=RTD (Accessed: April 2024).

- Glacial sand and gravel is present in the east of the study area and in smaller quantities on the north west coast, with isolated deposits near Bryncrug, Groesffordd. This unit is comprised mainly of coarse-grained sands and gravels, with a smaller proportion of finer-grained deposits such as clay interbedded locally[80].
- Till covers a large proportion of the study area. Till is an unsorted and unstratified glacial drift, a heterogenous mixture of clay, sand and gravel and boulders of varying size and shape.

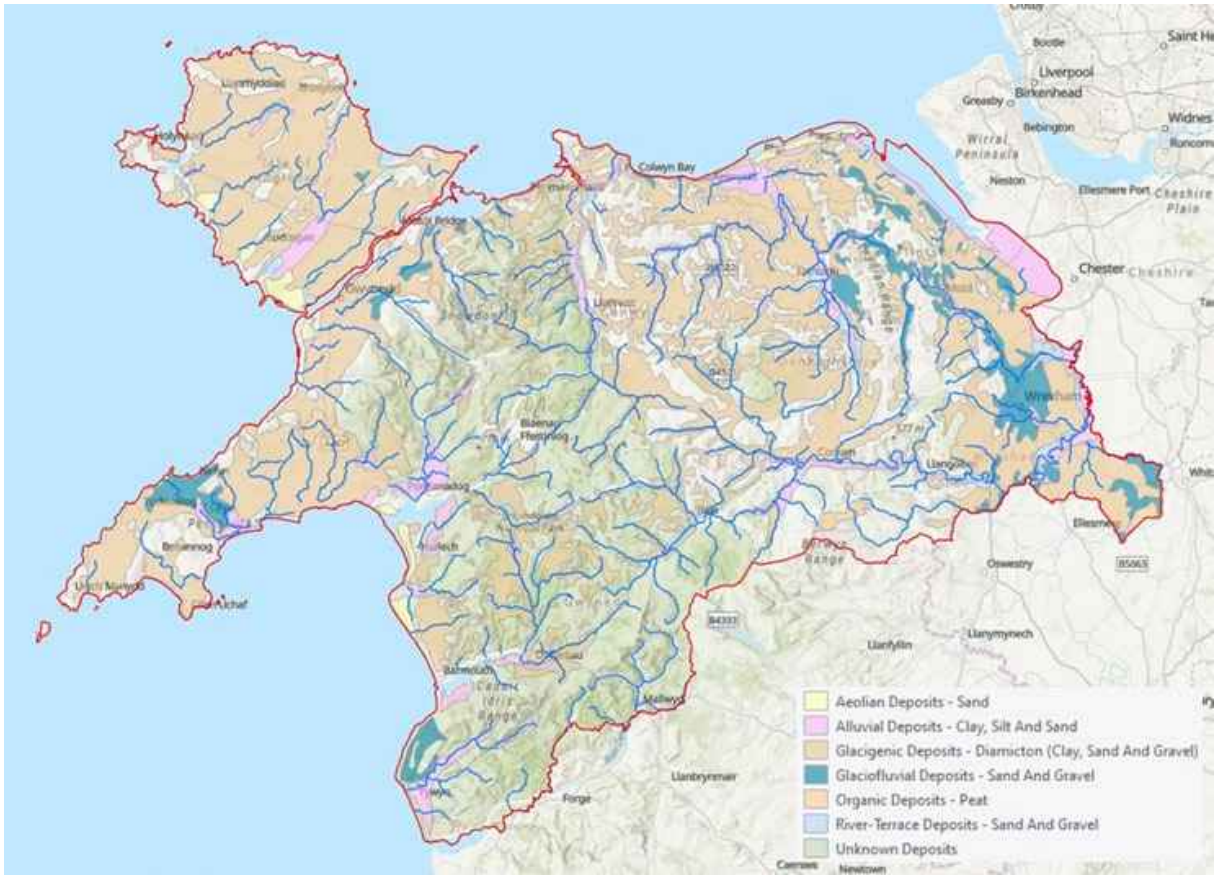


Figure 7-1 Superficial deposits

7.1.2 Bedrock Geology

North Wales is generally underlain by metamorphic and igneous Precambrian and Cambrian rocks. Late Precambrian rocks are widespread on Anglesey, Llŷn and Arfon. Triassic strata occurs in the Vale of Clywd. Carboniferous limestone covers extensive areas in both Wales[81].

The bedrock geology is presented in Figure 7-2. Sedimentary formations, which cover most of the study area, are predominantly early Palaeozoic mudstones, siltstones and sandstones. Triassic, Permian and Carboniferous formations are present in the east and north of the study

[80] British Geological Survey (no date) *Glaciofluvial deposits*. Available at: https://webapps.bgs.ac.uk/lexicon/lexicon.cfm?pub=GFDU (Accessed: April 2024).

[81] British Geological Survey (2016) *Hydrogeology of Wales: Introduction - geology and groundwater*. Available at: https://earthwise.bgs.ac.uk/index.php/Hydrogeology_of_Wales:_Introduction_-_geology_and_groundwater (Accessed: April 2024).

area. There is also a sparse outcropping of early Palaeozoic-aged igneous material, in the west of the study area and Neoproterozoic-aged material in the north west (Figure 7-2).

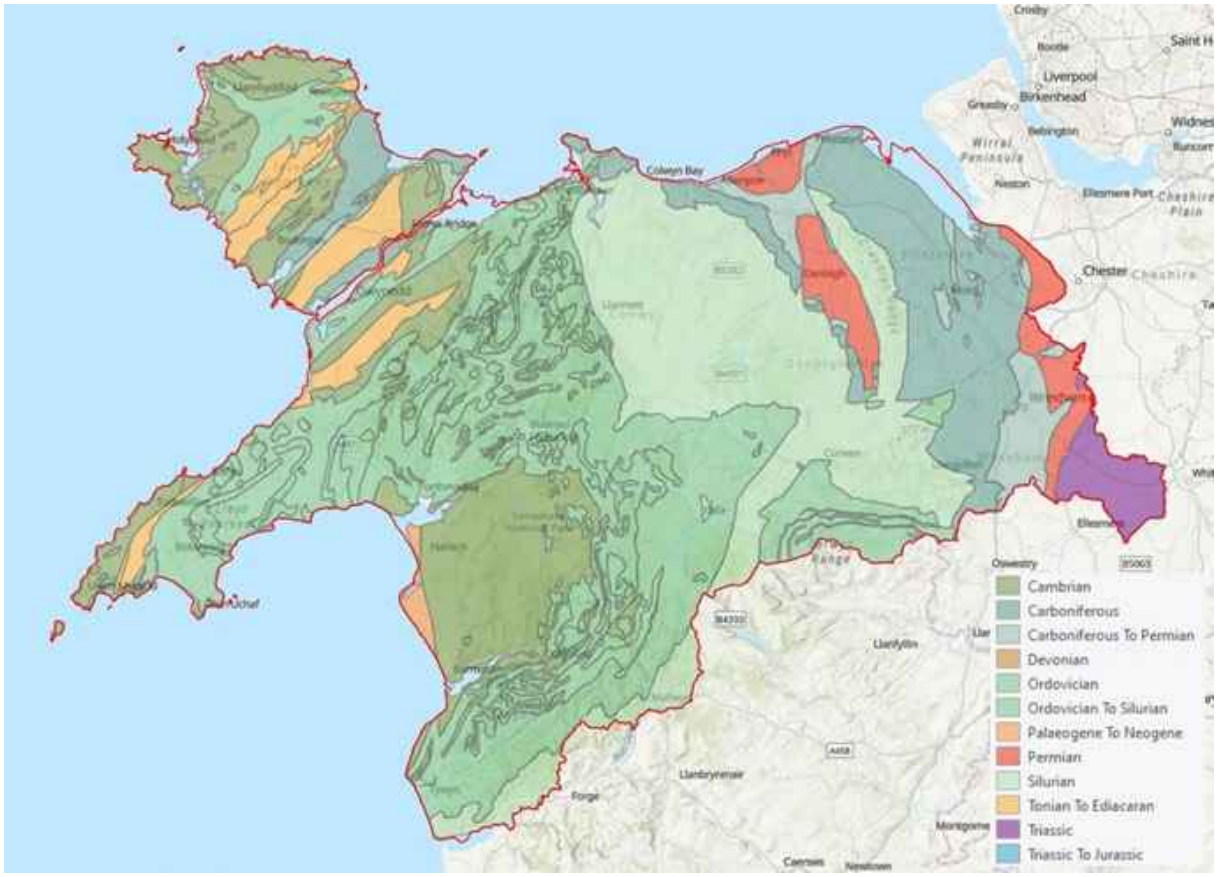


Figure 7-2 Bedrock geology

7.1.3 Mining

Wales has a long history of mining coal and metals, with a large number of mines and quarries being located within the study area (see Figure 7-3). However, almost all of the over 8000 known mine and quarry sites within north Wales have ceased operating[82,83].

Historically, coal mining has been focused around the Anglesey Coalfield and North Wales Coalfield which extends from Deeside to Oswestry[82,84]. Both regions are designated as Coal Mine Reporting Areas and Surface Coal Resource Areas[85]. There has been increased interest in the North Wales Coalfield in recent years as a resource for gas and potential source of public water supply[84].

[82] Hendrecoed (no date) *Gazetteer and Bibliography of the Mines and Quarries of Wales*. Available at: https://www.hendrecoed.org.uk/Wilkinson/#:~:text=The%20former%20north%20Wales%20counties,and%20small%20roadside%20gravel%20pits (Accessed: April 2024).

[83] British Geological Survey (2024) *GeoIndex Onshore – Mines and quarries layer*. Available at: https://mapapps2.bgs.ac.uk/geoindex/home.html?_ga=2.17170233.1290109575.1714125085-192347584.1714125085 (Accessed: April 2024).

[84] British Geological Survey (2016) *Wales (Cymru) - North Wales Coalfield*. Available at: https://earthwise.bgs.ac.uk/index.php/Wales_(Cymru)_-_North_Wales_Coalfield (Accessed: April 2024).

[85] The Coal Authority (no date) *Interactive Map*. Available at: https://mapapps2.bgs.ac.uk/coalauthority/home.html (Accessed: April 2024).

Small areas of this coalfield in the eastern portion of the study area are classed as onshore licenced areas and prospective areas for shale gas /oil by the Department of Energy & Climate Change[86].

Intensively mined areas within the study area include the Dee Valley for lead and the River Mawddach catchment[82]. Parys Mountain, on the Isle of Anglesey, was the largest copper mine in the world during the 18th and 19th century. Underground workings ceased in the early 20th century. Anglesey Mining Plc currently holds the mining rights[87] and intend to develop, build and operate a mine at Parys Mountain[88].

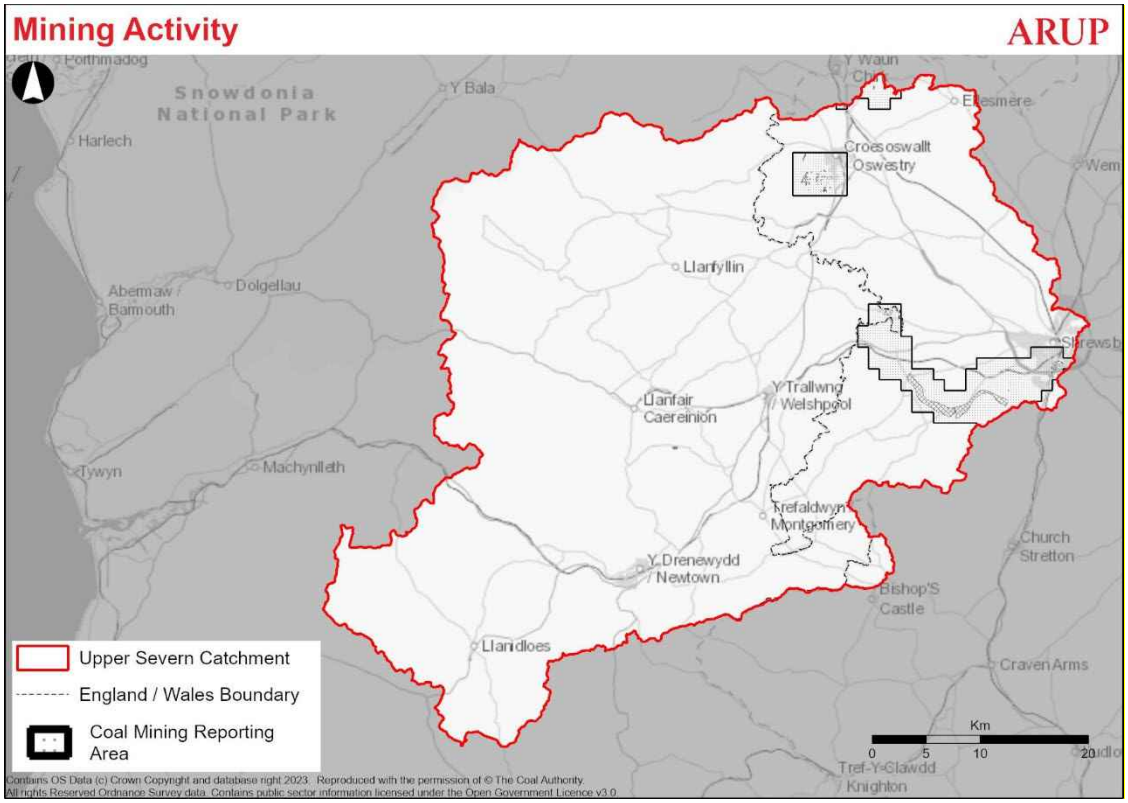


Figure 7-3 Mining activity

7.1.4 Geological hazards

The UK has low levels of earthquake activity and hence a low seismic hazard. Much of Wales experiences similar frequency earthquakes to the rest of the UK. An exception is the Llŷn Peninsula, in the western part of the study area, which has received a number of earthquakes with epicentres approximately 20km below the surface[88]. Ground stability is more of an issue in areas of historic mineral exploitation.

[86] Department of Energy & Climate Change (2014) *Map of Onshore Licences, SEA Areas and Prospective Areas*. Available at: https://assets.publishing.service.gov.uk/media/5a7ed87040f0b6230268be69/SEA_Licence_Prospect_On.pdf (Accessed: May 2024).

[87] Grwp Tanddaearol PARYS Underground Group (no date) Grwp Tanddaearol PARYS Underground Group. Available at: https://parysmountain.co.uk/ (Accessed: May 2024).

[88] Anglesey Mining Plc (no date) Parys Mountain. Available at: https://www.angleseymining.co.uk/parys-mountain/ (Accessed: May 2024).

Northeast Wales has a history of landslides with numerous instances of damaged caused to public transport networks and properties after heavy rainfall[89]. Over half of the study area is classed as having a significant landslide risk[90].

7.2 Hydrogeology

For the current baseline, only an outline of the hydrogeological designations and water resources are covered given the scale of the study area.

7.2.1 Aquifer Classification

NRW classify aquifers is based on their ability to transmit water and support water abstractions, surface flow and wetland ecosystems, and is defined, largely, by the rock's characteristics, on both a macro and micro scale.

These classes and their definitions are as follows:

- Principal Aquifer - highly permeable rock that provides water supply and/ river base flow.
- Secondary A Aquifer - permeable layers capable of supporting water supplies at a local rather than strategic scale. In some cases, they form important sources of baseflow to rivers.
- Secondary B Aquifer - predominantly lower permeability layers which may store and yield limited amounts of groundwater due to localised features such as fissures, thin permeable horizons and weathering. These are generally the water-bearing parts of the former non-aquifers.
- Secondary (undifferentiated) Aquifer - assigned in cases where it has not been possible to attribute either category A or B to a rock type. In most cases, this means that the layer in question has previously been designated as both minor and non-aquifer in different locations due to the variable characteristics of the rock type.
- Unproductive Strata

7.2.2 Bedrock Aquifers

The bedrock aquifer classification is provided in **Error! Reference source not found.**. Three principal aquifers are present, albeit to very limited extents, within the study area. These are Triassic and Permian Sandstones and Carboniferous Limestones.

The Triassic sandstone aquifer in the Vale of Clwyd in north Wales is the only aquifer designed as 'Principal A'[91].

Within the study area, the predominant aquifer classification, spatially, is 'Secondary B'.

[89] Miller, S., & Degg, M. (2012). Landslide susceptibility mapping in North-East Wales. Geomatics, Natural Hazards and Risk, 3(2), 133–159. https://doi.org/10.1080/19475705.2011.600778

[90] British Geological Survey (no date) *BGS Geosure 5 km hex grid*. Available at: https://www.bgs.ac.uk/datasets/bgs-geosure-5-km-hex-grid/ (Accessed: May 2024).

[91] British Geological Survey (2016) *Hydrogeology of Wales*. Available at: https://nora.nerc.ac.uk/id/eprint/513064/1/Hydrogeology%20of%20Wales.pdf (Accessed: April 2024).

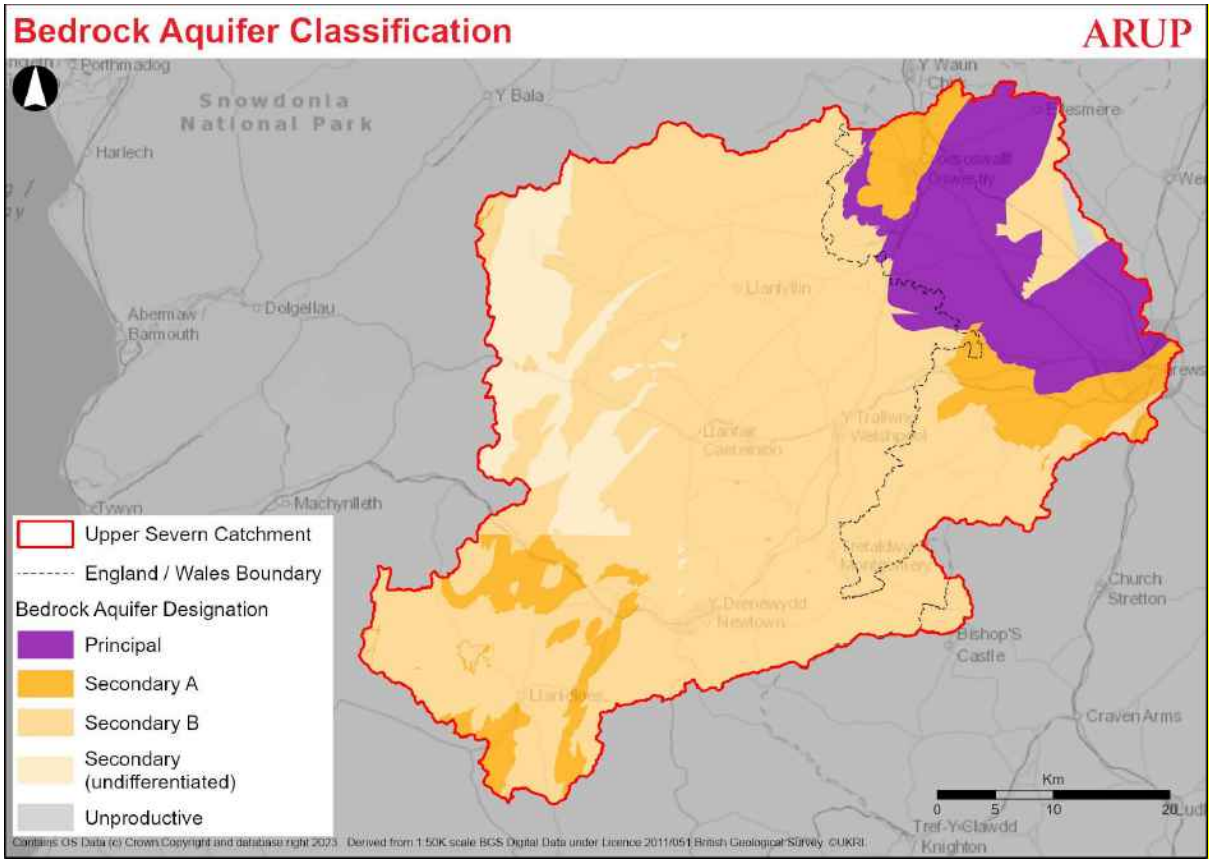


Figure 7-4 Bedrock aquifer classification

7.2.3 Superficial Aquifers

The superficial aquifer classifications in the study area are shown in Figure 7-5. Typically, the Alluvium, Peat, Glacial Sands and Gravels and River Terrace Deposits are classified as Secondary A Aquifers, whereas the Till is generally Secondary (undifferentiated).

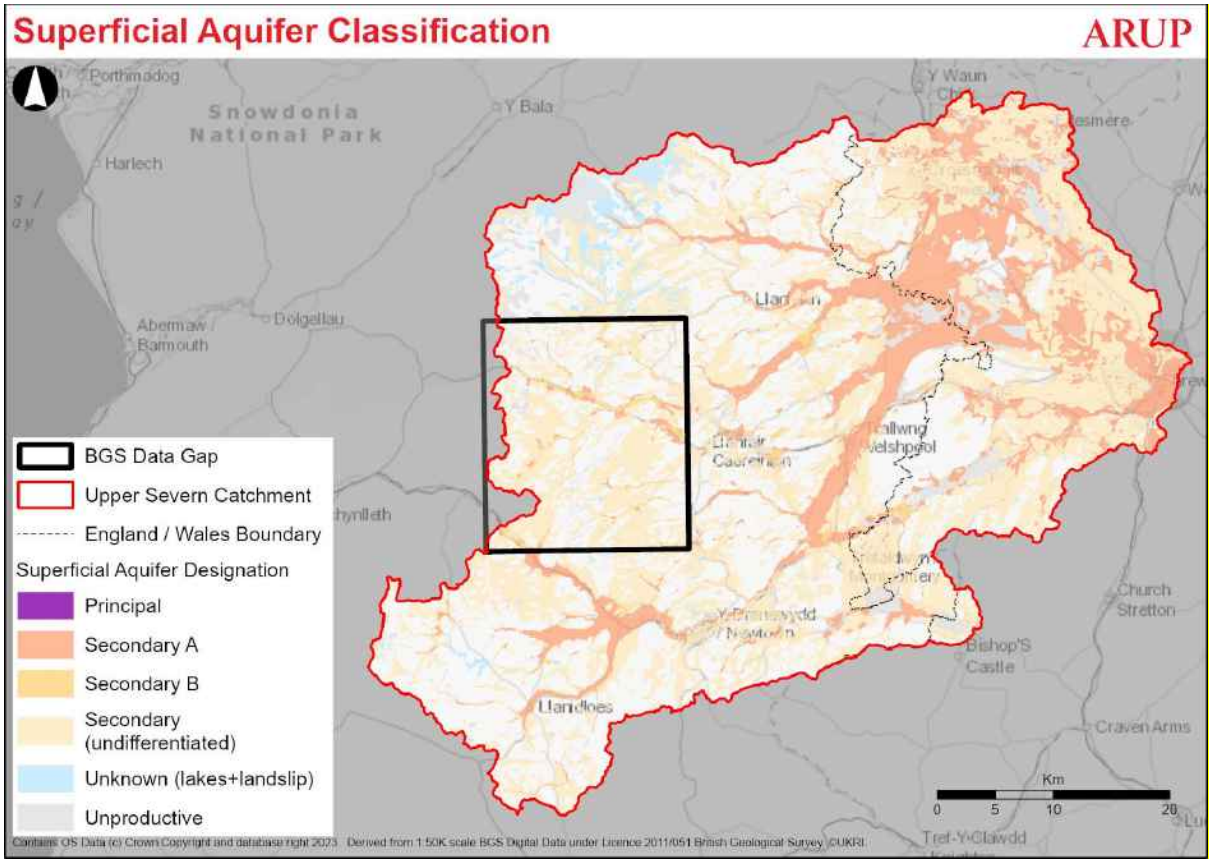


Figure 7-5 Superficial aquifer classification

7.2.4 Groundwater Abstraction

There are 705 licenced abstractions (those above 20m³/d) in the study area, of which 90 are from groundwater sources[92]. These are predominantly located within the Llyn and Eryri and Clwyd Permo-Triassic Sandstone WFD groundwater bodies.

Approximately 8% of the total water supply in Wales (250 Ml/d) comes from groundwater sources, with an additional 95 Ml/d abstracted for private water consumption[91].

At this stage of the project, data on private groundwater abstractions (<20m³/d) have not been requested from the Local Authorities.

7.2.5 Designations

The following environmental designations are relevant to the hydrogeology of the study area:

- Fifteen groundwater bodies (covered in Section 8. Water environment)
- Fifteen Source Protection Zones (SPZ)
- Fifteen Groundwater Drinking Water Protected Areas (All WFD Groundwater bodies are Drinking Water Protected Areas). Two of these areas; Dee Carboniferous Coal Measures and Llyn & Eryri are considered to be at risk.

[92] Natural Resources Wales (2024) *Licenced Water Abstractions*. Available at: https://datamap.gov.wales/layers/geonode:nrw_water_resource_permits (Accessed: May 2024).

- Fourteen Nitrate Vulnerable Zones (NVZ), of which six are groundwater, six are surface water and two are eutrophic.

7.2.6 Groundwater Flooding

Groundwater levels are heavily influenced by the underlying geology and the catchment topography, as well as other factors such as extended periods of heavy rain, abstraction or changes to underground flows. Groundwater flooding occurs when water levels in the ground rise above the natural surface. It can cause significant damage to property and pose risks to the environment and ground stability.

Groundwater flooding is not a widespread issue in Wales and flood events are rare due to the geology and topography. In Wales, groundwater flooding is most likely to occur from disused mine workings[93].

Historical records relating to groundwater flooding within Conwy, Anglesey and Flintshire are limited[94,95,96]. In Denbighshire, there is no recorded history of significant groundwater flooding[97] and it is not considered to be a significant source of flooding in Gwynedd[98].

The level of groundwater flood risk was not presented in the Wrexham Flood Risk Management Strategy[99]. Between 2011 and 2018, there were no recorded events of groundwater flooding within the Dee and Severn RBD that also intersect with the study area[93,100].

Limited areas with groundwater flooding potential due to the susceptibility to surface water flooding, such as Llandudno, Llanrwst, Eglwysbach, Dolgarrog, Llansannan and Cerrigydrudion, are reported in the Conwy Strategic Flood Consequences Assessment[101].

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[93] Natural Resources Wales and Environment Agency (2018) Dee preliminary flood risk assessment. Available [Online] at: https://naturalresources.wales/media/689107/dee-pfra.pdf (Accessed: July 2024).

[94] Conwy County Borough Council (2013) Conwy Local Flood Risk Management Strategy. Available [Online] at: https://www.conwy.gov.uk/en/Resident/Crime-and-emergencies/Preparing-for-Emergencies/Flooding/documents/Conwy-Local-Flood-Risk-Management.pdf (Accessed: July 2024).

[95] Isle of Angelsey County Council (2013) Anglesey Local Flood Risk Management Strategy. Available [Online] at: https://www.anglesey.gov.wales/documents/Docs-en/Highways/Flooding/Anglesey-Local-Flood-Risk-Management-Strategy.pdf (Accessed: July 2024).

[96] Flintshire County Council (2013) Flintshire Local Flood Risk Management Strategy. Available [Online] at: https://www.flintshire.gov.uk/en/PDFFiles/Flooding-and-Drainage/Flintshire-Local-Flood-Risk-Management-Strategy.pdf (Accessed: July 2024).

[97] Denbighshire County Council (2011) Preliminary Flood Risk Assessment. Available [Online] at: https://www.denbighshire.gov.uk/en/documents/your-council/strategies-plans-and-policies/strategies/community-and-living/local-flood-risk-management-strategy/preliminary-flood-risk-assessment-flood-risk-regulations-2009.pdf (Accessed: July 2024).

[98] Gwynedd Council (2013) Local Flood Risk Management Strategy. Available [Online] at: https://www.gwynedd.llyw.cymru/en/Residents/Documents-Residents/Parking,-roads-and-travel/Flood-and-Coastal-Risk-Management/Local-Flood-Risk-Management-Strategy.pdf (Accessed: July 2024).

[99] Wrexham County Borough Council (2023) Flood Risk Management Strategy. Available [Online] at: https://moderngov.wrexham.gov.uk/documents/s32779/Appendix%201.pdf?LLL=0 (Accessed: July 2024).

[100] Natural Resources Wales and Environment Agency (2018) Severn preliminary flood risk assessment. Available [Online] at: https://naturalresources.wales/media/687716/pfra-severn.pdf (Accessed: July 2024).

[101] Conwy County Borough Council (2012) Conwy Strategic Flood Consequences Assessment. Available [Online] at: https://www.conwy.gov.uk/en/Resident/Planning-Building-Control-and-Conservation/Strategic-Planning-Policy/Adopted-Local-Development-Plan-LDP/Evidence-Base/Natural-Environment/BP17-Conwy-Strategic-Flood-Consequences-Assessment.pdf (Accessed: July 2024).

Additionally, the risk of groundwater emergence is suggested to be very high in parts of Denbigh and Prestatyn in the Denbighshire Flood Consequence Assessment[102].

Furthermore, Internal Drainage Districts (IDDs) in North Wales are specialised areas where water levels are managed to reduce the risk of flooding and ensure effective drainage. These districts, such as Afon Ganol, Dysynni Valley, and Malltraeth Marsh, are typically low-lying and prone to groundwater flooding. When developing transport infrastructure in these areas, it is crucial to consider several elements: the impact on existing drainage systems, potential changes in groundwater levels, and the need for sustainable drainage solutions. Additionally, developers must ensure compliance with local flood risk management plans and obtain necessary permits from regulatory bodies like Natural Resources Wales. Proper assessment of environmental impacts and engagement with local communities are also essential to ensure that infrastructure projects do not exacerbate flooding risks or negatively affect the local ecosystem.

The 12 Internal Drainage Districts in North Wales that are susceptible to groundwater flooding are as outlined below:

1. Afon Ganol
2. Ardudwy Marsh
3. Borth Bog
4. Dysynni Valley
5. Glaslyn - Pensyflog
6. Harlech & Maentwrog
7. Llanfrothen
8. Malltraeth Marsh
9. Mawddach & Wnion
10. River Conwy
11. Towyn
12. Powysland

[102] Denbighshire County Council (2018) Denbighshire Flood Consequence Assessment - Level 1. Available [Online] at: https://www.denbighshire.gov.uk/en/documents/planning-and-building-regulations/ldp/evidence-monitoring-and-information/strategic-flood-consequence-assessment-final-report-january-2018.pdf (Accessed: July 2024).

7.3 Soils

The uplands of the National Park comprise of blanket bog peat soils and very acid loamy upland soils with wet peaty surface soils. Over 370km^2 of peatlands are present within the study area, acting as an important carbon store, wildlife habitat and flood controller[103]. Almost half of the total soil carbon stock in Wales is stored in peat-containing soil, despite only covering 20% of Wales[104].

Also in the uplands are extensive areas of freely draining acid loamy soils over rock. Podzol soils are found extensively across the study area, predominately in the mid elevations across Snowdonia National Park. Areas of seasonally wet pastures and woodland, located throughout the lowlands of the catchment are typically slowly permeable seasonally wet acid loamy and clayey soils. Areas of brown soils are present across the Isle of Anglesey and the Vale of Clwyd[104].

As introduced in Section 5.2, the study area is dominated by pasture, comprising 46.8% of the total study area. Other significant land cover types within the study area include moors and heathland (14.9%), natural grassland (11.9%), coniferous forest (5.2%) and non-irrigated arable land (4.7%) (see Figure 5-2)[65]. Nationally, 75% of land is considered to be non-BMV (ALC classes 3b, 4 and 5). Within the study area, 80% of land is considered to be non-BMV.

Grasslands are generally considered to be at a low risk of soil degradation. However, the intensity of management of this grassland can increase this risk[104].

7.4 Historic and likely future trends

The State of Natural Resources Report (SoNaRR) for Wales 2020 explains that the condition of woodland soil has generally been improving since the 1970s whereas the condition of agricultural soils have been stable or declining[105]. It is anticipated that soils will continue to be impacted by human activity such as intensive agriculture, historic industrial pollution, actions that increase vulnerability to erosion, compaction and loss of organic matter. In the future, there is a high risk that soils will be further degraded as a result of changing climatic conditions, including seasonal aridity and wetness[127]. There is no soils plan for Wales, however the National Peatland Action Programme in Wales sets the vision for the management, protection and restoration of peatland.

[103] Welsh Government (2022) Peatlands of Wales. Available [Online] at: https://datamap.gov.wales/layers/geonode:peatlands_of_wales_scg8 (Accessed: July 2024).

[104] Welsh Government (2022) Welsh Soil Evidence Review. Available [Online] at: https://www.gov.wales/sites/default/files/publications/2022-08/review-welsh-soil-evidence_0.pdf (Accessed: July 2024).

[105] Natural Resources Wales (2020) The Second State of Natural Resources Report (SoNaRR2020) Assessment of the achievement of sustainable management of natural resources: Land use and soils. Available at: https://naturalresources.wales/media/693310/sonarr2020-theme-land-use-and-soils.pdf (Accessed: April 2024).

8. Water environment

8.1 Waterbodies and flooding

The study area is located within three River Basin Districts (RBDs). The Western Wales River Basin District forms that largest proportion of the study area (71.74% or 4559.97km^2), followed by Dee RBD (27.85% or 1770.00km^2), and the Severn RBD (0.41% or 26.37km^2). RBDs are split into Water Framework Directive (WFD) surface water 'management catchments'; within the study area there are 8 management catchments. These are:

- The Severn Middle Shropshire management catchment overlaps with approximately 14.96km^2 of the study area at the south eastern border.
- The Llyn and Eryri management catchment is located entirely within the study area. The eastern portion of the catchment is mountainous upland, with lower lying land on the Llyn Peninsula[106].
- The Ynys Mon management catchment is located entirely within the study area. Maintaining the quality of the water environment is vital on Anglesey, particularly to support the water-based recreation and lakes that are used for public water supply[107].
- The Clwyd management catchment is located entirely within the study area and is dominated by agriculture. Part of the catchment is designated as a Nitrate Vulnerable Zone and modified natural lakes provide public water supplies[108].
- The Conwy management catchment is located entirely within the study area. Uplands of the catchment are blanket bog, with much of the catchment located in Snowdonia National Park. There are important fisheries, drinking water supply reservoirs and commercial fisheries in the Conwy estuary[109].
- The Meirionydd management catchment is largely located within the south western part of the study area. The catchment is predominantly agricultural, with some forestry and a history of mining[110].

[106] Natural Resources Wales (no date) *Lleyn and Eryri Management Catchment Summary*. Available at: https://naturalresources.wales/media/3221/lleyn-and-eryri-management-catchment.pdf (Accessed: April 2024).

[107] Natural Resources Wales (no date) *Ynys Mon Management Catchment Summary*. Available at: https://naturalresources.wales/media/679396/2016_updated_ynys_mon_catchment_summary_nrw.pdf (Accessed: April 2024).

[108] Natural Resources Wales (no date) *Clwyd Management Catchment Summary*. Available at: https://cdn.cyfoethnaturiol.cymru/media/3206/clwyd-management-catchment.pdf?mode=pad&amp%3Brnd=131625760771870000 (Accessed: April 2024).

[109] Natural Resources Wales (no date) *Conwy Management Catchment Summary*. Available at: https://naturalresources.wales/media/3226/conwy-management-catchment.pdf (Accessed: April 2024).

[110] Natural Resources Wales (no date) *Meirionnydd Management Catchment Summary*. Available at: https://naturalresources.wales/media/679377/meirionnydd-catchment-summary-nrw-updated-2016.pdf (Accessed: April 2024).

- The Dee management catchment is largely located within the study area. The source is in the mountains and lakes of Snowdonia, with reservoirs in the upper reaches that regulate the flow in the Dee, supplying drinking water and reducing the risk of flooding downstream[111].
- The Severn Uplands management catchment overlaps with approximately 11.41km^2 of study area along with southern perimeter.

There are 226 river water bodies, 54 lake water bodies, 16 transitional water bodies, 15 groundwater bodies and 12 coastal waterbodies located within the study area (shown in Figure 8-1 and Figure 8-2). These water bodies are also summarised in Appendix C: WFD Waterbodies.

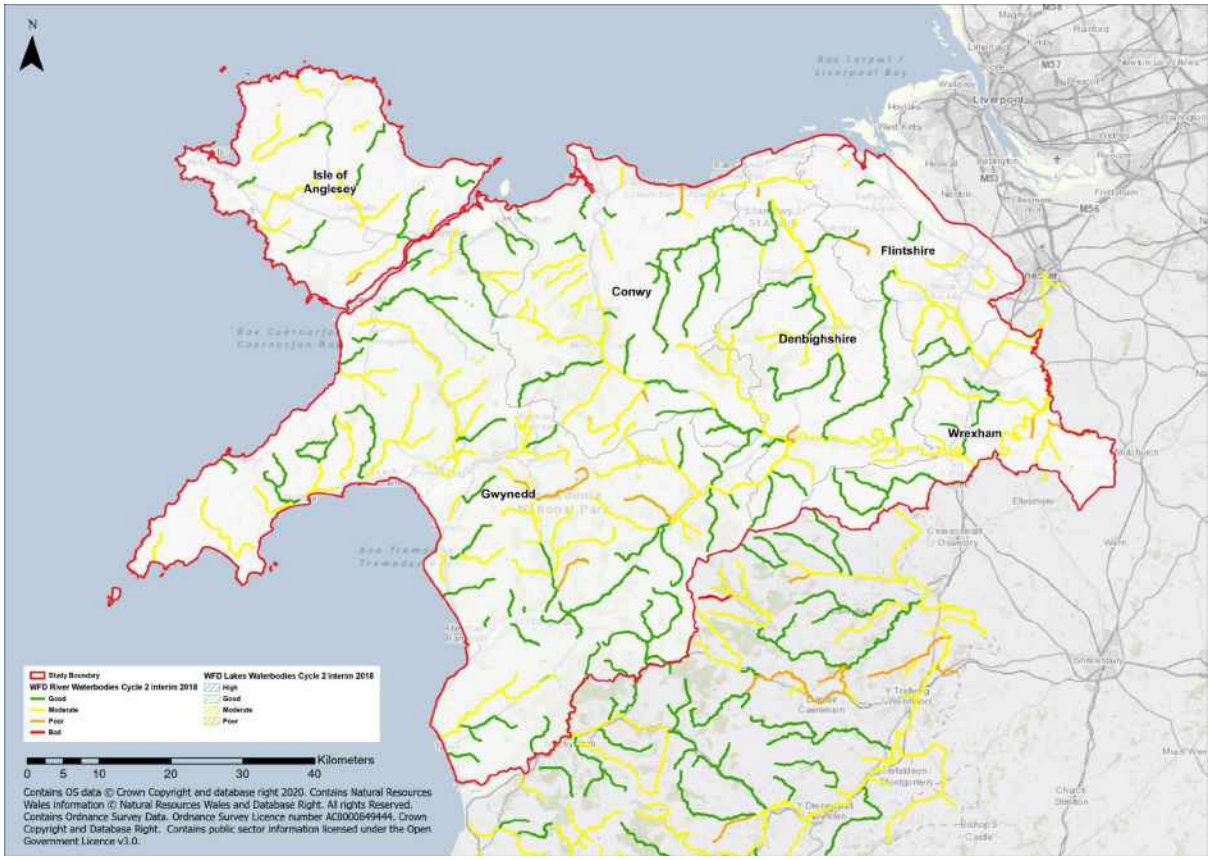


Figure 8-1 Surface water bodies within the study area

[111] Natural Resources Wales (no date) *Dee Management Catchment Summary*. Available at: https://naturalresources.wales/media/3225/dee-management-catchment.pdf (Accessed: April 2024).

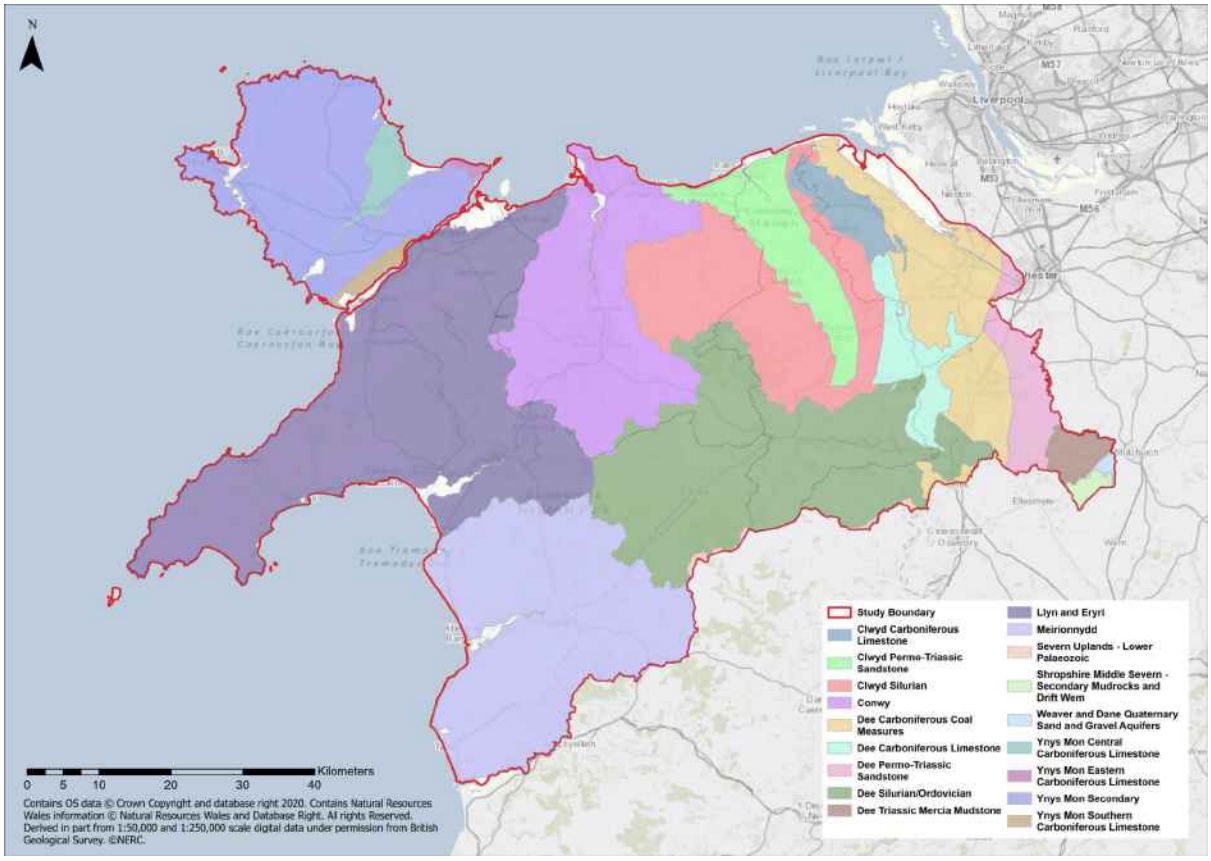


Figure 8-2 Groundwater bodies within the study area

Under the WFD, surface water bodies are categorised by three types; water bodies not designated as heavily modified, heavily modified water bodies (HMWB) and artificial water bodies (AWB). HMWBs are those which have been significantly physically modified to support various social or economic uses. AWBs, such as canals, are those which have been created for a specific purpose, such as navigation or water supply/transfer. Of the 226 river water bodies present within the study area, the majority (173; 76.55%) are not designated at HMWBs. There are no canal waterbodies within the study area and of the 55 lake water bodies 36 (65.45%) are designated as HMWBs.

Under the WFD, each water body has a default objective to reach good Overall Status by a set date (currently, no later than 2027). In specific circumstances, exemptions to this objective may be justified on the grounds of technical infeasibility, disproportionate cost, or natural conditions. A summary of the overall status for surface water bodies within the study area is shown in Table 8-1.

Table 8-1 Summary of overall status of water bodies within the study area

Overall status	River water bodies	Lake water bodies	Transitional water bodies	Groundwater bodies	Coastal water bodies
High	0 (0%)	1 (2%)	0 (0%)	0 (0%)	1 (8%)
Good	109 (48%)	13 (24%)	4 (25%)	7 (47%)	4 (33%)
Moderate	96 (42%)	29 (54%)	12 (75%)	0 (0%)	7 (58%)
Poor	16 (7%)	10 (19%)	0 (0%)	8 (53%)	0 (0%)
Bad	5 (2%)	2 (4%)	0 (0%)	0 (0%)	0 (0%)

When a water body is not achieving good status, action is required to improve the status to good. 'Reasons for not achieving good' (RNAGs) are identified, and each RNAG is recorded using a defined set of pressures and reasons for failure. 70% of lake water bodies (38 of 54), 69% of transitional water bodies (11 of 16), 47% of groundwater bodies (7 of 15), 42% of coastal water bodies (5 of 12) and 33% of river water bodies (74 of 226) have at least one RNAG identified. Across the study area, a total of 416 individual RNAGs have been identified, as shown in Table 8-2.

Table 8-2 Count of the RNAGs for each business category for each water body type within the study area

Business Category	River water bodies	Lake water bodies	Transitional water bodies	Groundwater bodies	Coastal water bodies
Agriculture and rural land management	50 (20%)	23 (22%)	7 (19%)	2 (20%)	1 (5%)
Domestic/General public	13 (5%)	4 (4%)	7 (19%)	0 (0%)	1 (5%)
Industry, Manufacturing and other Business	12 (5%)	3 (3%)	2 (6%)	0 (0%)	4 (19%)
Mining and Quarrying	53 (22%)	4 (4%)	0 (0%)	8 (80%)	0 (0%)
NRW	6 (2%)	0 (0%)	4 (11%)	0 (0%)	0 (0%)
Unknown (pending investigation)	13 (5%)	2 (2%)	1 (3%)	0 (0%)	2 (10%)
Urban and Transport	12 (5%)	24 (23%)	0 (0%)	0 (0%)	4 (19%)
Water Industry	56 (23%)	13 (13%)	12 (33%)	0 (0%)	3 (14%)
Not applicable	13 (5%)	21 (20%)	0 (0%)	0 (0%)	0 (0%)
Other category	18 (7%)	9 (9%)	1 (3%)	0 (0%)	6 (29%)

The most common business category associated with not achieving good status is the water industry, with agriculture and rural land management and mining and quarrying also identified as key sectors. For river and lake waterbodies, point source pollution, i.e. sewage discharges, is the predominant Surface Water Management Issue identified in association with water industry related RNAGs (91.30% of the RNAGs in this category).

There are two water companies operating within the study area, with Dŵr Cymru operating within a large proportion. Hafren Dyfrdwy supplies water to homes and businesses in a smaller portion of the eastern area of the study area including Wrexham and Llangollen[112].

At each RBMP cycle, a range of measures are identified to address pressures on water bodies that are not achieving good status. Any development or activity must take all practicable steps to not deteriorate the current status or future status objectives of a waterbody or prevent the implementation of these measures.

Flood risk combines the probability and the potential consequences of flooding[113] from all sources (rivers, rainfall affecting ground surface and rising groundwater, sewers and drainage systems, reservoirs, canals, lakes and other artificial sources). As a result of climate change, the UK is likely to experience more frequent heavy rainfall which will likely lead to an increase in the number and severity of flood events. Within the study area, there are a number of areas that fall within Flood Zone 3 (high probability of flooding)[114] (see Figure 8-3). Areas at highest risk of river flooding include land along the River Dee, River Conwy, River Clwyd, River Glaslyn, and the transitional areas of the River Mawddach and River Dysynni. In total, the proportion of the study area in Flood Zone 3 from rivers, sea and surface water and small watercourses is 4.97% (316km^2), 6.82% (434km^2) and 4.17% (265km^2), respectively. Communities with the highest risk to flooding include the coastal area between Abergele and Prestatyn (including Rhyl), Queensferry and other communities along the Dee estuary, Porthmadog and Fairbourne[115].

Furthermore, in recent years Wales has experienced periods of prolonged dry weather resulting in reduced river flows, groundwater levels and soil moisture levels[116].

8.2 The Water Environment (Water Framework Directive) Regulations water bodies

The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 (as retained and as amended) set out a framework for the protection of surface waters, transitional waters (e.g. estuaries), coastal waters and groundwater – the water bodies within the study area are set out in Appendix D.

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[112] Ofwat (no date) *Contact details for your water company*. Available at: https://www.ofwat.gov.uk/households/your-water-company/contact-companies/ (Accessed: April 2024)

[113] Department for Levelling up, Housing and Communities and Ministry of Housing, Communities & Local Government (2022) Flood risk and coastal change guidance. Available at: https://www.gov.uk/guidance/flood-risk-and-coastal-change#table1 (Accessed: April 2024).

[114] Land having a 1% or greater annual probability of river flooding; or land having a 0.5% or greater annual probability of sea.

[115] Natural Resources Wales (2023) *Communities at Risk Register (CaRR).* Available at: https://datamap.gov.wales/layergroups/geonode:nrw_communities_at_risk_register (Accessed: April 2024).

[116] Natural Resources Wales (2023) *Dry weather updates*. Available at: https://naturalresources.wales/about-us/news-and-blogs/blogs/dry-weather-updates/?lang=en#:~:text=Driest%20seven%2Dmonth%20period%20on%20record&text=Between%20March%20and%20September%20Wales,period%2C%20including%201995%20and%201976. (Accessed: April 2024).

The environmental objectives of the Regulations principally relate to the improvement of water bodies through the development and implementation of plans to recover failing water bodies to a good condition, or better.

In total there are 323 WFD water bodies present within the study area, comprising of:

- 226 river water bodies,
- 54 lake water bodies,
- 16 transitional water bodies,
- 15 groundwater bodies, and
- 12 coastal waterbodies.

Information on each water body, including its status and objectives, can be found on NRW's Water Watch Wales[117].

8.3 Coastal Erosion

Coastal erosion is a significant concern for the North Wales Regional Transport Plan (NWRTP) area, necessitating a comprehensive approach to manage and mitigate its impacts. The Shoreline Management Plans (SMPs) relevant to this area include those developed by the West of Wales Coastal Group and the North West England and North Wales Coastal Group.

West of Wales Coastal Group SMP118: The West of Wales SMP covers the coastline from Cardigan Bay and Ynys Enlli to the Great Orme. This plan divides the coast into seven general Coastal Areas, further detailed within Policy Development Zones (PDZs). The SMP outlines strategies for managing coastal erosion and flood risks over short-term (2005-2025), medium-term (2025-2055), and long-term (2055-2105) periods. The policies include "Hold the Line" (HTL), "Managed Realignment" (MR), and "No Active Intervention" (NAI), tailored to specific sections of the coastline based on environmental, social, and economic factors.

North West England and North Wales Coastal Group SMP119: The North West England and North Wales SMP extends from Great Orme's Head in North Wales to the Scottish Border. This non-statutory, high-level policy document provides a large-scale assessment of coastal flood and erosion risks. It identifies sustainable management policies for the short-term (0-20 years), medium-term (20-50 years), and long-term (50-100 years).

The policies include "Hold the Line," "Advance the Line" (ATL), "Managed Realignment," and "No Active Intervention," aiming to balance the protection of people, property, and the environment.

Both SMPs emphasise the importance of adapting to changing environmental conditions and integrating coastal management strategies with broader regional planning initiatives. These plans should be considered in the development and implementation of the NWRTP to ensure a

[117] Natural Resources Wales (2022) Water Watch Wales. Available at: https://waterwatchwales.naturalresourceswales.gov.uk/en/ (Accessed: April 2024).

[118] Natural Resources Wales (2012), West of Wales Coastal Group. Available at: https://naturalresources.wales/flooding/managing-flood-risk/shoreline-management-plans/?lang=en (Accessed May 2025)

[119] Natural Resources Wales (2016), North West and North Wales Coastline. Available at: https://www.mycoastline.org.uk/shoreline-management-plans/ (Accessed May 2025)

resilient and sustainable approach to managing coastal erosion and its impacts on transport infrastructure.

8.4 Historic and likely future trends

Overall, water quality of Welsh rivers, estuaries and coastal waters has improved in the last few decades. This has been delivered through investment and an improved understanding of the pressures on the water environment which has benefitted people, wildlife and the economy[120,121,122.] Currently 44.5% of Welsh rivers are in good ecological status[123]. Between 2015 and 2012, the proportion of water bodies in the Dee RBD achieving good or better overall status increased from 27% in 2015 to 38% in 2021[121]. However, improvements in the Western Wales RBD and Severn RBD were more modest (both achieved a 2% increase in the proportion of water bodies achieving good or better overall status[120120,122]), and fell short of the predicted increase.

Some research suggests that improvements in river health have slowed in recent years, citing issues such as combined sewer overflows, agricultural runoff, climate change, microplastics and pharmaceuticals[124].

In Wales, the area of land designated as Nitrate Vulnerable Zones is proposed to increase due to nutrient pollution from agricultural practices[125]. Dŵr Cymru have a number of schemes aimed at protecting and enhancing river and coastal water quality, including a commitment to improving 420km of rivers in Wales and Herefordshire in order to help achieve good ecological status[126].

In recent years, dry weather and drought have become more common in Wales. This can place significant pressure on ecosystems, water supplies and the agricultural sector. Future trends are likely to include an increased frequency and severity of droughts and an increased demand for water due to population growth, industry and agriculture.

Wales is also likely to experience increased winter rainfall, which will result in an increased number and severity of flood events. The number of homes and businesses at risk of flooding in

[120] Natural Resources Wales (2022) *Western Wales River Basin Management Plan 2021 – 2027 Summary*. Available at: https://naturalresources.wales/media/695227/western-wales-rbmp-2021_2027-summary.pdf (Accessed: April 2024).

[121] Natural Resources Wales (2022) *Dee River Basin Management Plan 2021 – 2027 Summary*. Available at: https://naturalresources.wales/media/695219/dee-rbmp-2021_2027-summary.pdf (Accessed: April 2024).

[122] Natural Resources Wales (2022) *Welsh part of the Severn River Basin Management Plan (2021-2027) Summary*. Available at: https://naturalresources.wales/media/695983/severn-rbmp-2021_2027-summary.pdf (Accessed: April 2024).

[123] Dŵr Cymru (no date) *River Water Quality*. Available at: https://corporate.dwrcymru.com/en/community/environment/river-water-quality (Accessed: April 2024).

[124] Pharaoh, E., Diamond, M., Ormerod, S. J., Rutt, G. and Vaughan, I. P. Evidence of biological recovery from gross pollution in English and Welsh rivers over three decades, Science of The Total Environment, Volume 878, 2023, 163107, ISSN 0048-9697, https://doi.org/10.1016/j.scitotenv.2023.163107.

[125] Natural Resources Wales (2022) *The State of Natural Resources Report (SoNaRR): Assessment of the Sustainable Management of Natural Resources*. Available at: https://naturalresources.wales/media/684348/chapter-3-state-and-trends-final-for-publication.pdf (Accessed: April 2024).

[126] Dŵr Cymru (2022) *Improving our river water quality*. Available at: https://corporate.dwrcymru.com/en/community/environment/river-water-quality (Accessed: April 2024).

the study area can be expected to increase. In the UK, Annual damages expected to increase by 25% by 2050 and 40% by 2080 under a 2°C by 2100 warming scenario[127].

Future trends in Wales relating to the reduction and management of flood risk, along with the protection and enhancement of the quality and quantity of water features and resources is declining[128].

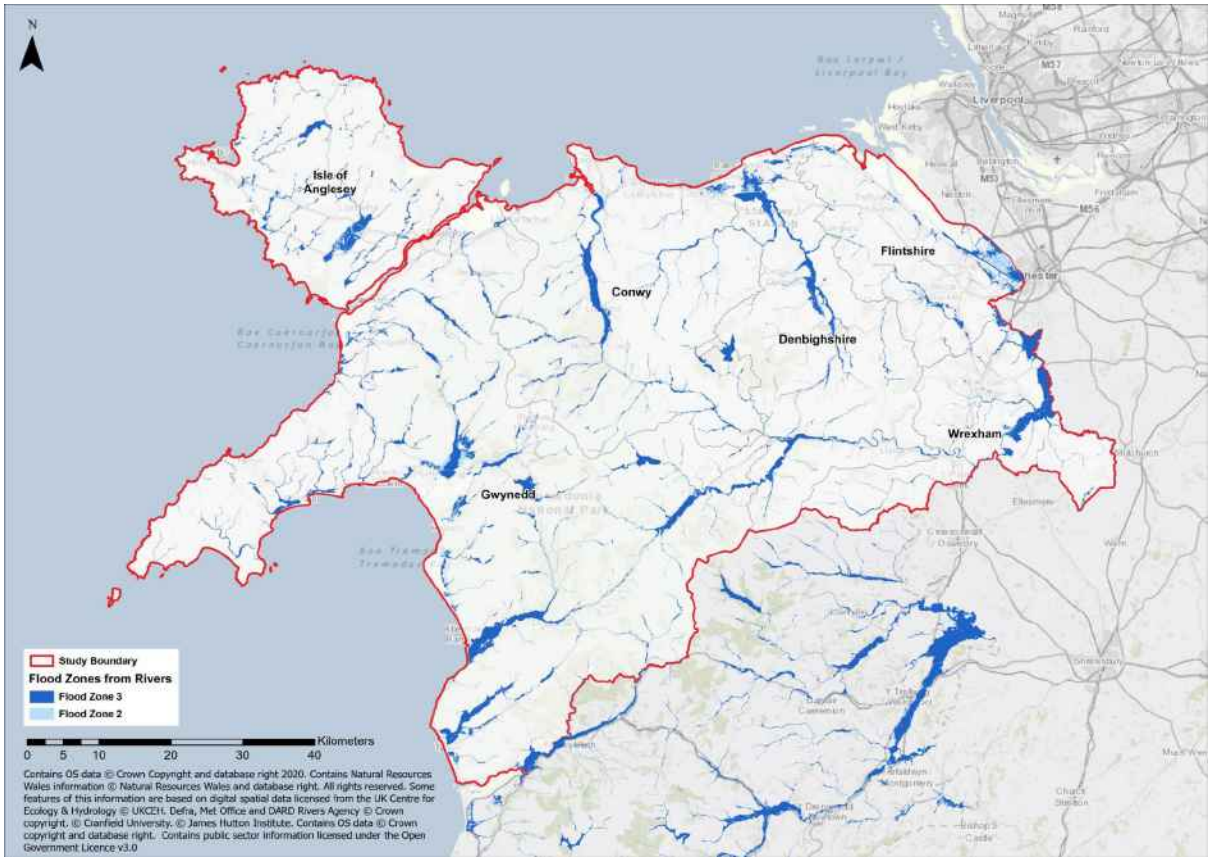


Figure 8-3 Areas within the Upper Severn Catchment area within Flood Zone 2 and 3

[127] HM Government (2022) *UK Climate Change Risk Assessment 2022*. Available at: https://assets.publishing.service.gov.uk/media/61e54d8f8fa8f505985ef3c7/climate-change-risk-assessment-2022.pdf (Accessed: April 2024).

[128] Welsh Government (2021) *Integrated Sustainability Appraisal of the National Development Framework*. Available at: https://www.gov.wales/sites/default/files/publications/2021-02/future-wales-integrated-sustainability-appraisal.pdf (Accessed: April 2024).

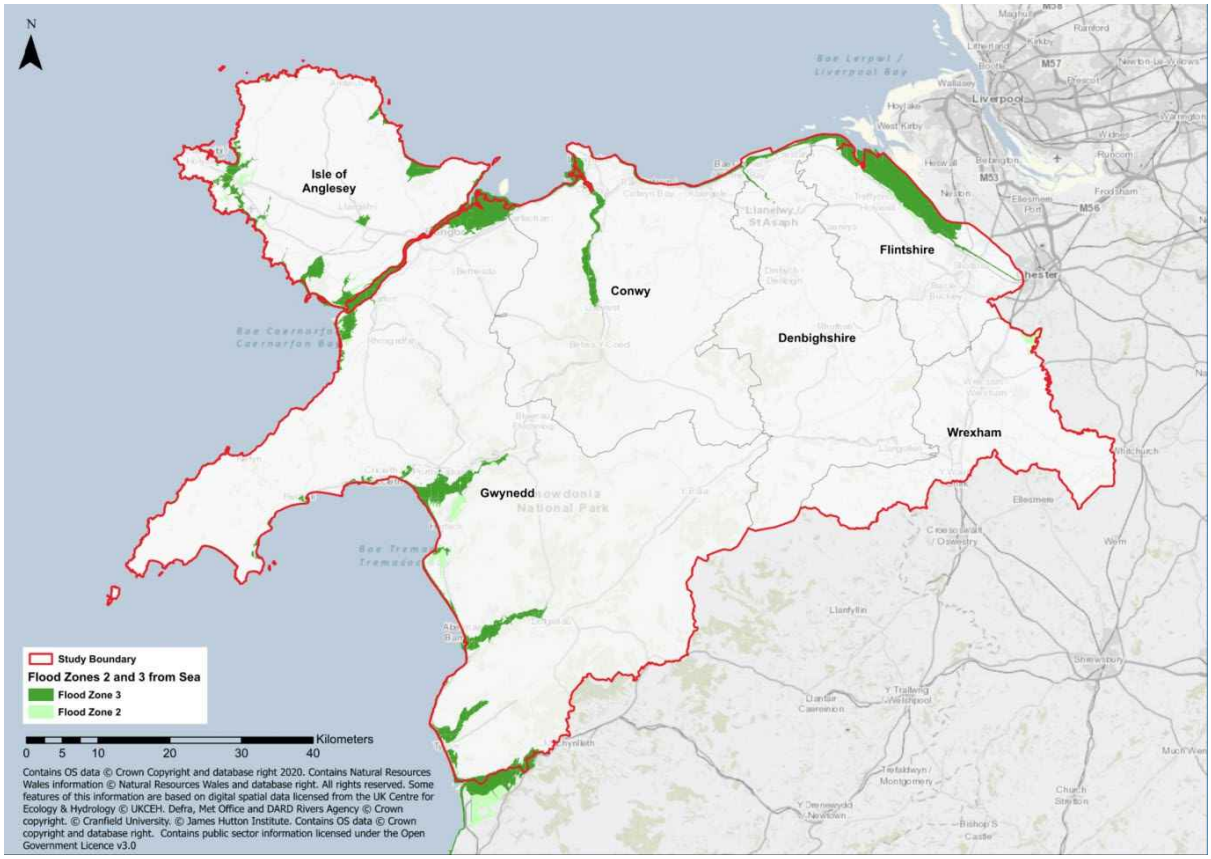


Figure 8-4 Areas within the Upper Severn Catchment area within Flood Zone 2 and 3 from Sea

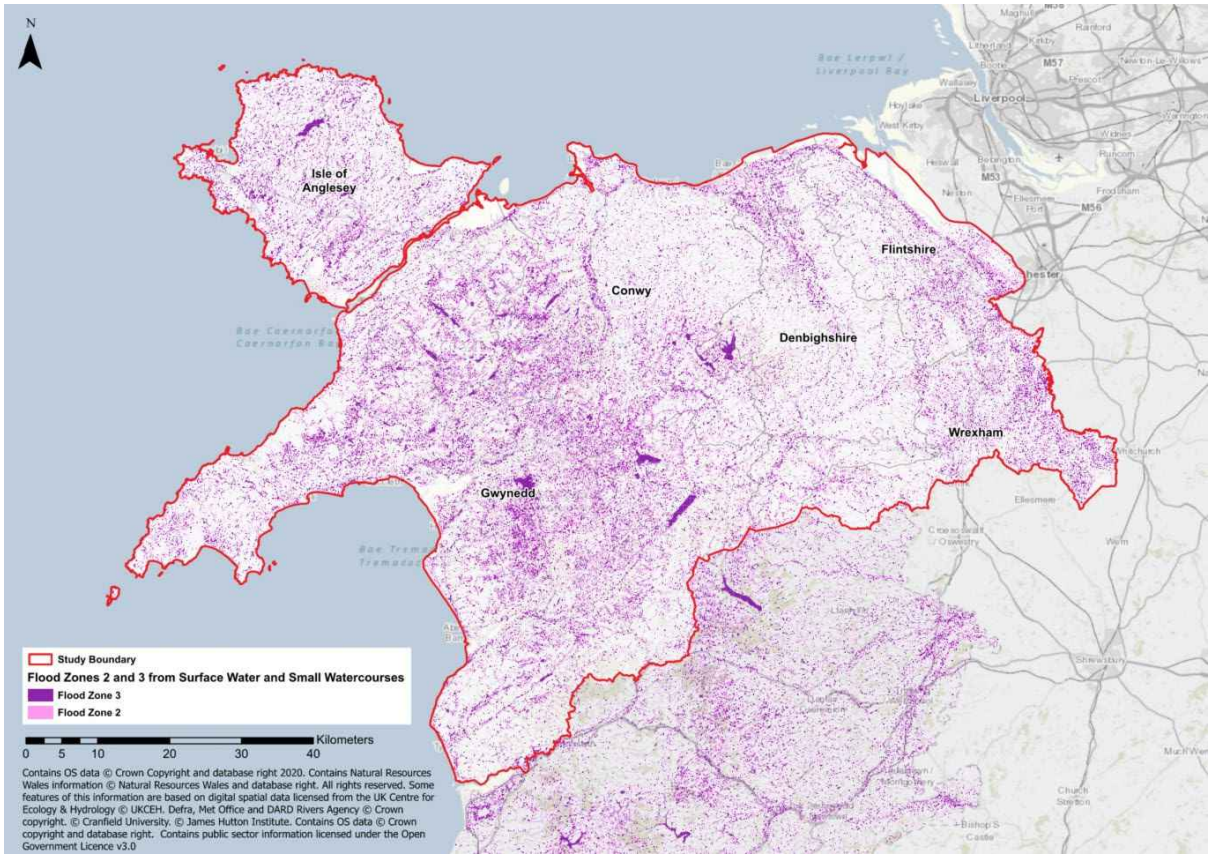


Figure 8-5 Areas within the Upper Severn Catchment area within Flood Zone 2 and 3 from Surface Water and Small Watercourses

9. Climatic Factors

In 2015, the 21st UN Climate Change Conference was held in Paris. During this conference, the Paris Agreement was agreed upon and adopted by 196 countries, including the UK. The Paris Agreement is a legally binding international treaty on climate change, with an overarching goal of holding the increase in global average temperature to well below 2°C above pre-industrial levels. Additionally, efforts are being made to limit the temperature increase to 1.5°C above pre-industrial levels.

In response to this, both the UK Government and the devolved Welsh Government committed to a legally binding target of an 80% reduction in carbon emissions relative to 1990 levels, to be achieved by 2050. In June 2019, secondary legislation was passed, extending that target to "at least 100%."

The Welsh Government accepted these targets, however, following the advice of the Committee on Climate Change (CCC) in 2019 and 2020, Wales subsequently increased the ambition of its 2050 target to be Net Zero emissions, i.e. instead of producing no more than the 1990 level, they committed to producing net zero emissions. Wales has also committed to achieving net zero collectively across the public sector by 2030. The Net Zero Strategy: Build Back Greener defines net zero as reducing emissions to as close to zero as possible, with any remaining emissions absorbed through natural carbon sinks like forests and new technologies like carbon capture [129].

There is no data available on climate change and carbon that relates specifically to the North Wales region. The approach is therefore to consider the data and trends at the national (Wales) level.

9.1 Climate Change

Climate change has been identified as one of the biggest threats facing our future generations. The Welsh Government declared a climate emergency in 2019[130], recognising that climate change is one of the biggest threats facing our future generations. Actions identified as being needed to tackle climate change relate to decarbonisation and adaptation to the changing climate.

The Wales Future Trends Report 2021[131] identifies potential impacts relating to climate change, including species loss, and decreasing ecosystem resilience and vulnerability to food insecurity, noting the likelihood that climate risks will be disturbed unequally. These impacts are noted with potential to occur within the context of changing transport use and demand.

[129] HM Government (2021) *Net Zero strategy: Build Back Greener*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1033990/net-zero-strategy-beis.pdf (Accessed: April 2024).

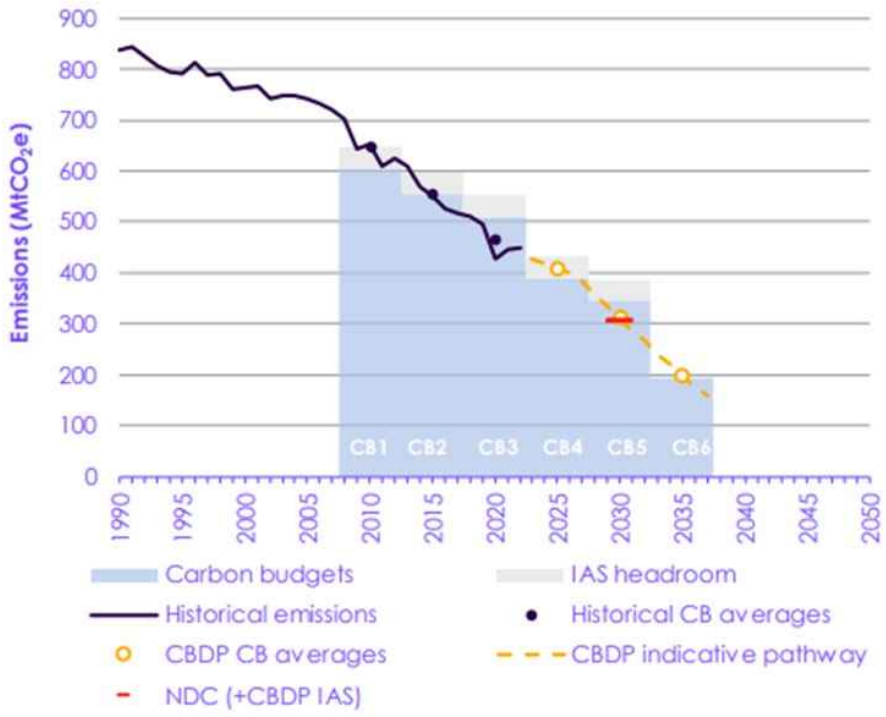
[130] Welsh Government (2019) Welsh Government makes climate emergency declaration. Available at: https://gov.wales/welsh-government-makes-climate-emergency-declaration (Accessed: April 2024).

[131] Welsh Government (2021) *Future Trends Report Wales 2021*. Available at: https://www.gov.wales/sites/default/files/publications/2021-12/future-trends-report-wales-2021-narrative-summary.pdf (Accessed: April 2024).

Transport accounted for 17% of Wales' total emissions in 2018 with 62% of emissions from transport associated with private car use[132]. Although vehicles are increasingly efficient in terms of their emittance of greenhouse gases, people are also travelling more, with the total number of kilometres travelled by motor vehicles reaching a record high in 2018. Trends since that time towards increased home working associated with changes resulting from Covid-19 may impact this trend. However, overall transport sector emissions were reported in 2018 as being 3% higher than the 1990 baseline[133].

9.2 Carbon

UK GHG emissions have been steadily falling in the UK over the past three decades and in 2022 were 46% below 1990 levels. The UK has set out its carbon reduction obligations within Carbon Budgets that run over five-year periods. The UK met its first two carbon budgets and is likely to have met its third, which ran from 2018 to 2022. Using the provisional estimate for 2022 emissions, total emissions over the Third Carbon Budget period were 2,327 MtCO2e. The historic UK GHG emissions data and projected carbon emissions, in context of current carbon budgets, are shown below in Figure 9-1.



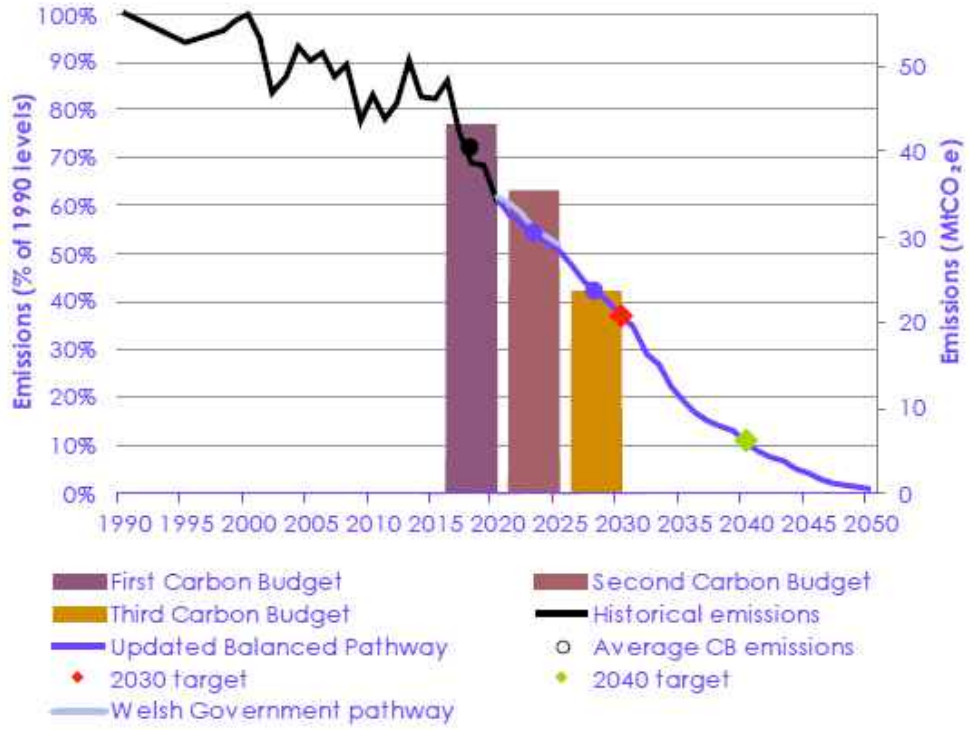
Source: DESNZ (2023) *Carbon Budget Delivery Plan*; BEIS (2021) *Net Zero Strategy*; CCC (2020) *The Sixth Carbon Budget*.
Notes: (1) Emissions from international aviation and shipping (IAS) are included in historical emissions and the Carbon Budget Delivery Plan (CBDP) pathway and added to the NDC to allow for a direct comparison. (2) The CBDP projections include only the quantified plans. Unquantified plans may lead to further emissions reductions. (3) The annual pathway is an indication of emissions reduction. The UK does not have annual targets but the five-year carbon budgets and 2030 NDC must be achieved. (4) We have adjusted the Government's published CBDP pathway for land use to account for methodological changes between the 1990-2019 and 1990-2020 inventories.

Figure 9-1: Historic and future GHG emissions data and projections for the UK

[132] Welsh Government (2021) *Llwybr Newydd: The Wales Transport Strategy 2021*. Available at: https://www.gov.wales/llwybr-newydd-wales-transport-strategy-2021 (Accessed: April 2024).

[133] Welsh Parliament (2021) *Key issues for the Sixth Senedd*. Available at: https://research.senedd.wales/media/eovoht1d/key-issues-for-the-sixth-senedd.pdf (Accessed: April 2024).

The Welsh Government's carbon budgets fall within the UK's however, using their devolved powers, have set their own Carbon Budgets. Wales met both its 2020 interim target and its First Carbon Budget, with emissions falling to an average of 28% compared to 1990 levels over the period 2016-2020[134]. The progress of these reductions is shown in Figure 9-2 below.



Source: National Atmospheric Emissions Inventory (2022) *Greenhouse Gas Inventories for England, Scotland, Wales & Northern Ireland: 1990-2020*; CCC (2020) *The Sixth Carbon Budget*; CCC analysis; Welsh Government.
Notes: The updated Balanced Pathway includes the following changes: rescaling residential buildings emissions to match 2019 emissions and correcting for greenhouse gas inventory methodology updates up to the 1990-2020 inventory. The global warming potentials are those without carbon feedback from the IPCC's Fifth Assessment Report.

Figure 9-2: Wales recorded emissions, targets, and projections between 1990 and 2050

[134]Climate Change Committee (2023) *Progress Report: Reducing emissions in Wales*. Available at: https://www.theccc.org.uk/publication/2023-progress-report-reducing-emissions-in-wales/#:~:text=Welsh%20greenhouse%20gas%20emissions%20decreased,Decarbonisation%20indicators (Accessed: April 2024).

9.3 Future Climate

The United Kingdom Climate Projections 18 (UKCP18) uses climate science to provide updated observations and climate change projections out to 2100 in the UK and globally[135]. The UKCP18 projections are broken into four Representative Concentration Pathways (RCPs) and represent progressively worse warming scenarios. RCP2.6 represents a pathway where greenhouse gas emissions are strongly reduced, resulting in a best estimate global average temperature rise of 1.6°C by 2100 compared to the preindustrial period. RCP8.5 is a pathway where greenhouse gas emissions continue to grow unmitigated, leading to a best estimate global average temperature rise of 4.3°C by 2100. RCP4.5 and RCP6.0 are two medium stabilisation pathways, with varying levels of mitigation.

All of the UKCP18 climate projections for the UK show trends of increased chance of warmer, wetter winters and hotter, drier summers along with an increase in the frequency and intensity of extremes.

In UKCP18, the probabilistic projections provide local low, central, and high changes across the UK, corresponding to 10%, 50% and 90% probability levels. These can be broken down to the specific regions within the UK. Met Office illustrations of RCP6.0 climate projects are provided Figure 9-3 - Figure 9-8 below, showing the projected mean temperature and projected mean precipitation for Wales during the 2020-2039 and 2080-2099 timescales for UKCP18 RCP6.0 scenario[136]. According to the RCP6.0 model, Wales will experience changes in climate outlined in Table 9-1 over the second half of the 21st century.

Table 9-1: RCP6.0 climate projections[137]

Climate Variable	2050s	2080s
Annual Temperature	+1.1°C	+2.3°C
Summer Rainfall	-15%	-26%
Winter Rainfall	+6%	+13%
Sea level rise (Cardiff)	28cm[138]	76cm[138]

[135] Met Office (no date) *UKCP18 UK climate projections*. Available at: https://www.metoffice.gov.uk/research/approach/collaboration/ukcp (Accessed: April 2024).

[136] Met Office (2022) *Climate change projections over land*. Available at: https://www.metoffice.gov.uk/research/approach/collaboration/ukcp/summaries/climate-change-projections-over-land (Accessed: April 2024).

[137] These values are taken from the UKCP18 probabilistic projections and represent a central (median) estimate of 30-year average change in each variable from a 1981-2000 baseline. Two emissions scenarios are used; RCP2.6 (roughly equivalent to a global warming +2°C above preindustrial scenario by 2100) and RCP6.0 (roughly equivalent to a global warming +4°C above preindustrial levels by 2100). *The exception is Sea Level Rise, where the RCP8.5 scenario is used, as for marine projections this is closer to a +4°C global warming scenario. The full likely range of change (i.e. 10 - 90th percentile) in each average variable is not shown here but is available from the full UKCP18 database. It is important to note that because these projections show average changes for a 30-year period and only the central estimate, changes in individual years would show a much greater range of change and could be significantly higher (or lower).

Figure 9-3: Annual mean temperature in Wales 2020-2039

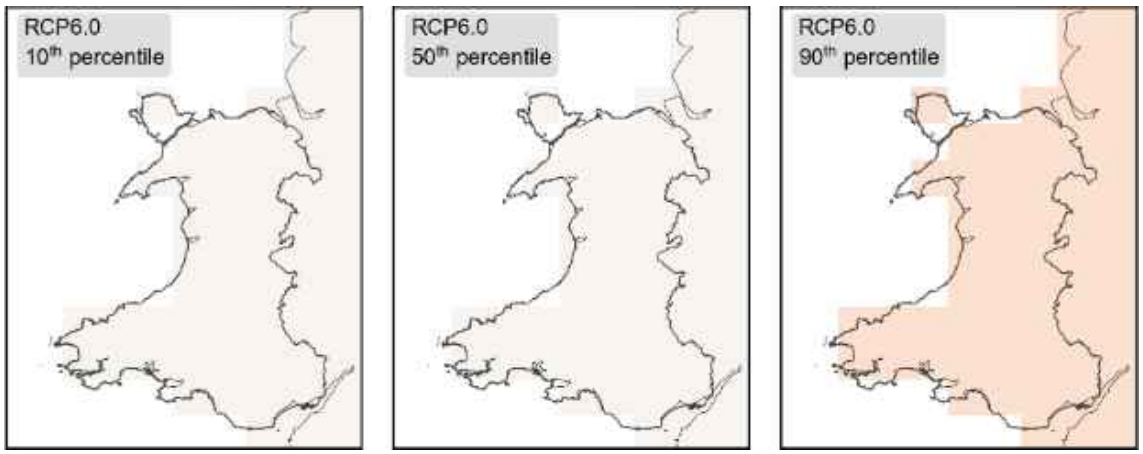


Figure 9-4: Annual mean temperature in Wales 2040-2059

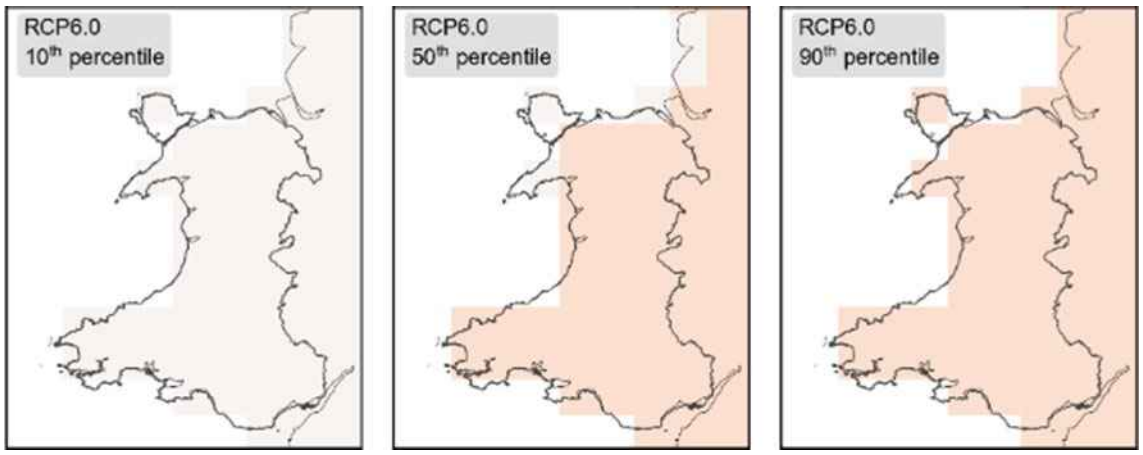


Figure 9-5: Annual mean temperature in Wales 2060-2079

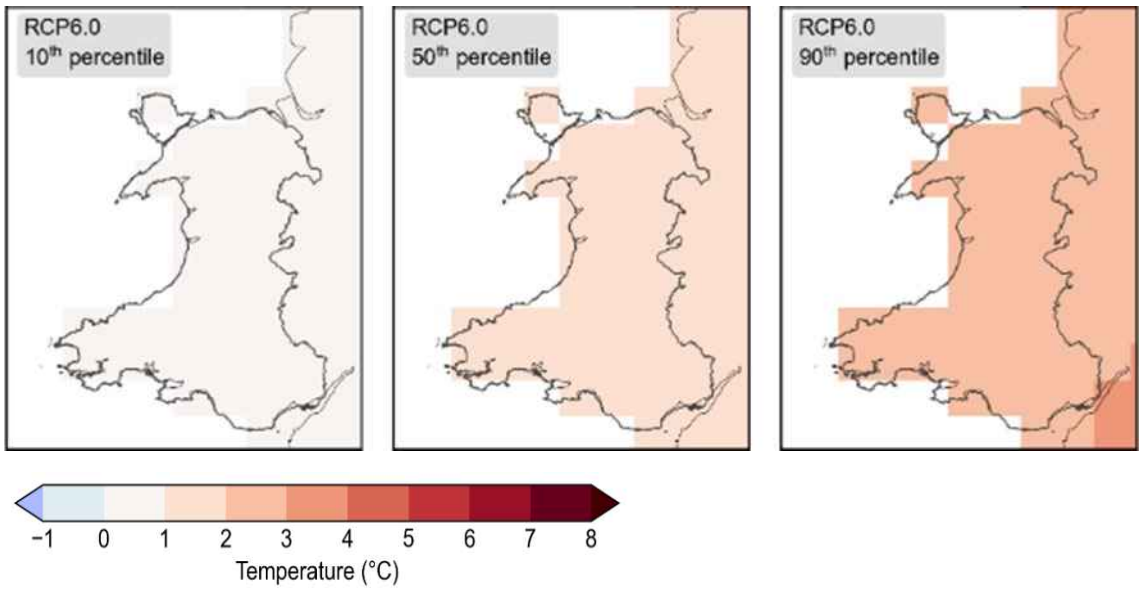


Figure 9-6: Annual mean precipitation in Wales 2020-2039

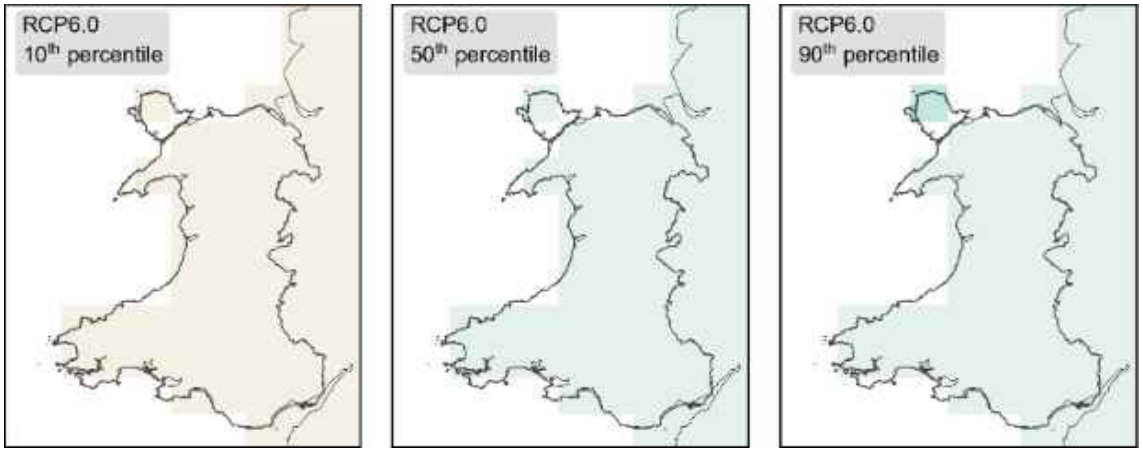


Figure 9-7: Annual mean precipitation in Wales 2040-2059

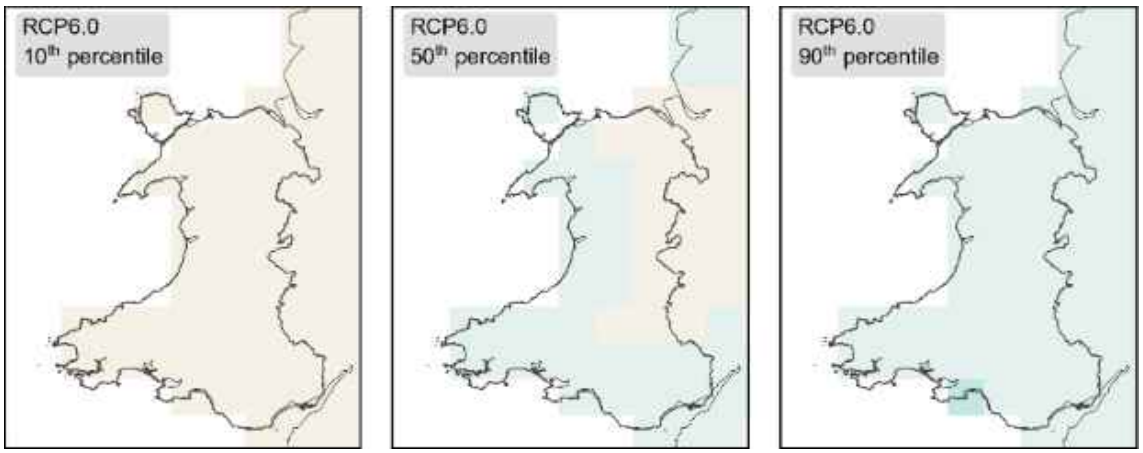
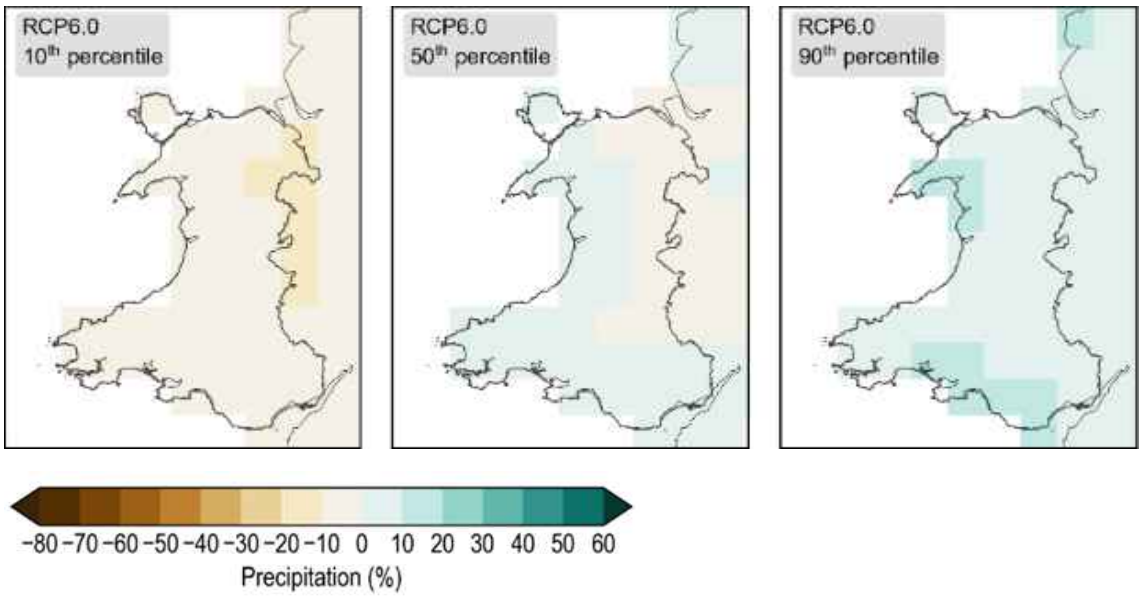


Figure 9-8 Annual mean precipitation in Wales in 2060-2070



9.4 Historic and likely future trends

The Paris Agreement commits countries to pursuing efforts to limiting global temperatures to 1.5°C above pre-industrial levels. Subsequentially, the UK Government has committed reduce carbon emissions at least 100% relative to levels in 1990 and the Welsh Government has committed to be Net Zero emissions by 2050. As a result, UK GHG emissions have fallen over the past three decades.

Numerous plans, policies, and objectives such as the Climate change: Third national adaptation programme (2023 to 2028) and Net Zero Wales Carbon Budget 2 (2021 to 2025) set out key actions focused on climate change adaptation and mitigation. The Future Wales- the National Plan[64], for example, notes the importance of reducing the impacts of car use in Wales, and how this can be supported by:

- developing active travel;
- improving public transport;
- then transition to low emission vehicles; and
- developing infrastructure responsibly

The Net Zero Strategy, for example, sets the UK Government's ambition to use land more effectively to tackle climate change and decarbonise power systems by 2035 (Net Zero Strategy: Build Back Greener). In 2020, the UK Government pledged to end the sale of new petrol and diesel cars by 2030. Opportunities to reduce greenhouse gas emissions and encourage energy efficiency and sustainable design is improving[139], although the global dependency on fossil fuels is likely to remain for some time.

Climate projections for the UK show trends of increased change of warmer, wetter winters and hotter, drier summers along with an increase in the frequency and intensity of extreme weather and sea level rise. This is expected to be reflected in Wales (see Figure 9-3 to Figure 9-8 in the section above).

9.5 Adaptation

The Climate Change Act 2008 places a duty of the Welsh Ministers to lay before the National Assembly for Wales from time to time a report on:

- the objectives of the Welsh Ministers in relation to greenhouse gas emissions and the impact of climate change in Wales;
- the action that has been taken by the Welsh Ministers and others to deal with such emissions and that impact; and
- the future priorities for the Welsh Ministers and others for dealing with such emissions and that impact.

[139] Welsh Government (2021) *Integrated Sustainability Appraisal of the National Development Framework*. Available at: https://www.gov.wales/sites/default/files/publications/2021-02/future-wales-integrated-sustainability-appraisal.pdf (Accessed: April 2024).

Responding to the above requirements in relation to the impact of climate change comes under the umbrella of Climate Change Adaptation. Adapting to climate change means being prepared for effects such as increased temperatures, stronger winds, rising seas and more rain as identified in the above in Section 0 (future climate).

The Welsh Government has published a climate change adaptation plan[140] which identifies a number of more urgent actions for Wales. These are:

- risks to people, communities, buildings, and infrastructure from flooding.
- risks to public water supplies from drought and low flows.
- some land management practices exacerbating flood risk.
- risks to ecosystems and agriculture businesses from changes in climatic conditions.

The Wales National Transport Strategy[132] recognises the link between achieving a shift away from private car use to more sustainable modes of travel reducing greenhouse gas emissions. It sets a target of 45% of journeys to be made by public transport, walking and cycling by 2040. The Welsh Government's Infrastructure Finance Plan 2022-23 to 2024-25[141] sets out that investment must be made in enabling infrastructure to make public transport and active modes viable options and that achieving the Welsh Government's modal shift targets could contribute cumulative emissions savings of 0.3-0.7 MtCO2e up to 2040. These aims form part of the Welsh Government's commitments to improving opportunities for modal shift and improving public transport infrastructure.

[140] Department for Transport and Driver and Vehicle Agency (2022) *Vehicle licensing statistics: April to June 2022*. Available at: https://www.gov.uk/government/statistics/vehicle-licensing-statistics-april-to-june-2022/vehicle-licensing-statistics-april-to-june-2022 (Accessed: April 2024).

[141] Welsh Government (2021) Inf*rastructure Finance Plan 2022-23 to 2024-25.* Available at: https://www.gov.wales/sites/default/files/publications/2021-12/infrastructure-finance-plan-2021-1.pdf (Accessed: April 2024).

10. Air Quality

Exposure to air pollution represents one of the most significant environmental threats to health in the UK, with thousands of deaths a year being attributed to long-term exposure. Air pollution can increase morbidity and mortality risks from heart disease, strokes, respiratory diseases, lung cancer as well as causing other adverse health effects[142]. Air pollution can also disproportionately affect vulnerable groups such as children, older people and those with underlying disease.

Progress has been made in improving air quality with reduction in levels of some pollutants over the past 50 years, such as total annual emissions of fine particulate matter ($PM_{2.5}$) and nitrogen oxides (NO_x). However, more recent health evidence suggests that smaller particles are associated with a wider range of health effects. Particulate matter (PM_{10} and $PM_{2.5}$) and nitrogen dioxide (NO_2) remain of particular concern for human health Figure 10-1. In addition, ultrafine particles which are less than 100 nanometres across, are subject to increasing focus to understand their role in pollution and health effects[143].

The UK Government's Clean Air Strategy[144] sets out actions to meet targets for several pollutants, including cutting public exposure to particulate matter pollution. The Clean Air Plan for Wales: Health Air, Healthy Wales[145] sets out the Welsh Governments commitment to improving air quality and reducing the impacts of air pollution on the environment and society. The Environment (Air Quality and Soundscapes) (Wales) Act 2024[146], which became law in February 2024, will support a series of the commitments and actions outlined in the plan. The act aims to facilitate improvements in air quality in Wales as well as responding to the climate and nature emergencies and supporting reductions in inequalities. The act:

- provides a framework for setting national air quality targets;
- amends existing legislation relating to the national air quality strategy; local air quality management; smoke control; clean air zones/low emission zones and vehicle idling; and
- places a duty on Welsh Ministers to promote awareness of air pollution.

[142] Public Health Wales (2018) *Making a difference: reduce health risks associated with road traffic pollution in Wales*. Available at: https://phw.nhs.wales/services-and-teams/knowledge-directorate/research-and-evaluation/publications/making-a-difference-reducing-health-risks-associated-with-road-traffic-pollution-in-wales/ (Accessed: April 2024).

[143] UK Air (2018) Ultrafine Particles (UFP) in the UK. Available at: https://uk-air.defra.gov.uk/assets/documents/reports/cat09/1807261113_180703_UFP_Report_FINAL_for_publication.pdf (Accessed: April 2024).

[144] UK Government (2019) Clean Air Strategy. Available at: https://www.gov.uk/government/publications/clean-air-strategy-2019 (Accessed: April 2024).

[145] Welsh Government (2020) *Clean Air Plan for Wales: Healthy Air, Healthy Wales*. Available at: https://www.gov.wales/clean-air-plan-wales-healthy-air-healthy-wales#:~:text=Our%20plan%20to%20improve%20air,natural%20environment%20and%20our%20economy (Accessed: April 2024).

[146] Environment (Air Quality and Soundscapes) (Wales) Act 2024, (asc 2)

The Air Quality Standards Regulations 2010 (amended in 2016)[147] defines the policy framework for 12 air pollutants known to have harmful effects on human health or the natural environment. The Secretary of State for the Environment has the duty of ensuring compliance with the air quality limit values (pollutant concentrations not to be exceeded by a certain date).

Some pollutants have standards expressed as annual average concentrations due to the chronic way in which they affect health or the natural environment, i.e. effects occur after a prolonged period of exposure to elevated concentrations. Some pollutants have standards expressed as 24-hour, 1-hour or 15-minute average concentrations due to the acute way in which they affect health or the natural environment, i.e. after a relatively short period of exposure. Several pollutants have standards expressed in terms of both long and short-term concentrations. Air quality limit values and objectives are standards for clean air. Therefore, in this baseline, the term 'air quality standard' has been used to refer to the national limit values.

Table 10-1 sets out the national air quality standards and targets for NO_2, PM_{10} and $PM_{2.5}$, which are the pollutants of relevance to the NWTP[148].

Table 10-1 Air quality standards and targets

Pollutant	Averaging period	Air quality standard
Nitrogen Dioxide (NO_2)	Annual mean	40µg/m^3
	1-hour mean	200µg/m^3 [a]
Particulate Matter (PM_{10})	Annual mean	40µg/m^3
	24-hour mean	50µg/m^3 [b]
Fine Particulate Matter ($PM_{2.5}$)	Annual mean	25µg/m3

Notes:

[a] not to be exceeded more than 18 times a year

b not to be exceeded more than 35 times a year

The Environment Act 2021[149] requires local authorities to review and assess air quality with respect to the air quality standards for the pollutants under the Local Air Quality Management (LAQM) framework, as set out in the Environment Act 1995[150]. Local authorities are required to carry out an assessment and produce an Annual Status Report (ASR) of their area every year. Where objectives are not predicted to be met, local authorities must declare the area as Air Quality Management Area (AQMA).

In addition, local authorities are required to produce an Air Quality Action Plan that includes measures to improve air quality in the AQMA.

Air quality within the NWTP area is generally good. Air pollution is slightly lower in the more rural west of the NWTP area compared to the more urbanised east. The major cities in North Wales are Wrexham and Bangor, located north east and north west Wales, respectively. There

[147] The Air Quality Standards (Amendment) Regulations 2016, SI 2016/1184

[148] Welsh Government (no date) *Standards and Objectives*. Available at: https://www.airquality.gov.wales/about-air-quality/standards-and-objectives (Accessed: April 2024).

[149] UK Government (2021) *Environment Act 2021*. Available at: https://www.legislation.gov.uk/ukpga/2021/30/contents/enacted (Accessed: April 2024).

[150] Environment Act 1995, Chapter 25, Part IV Air Quality

are no AQMAs declared in the Isle of Anglesey, Gwynedd, Conwy, Denbighshire, Flintshire, and Wrexham[151]. As a result, none of the local authorities have published any action plans, however air quality monitoring is undertaken at key locations across these jurisdictions. The most recent North Wales air quality progress report[152] found that there were no exceedances of the respective NO_2, PM^{10}, $PM^{2.5}$ Air Quality Objectives recorded at any monitoring sites across the NWTP area in 2022. Figure 10-1 shows the background concentrations of NO^2, Ozone, PM^{10} and $PM^{2.5}$.

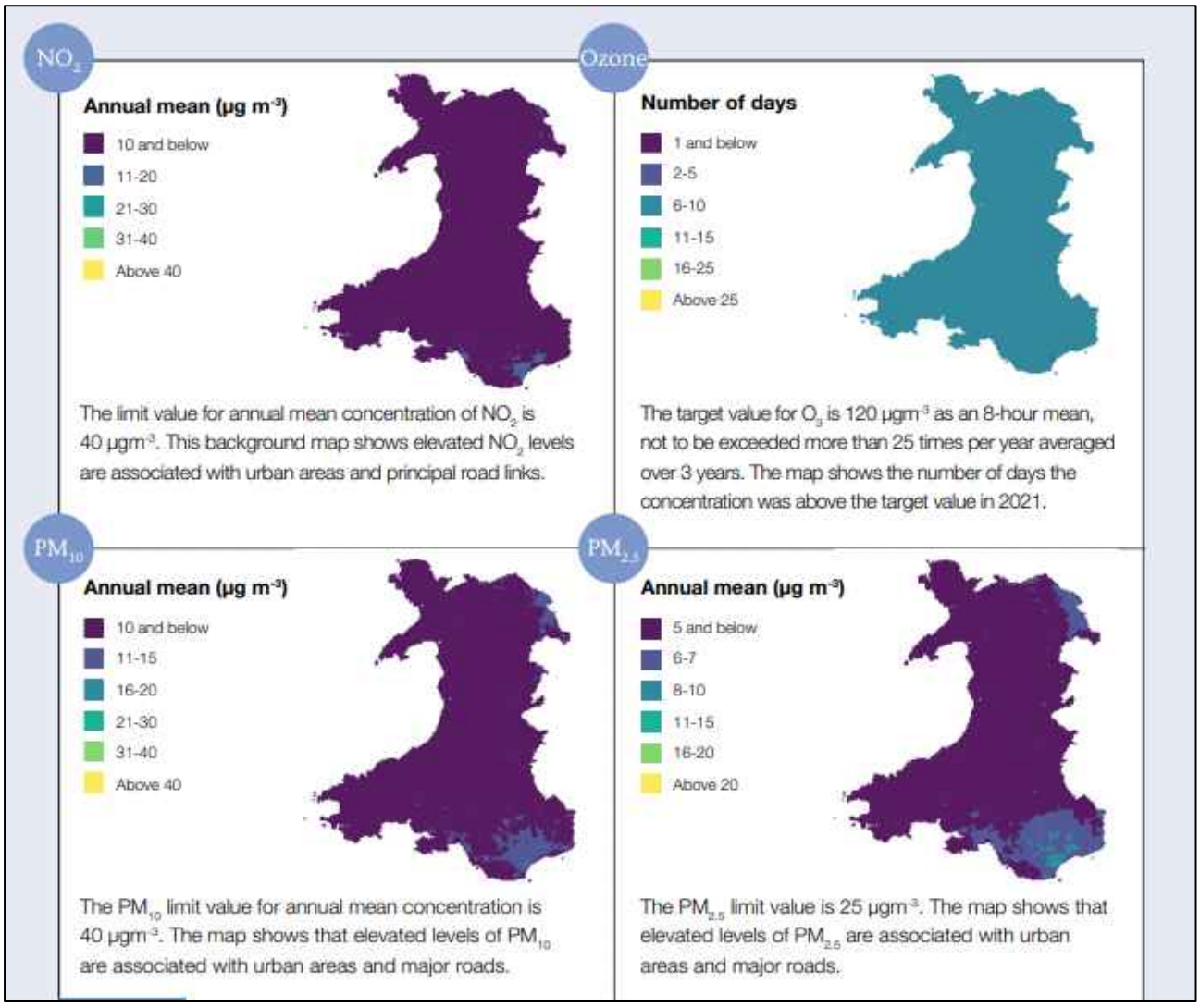


Figure 10-1 Background concentrations of NO_2, Ozone, PM^{10} and $PM^{2.5}$ [153]

[151] Department for Environment, Food and Rural Affairs (2024) *UK Air Information Resource; Air Quality Management Areas.* Available at: https://uk-air.defra.gov.uk/aqma/maps/ (Accessed: April 2024).

[152] North Wales Authorities (2023) *North Wales Authorities Collaborative Project 2023 Air Quality Progress Report.* Available at: https://www.conwy.gov.uk/en/Resident/Environmental-problems/assets-Air-Quality/documents/NW-Annual-Progress-Report-2023.pdf (Accessed: April 2024).

[153] Welsh Government (2023) *Air Quality in Wales 2022/23.* Available at: https://www.airquality.gov.wales/reports-seminars/reports (Accessed: April 2024).

Air quality within the NWTP area will be influenced by various sources, such as industrial sources (and their regulated and localised impacts), domestic activities (such as heating), traffic and natural sources. The largest contribution of emissions within the NWTP area to air will be vehicle emissions from the surrounding main roads. Major roads within the NWTP area include the A55 "North Wales Expressway, A5, A55 and A483.

Major roads close to residential development already affects the health of those living there. The location of future development within the NWTP area can be informed by these existing sensitive routes and other areas where major roads are close to residential areas. One of the challenges associated with future development is to balance the requirement for good access to transport infrastructure, while avoiding, creating, or increasing pollution to areas of high pollution.

Impacts on air quality could arise from any proposed construction works associated with any infrastructure proposed as part of the NWTP caused by the movement of heavy goods vehicles (HGV) and construction activities including construction, earthworks and associated trackout. However, it is anticipated that with effective mitigation, impacts on air quality could be reduced to insignificant levels.

Nitrogen is a nutrient that is damaging to ecological habitats, originating from ammonia and nitrogen oxides which are commonly emitted by vehicles. Deposition of these pollutants on natural ecosystems causes nutrient enrichment and changes in vegetation and soils[154]. Changes to transport, such as switching to electric vehicles and reducing reliance on private car travel can help reduce NO_2 pollution and impacts on sensitive ecological habitats that are located near roads.

10.1 Historic and likely future trends

Generally, air quality has improved in the last 30 years (Figure 10-2) due to improved regulation, investment in cleaner processes in industry and the use of cleaner fuels. More recently however, concentrations of pollutants have stabilised[155].

In the NWTP area annual mean concentrations were found to be generally lower than previous years except when comparing annual mean concentrations from 2023 to 2020. However, lower concentrations from 2020 are anticipated to be associated with the impact of the Covid-19 pandemic in 2020 resulting in reduced traffic flows. Although there has been a general improvement in air quality in the study area since 2017, several monitoring sites in WCBC and DCC have noted increases in NO_2 over this period[152].

Poor air quality, particularly PM_{10}, $PM_{2.5}$ and NO_2, remains of one of the UK's biggest public health challenges, as well as being detrimental to the natural environment. It is possible that climate change will result in poorer air quality with one effect being the accumulation of stagnated air in cities[156]. Transport options and the resulting emissions will contribute to the magnitude of this effect.

[154] UK Air (2018) Impacts of Vegetation on Urban Air Pollution. Available at: https://uk-air.defra.gov.uk/assets/documents/reports/cat09/1807251306_180509_Effects_of_vegetation_on_urban_air_pollution_v12_final.pdf (Accessed: April 2024).

[155] UK Air (2019) Air quality statistics in the UK 1987 to 2018. Available at: https://uk-air.defra.gov.uk/news?view=252 (Accessed: April 2024).

[156] Department of Health and Social Care (2022) Chief Medical Officer's annual report 2022: air pollution. Available at: https://www.gov.uk/government/publications/chief-medical-officers-annual-report-2022-air-pollution (Accessed: April 2024).

The UK Clean Air Strategy sets targets for five damaging air pollutants, which if met should halve the effects of air pollution on health by 2030[157] as well as having considerable benefits on the environment.

Future trends in Wales relating to opportunities for improving air quality are improving (Figure 10-2). This includes potential reductions in pollution from transport emissions as the UKs fleet of vehicles are transitioned from petrol and diesel to electric vehicles.

This transition is particularly important in the more rural parts of the NWTP area where public transport and active travel options are more limited. In the more urbanised areas, current and planned future promotion of active travel and sustainable travel can also help support improvements to air quality.

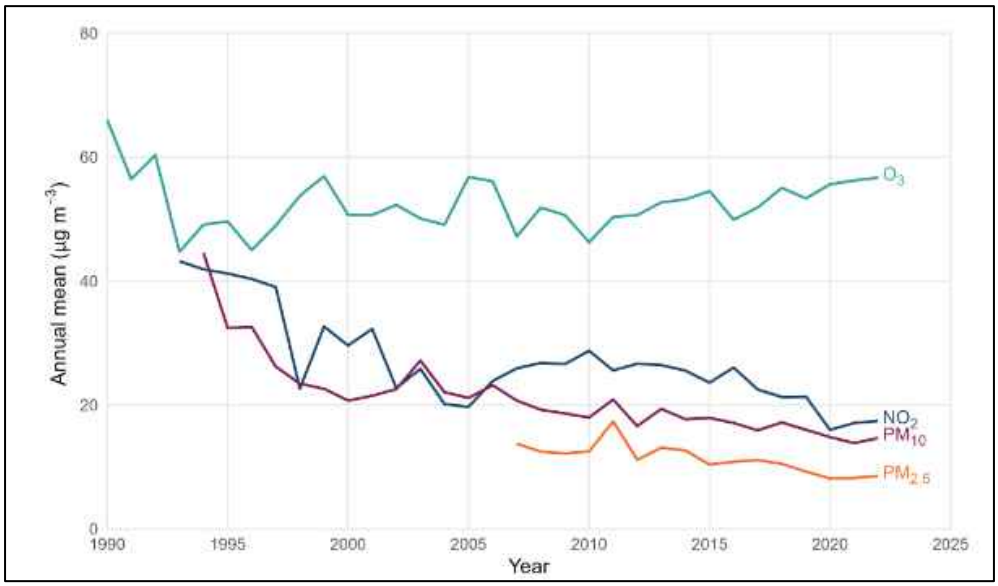


Figure 10-2 Wales Ambient pollutant trends 1990-2022[153]

10.2 Sustainability risks and opportunities

The air quality baseline and trend data identify the following sustainability risks and opportunities relevant to the RTP:

- Air quality is generally good and not a major issue in the NWTP area given that it is predominantly rural in nature.
- The way in which we travel has a direct impact on air quality. Promotion of a transition to electric vehicles can support reductions in air pollution associated with carbon dioxide, carbon monoxide and nitrous oxides (such as NO_2). However electric vehicles still release particular matter pollution (PM_{10} and $PM_{2.5}$) associated with wear from tyres and breaks. Therefore, interventions should focus on reducing the number of vehicles on the road by supporting the transition to active travel and public transport wherever possible.

[157] Defra (2023) 25 Year Environment Plan. Available at: https://www.gov.uk/government/publications/25-year-environment-plan/25-year-environment-plan-our-targets-at-a-glance (Accessed: April 2024).

- Creation of active travel links that are sufficiently separated from road traffic can help reduce the amount of pollution that walkers and cyclists are exposed to and increase uptake in active travel through creating safe active travel options, having an additional benefit of leading to reductions in traffic and improvements to air quality.
- There is a risk that new development in the area (such as the Anglesey Freeport and Wrexham Investment Zone) could increase the volume of freight travelling in the locality, leading to increase air pollution and worsening of local air quality. The NWTP should include relevant transport initiatives (e.g. promotion of transportation of goods by rail) to ensure that the health of local communities and habitats are not detrimentally impacted.

11. Noise

Exposure to environmental noise can have a negative impact on human health and cause disturbance to protected habitats and species. Risks to human health include cardiovascular disease, sleep disturbance, poor performance and learning, mental health problems, stress and reduced quality of life[158].

Welsh Ministers have a duty to review and publish noise action plans for major roads, major railways and agglomerations under the Environmental Noise (Wales) Regulations 2006[159]. The Environment (Air Quality and Soundscapes) (Wales) Act 2024[146] places a duty on Welsh Ministers to publish a national soundscape strategy and complements legislation to achieve appropriate soundscapes as set out in the Noise and Soundscape Action Plan 2018-2023.

The main sources of noise pollution within the NWTP area are associated with noise from roads, namely the A55, A483, A494 and A487 as well as neighbouring routes[160]. Figure 11-1 is an extract from a map of road network noise in North Wales.[160] Noise pollution associated with rail and industry is not a major concern in the area[161].

[158] Public Health Wales (no date) *Environmental Noise Pollution*. Available at: https://phw.nhs.wales/services-and-teams/environmental-public-health/environmental-noise-pollution/ (Accessed: April 2024).

[159] Environmental Noise (Wales) Regulations 2006 (W.225)

[160] Welsh Government (2023) *Noise and Soundscape Plan for Wales 2023-2028*. Available at: https://www.gov.wales/sites/default/files/publications/2023-11/noise-and-soundscape-plan-for-wales-2023-2028.pdf (Accessed: April 2024).

[161] Extrium (2024) *Wales Noise and Air Quality Viewer*. Available at: http://www.extrium.co.uk/walesnoiseviewer.html (Accessed: April 2024).

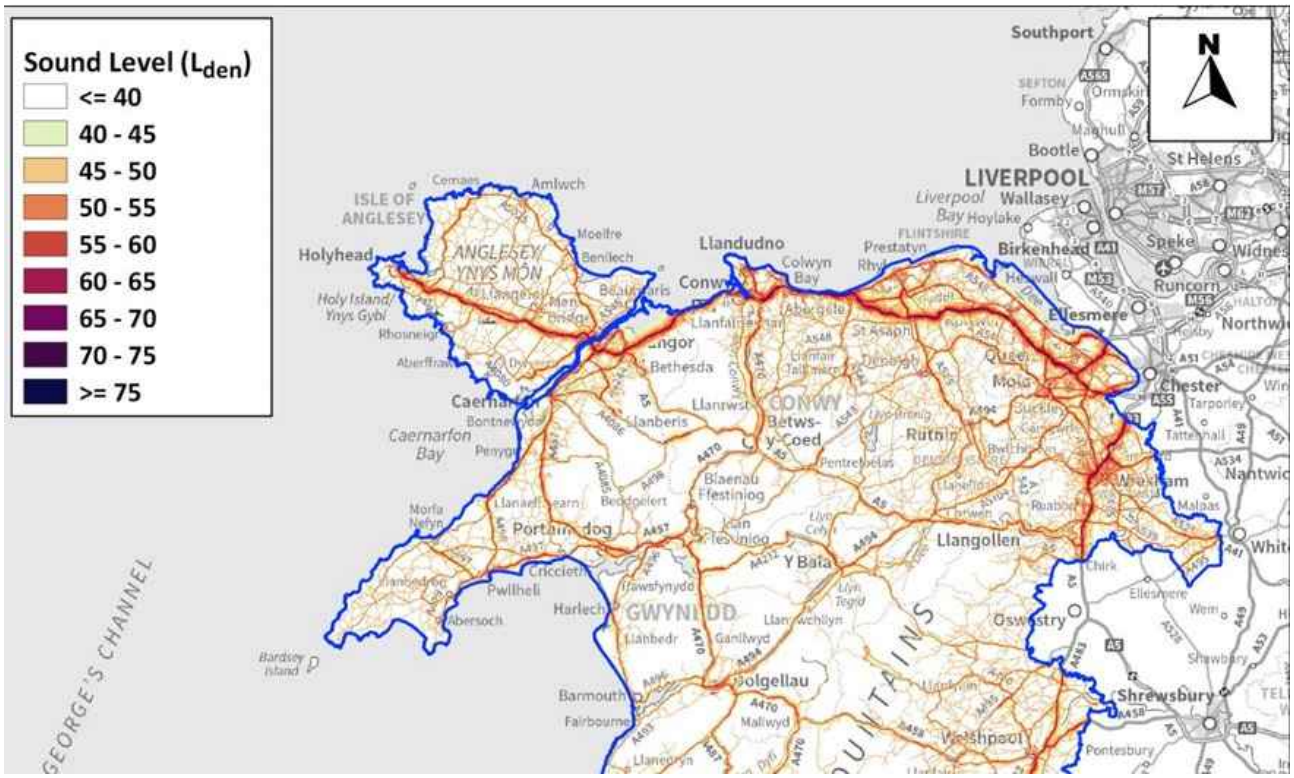


Figure 11-1 Road noise in North Wales[160]

Noise complaints in the NWTP area have been predominantly associated with sections of the A55 and A483[162] and there are a series of noise priority areas located along stretches of the A55, A4871, A4087, A547, A5119, A494, A550, A483 and A5152[161]. The Welsh Government has carried out noise reduction schemes across the Welsh Strategic Road Network, including on the A55 at Abergele[160].

Tranquillity mapping for Wales was undertaken in 2009 (Figure 11-2), which while some time ago is likely to be similar today as there have been no major development changes. This mapping identifies areas within North Wales that are relatively undisturbed in terms of tranquillity. The tranquillity classifications take into consideration the sound environment, including noise from road and railway as well as sound from people. Across the NWTP area there are areas of reduced tranquillity located near settlements and roads, particularly along the north coast and to the east along the Welsh/ English border. There are areas of relatively undisturbed tranquillity within the central parts of the NWTP area where it is more rural, including around Eryri National Park and Clwydian Range and Dee Valley. Tranquil soundscapes can help support relaxation and improve health and wellbeing.

[162] Welsh Government (2015) *Review of strategic noise maps in Wales*. Available at: https://www.gov.wales/sites/default/files/publications/2019-04/review-of-strategic-noise-maps-in-wales.pdf (Accessed: April 2024).

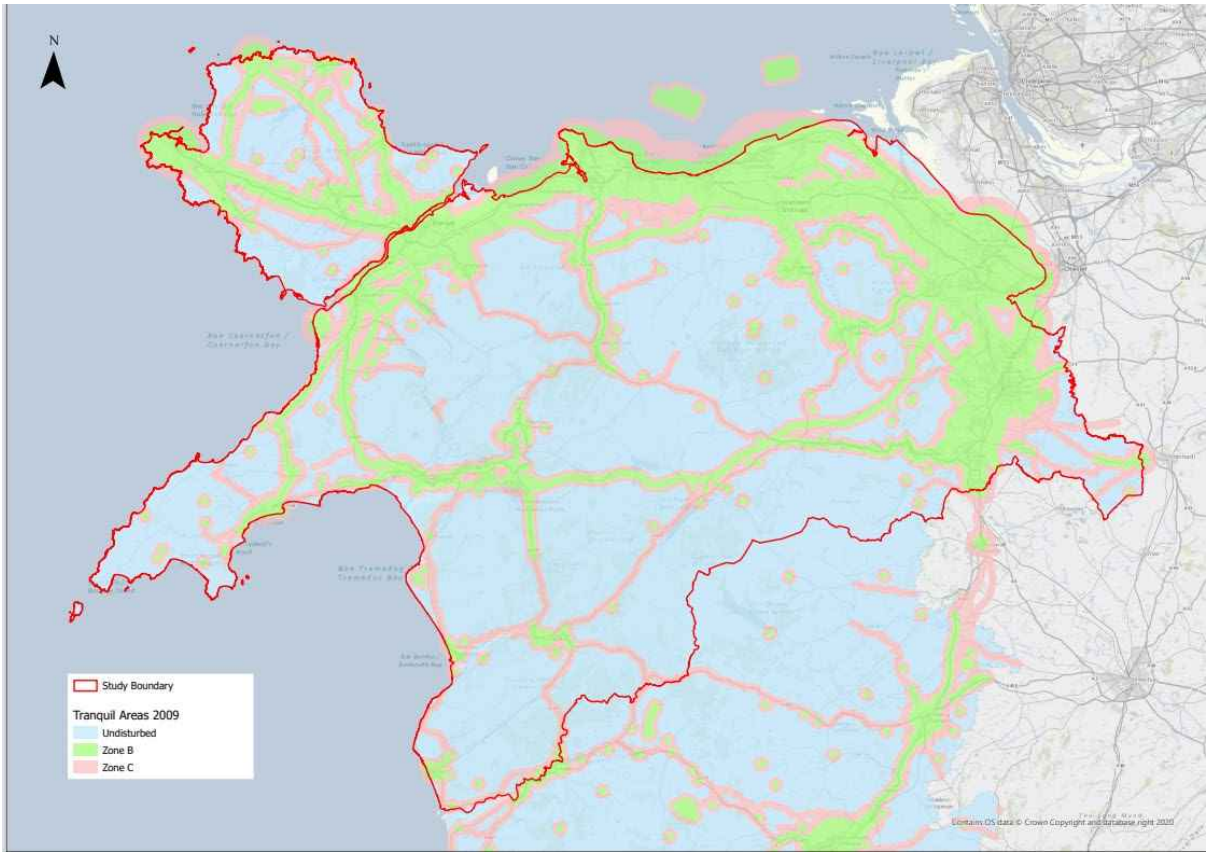


Figure 11-2 Tranquillity mapping for Wales 2009[132]

11.1 Historic and likely future trends

Future development has the potential to increase noise pollution and create adverse impacts to human and ecological receptors if not sensitively designed and located. There is significant development planned for the NWTP area including Anglesey Freeport and the Flintshire and Wrexham Investment Zone that are likely to increase freight transporting goods through the NWTP area. Increase vehicle movements could exacerbate noise levels experienced along main transport corridors.

The recent roll out of the default 20mph speed limit on restricted roads across Wales is expected to decrease noise pollution in built up areas where the new speed limits apply. There may also be reductions in noise levels in the future associated with a transition towards electric vehicles, improvements in public transport and active travel networks and electrification of rail lines (such as the North Wales Coast Main Line).

In the future, as climate change results in more frequent periods of extreme hot weather, there is likely to be an increasing need for residents to open windows to reduce impacts of overheating. This may result in increased disturbance and health effects from noise, particularly during the evening.

11.2 Sustainability risks and opportunities

The noise environment baseline and trend data identify the following sustainability risks and opportunities relevant to the RTP:

- Noise pollution associated with roads is a key concern in the NWTP area, particularly along major routes such as the A55.
- The NWTP has an opportunity to help reduce noise pollution experienced by local communities by reducing the number of vehicles on the roads (through promoting a transition to use of public transport and active travel) and supporting the transition to electric vehicles. This could reduce the number of built mitigation interventions that local councils and Welsh Government need to provide (such as installation of acoustic barriers) to address noise pollution in noise priority areas.
- There is a risk that new development in the area (such as the Anglesey Freeport and Wrexham Investment Zone) could increase the volume of freight travelling in the locality, leading to increase in noise pollution and impact on local residents. The NWTP should include relevant transport initiatives (e.g. promotion of transportation of goods by rail) to ensure that the health of local communities are not detrimentally impacted.
- Reducing road traffic noise (and ensuring that this does not increase) around Eryri National Park can help maintain and improve the tranquillity of the area and support health and wellbeing of users.

12. Infrastructure

12.1 Transport Infrastructure

Across Wales and the regions, the Welsh Government wishes to see development built in sustainable locations supported by active travel and public transport infrastructure and services to enable people to live active and healthy lives. The aim is to reduce the need to travel, particularly by private vehicles, and support a modal shift to walking, cycling and public transport. Policies 11 and 12 of 'The National Plan 2040'[64] set out the strategic approach to national and regional connectivity and how the Welsh Government will support and invest in improvements to active travel and public transport.

Travelling by road from east to west via the A55, using the coastal train line or by bus, there are popular seaside communities, skirting an Area of Outstanding Natural Beauty (AONB) and castles which attract many visitors to the area. With Welsh Government now exploring options around a second National Park through a North East Wales National Park designation project, incorporating lessons learnt from other localities at an early stage will enhance planning around any future transport/accessibility strategy.

12.2 Infrastructure Management and Maintenance

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

12.3 Rail

In North Wales, 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 (rail improvements between 2019-2024 and beyond) provides an opportunity to improve accessibility across the region. There are strong functional relationships between settlements in the North and the Northwest of England, with people travelling daily in both directions to access jobs, services and facilities. The Metro will make it easier and faster to travel between the north coast, Wrexham, Deeside and the Northwest of England. It will open up opportunities across the region and is a vital part of the Welsh Government's vision to develop the region's economy and links with the Northern Powerhouse.

12.4 Rural Transport

Regarding infrastructure in rural areas, enhanced walking and cycling infrastructure would connect rural communities. However, 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, alongside improvements to rural public transport services.

12.5 Holyhead Port

Holyhead Port has been identified as Strategic Gateways due to its essential role in the international movement of imports and exports and as key transport infrastructure between land and sea. It is an essential part of the local, regional, national and international economy, providing international connectivity for Wales and the UK. It plays a strategic role in transporting people and freight; provides logistical and service hubs for industry; and offers further growth opportunities for tourism and recreation activity. It is active in the cruise market and can be the first experience people have of visiting Wales.

The Welsh Government recognises the importance of Holyhead Port to Anglesey and the region, and it is the most direct strategic link between Wales and Ireland. Holyhead Port is a major national asset and an important international gateway for freight and passengers. The Port has deep water port facilities, existing accommodation, and development opportunities. The Inner Harbour, Salt Island and the Outer Harbour offer marine, leisure, transport, energy (see policy 24 of the National Plan), cruise and other business opportunities with good road and rail links across the region and into England.

12.6 Housing

Policy 7 of 'The National Plan 2040'[64] sets out the national strategic approach to delivering affordable housing and ensures the focus of funding and housing policies is on driving increased provision. The planning system must facilitate the provision of additional market value and affordable housing. There is a complex picture of housing need and provision with the opportunities people have varying significantly depending on income and where they live in Wales. The Welsh Government 'Estimates of additional housing need (2019-based)'[163] provides a range of estimates over a 20 year period up until 2038-39 (mid-year to mid-year). The figures for North Wales can be found below in Table 12-1.

Table 12-1 Annual average estimate of additional housing need, variant and 5-yearly periods

Variant	2019/20-2023/24	2024/25-2028/29	2029/30-2033/34	2034/35-2038/39
Lower variant	968	368	60	-
Central estimate	1,231	810	643	557
Higher variant	1,443	1,148	1,115	1,177

The Welsh Government is committed to increasing the delivery of affordable housing, with a focus on social housing, in the areas where it is needed and will use its funding, land, planning and housing policies to drive delivery. They recognise that the affordability of housing is not uniform across Wales and different responses will be needed in different parts of Wales to meet the needs of local communities.

Figure 12-1 below indicates the number of new dwellings started per 1,000 existing dwellings by local authority, 2022-23 while Figure 12-2 indicates the number of new dwellings completed per 1,000 existing dwellings by local authority, 2022-23. The 2023-24 release of new house

[163] Welsh Government (2020) *Estimates of Additional Housing Need in Wales (2019-based).* Available at: https://www.gov.wales/sites/default/files/statistics-and-research/2020-08/estimates-of-additional-housing-need-in-wales-2019-based_0.pdf (Accessed: April 2024).

building is due in July 2024. Figure 12-3 outlines the locations of housing allocations across the study area.

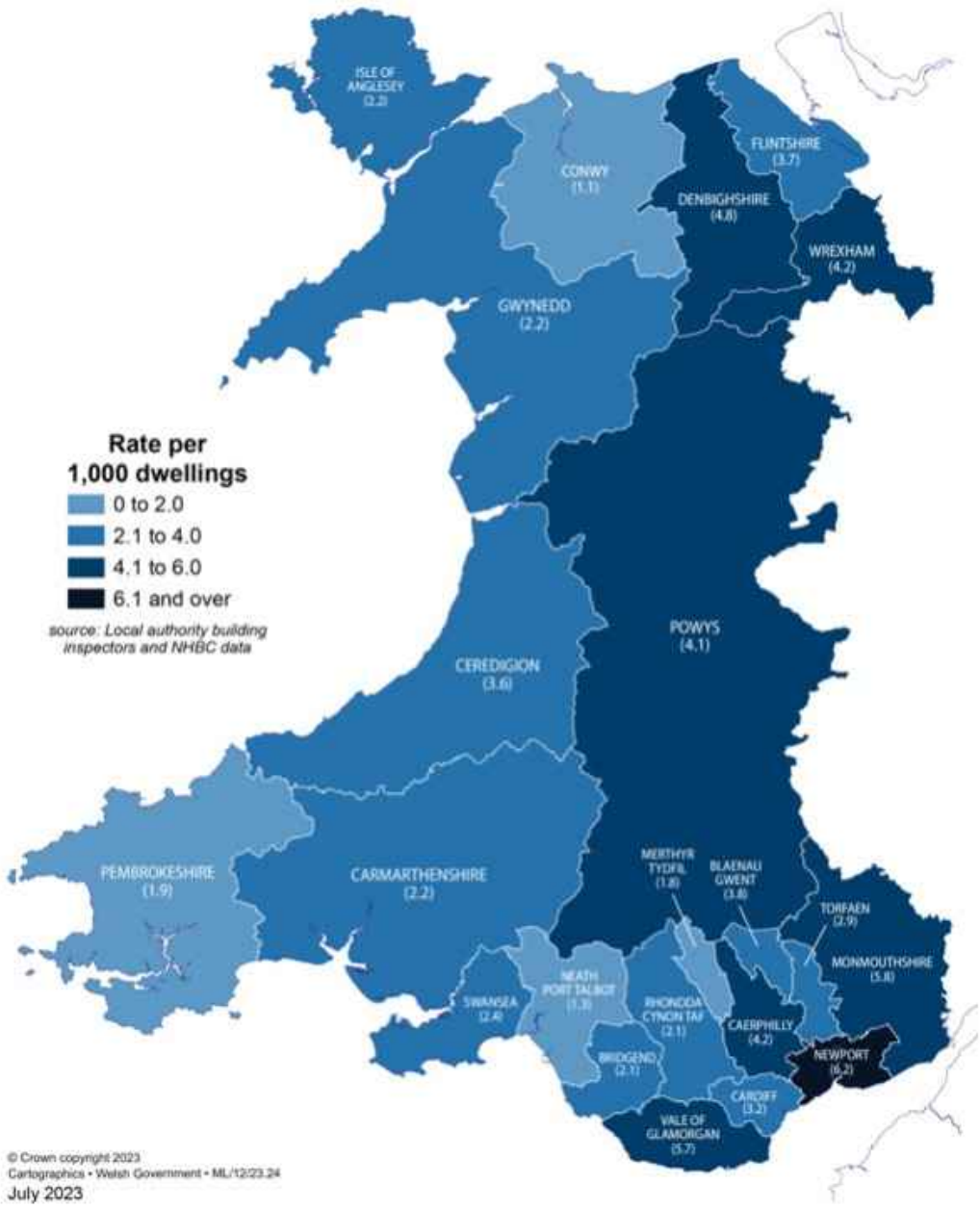


Figure 12-1 Number of new dwellings started per 1,000 existing dwellings by local authority, 2022-23[164]

[164] Welsh Government (2023) *New house building: April 2022 to March 2023*. Available at: https://www.gov.wales/new-house-building-april-2022-march-2023-html (Accessed: April 2024).

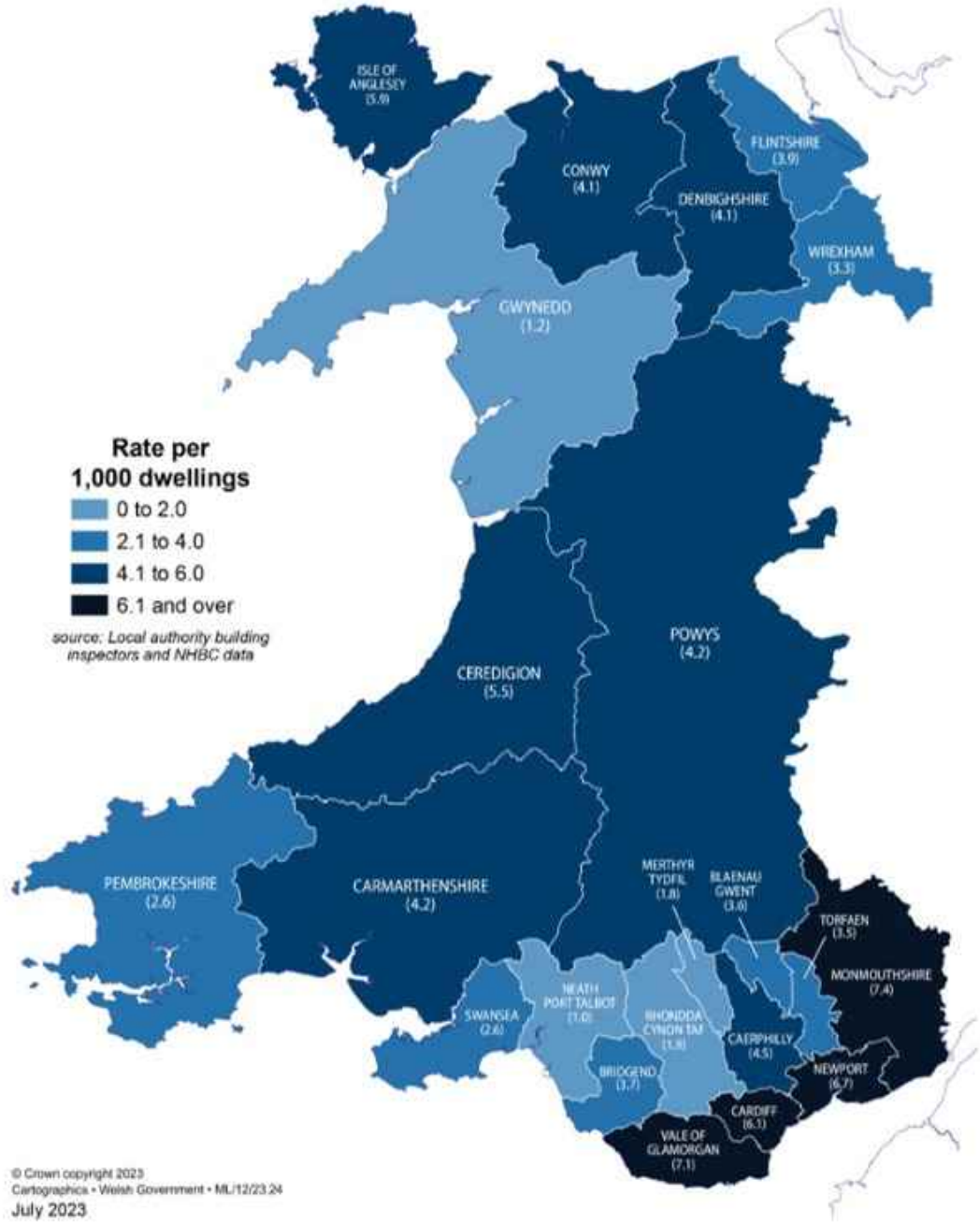


Figure 12-2 Number of new dwellings completed per 1,000 existing dwellings by local authority, 2022-23

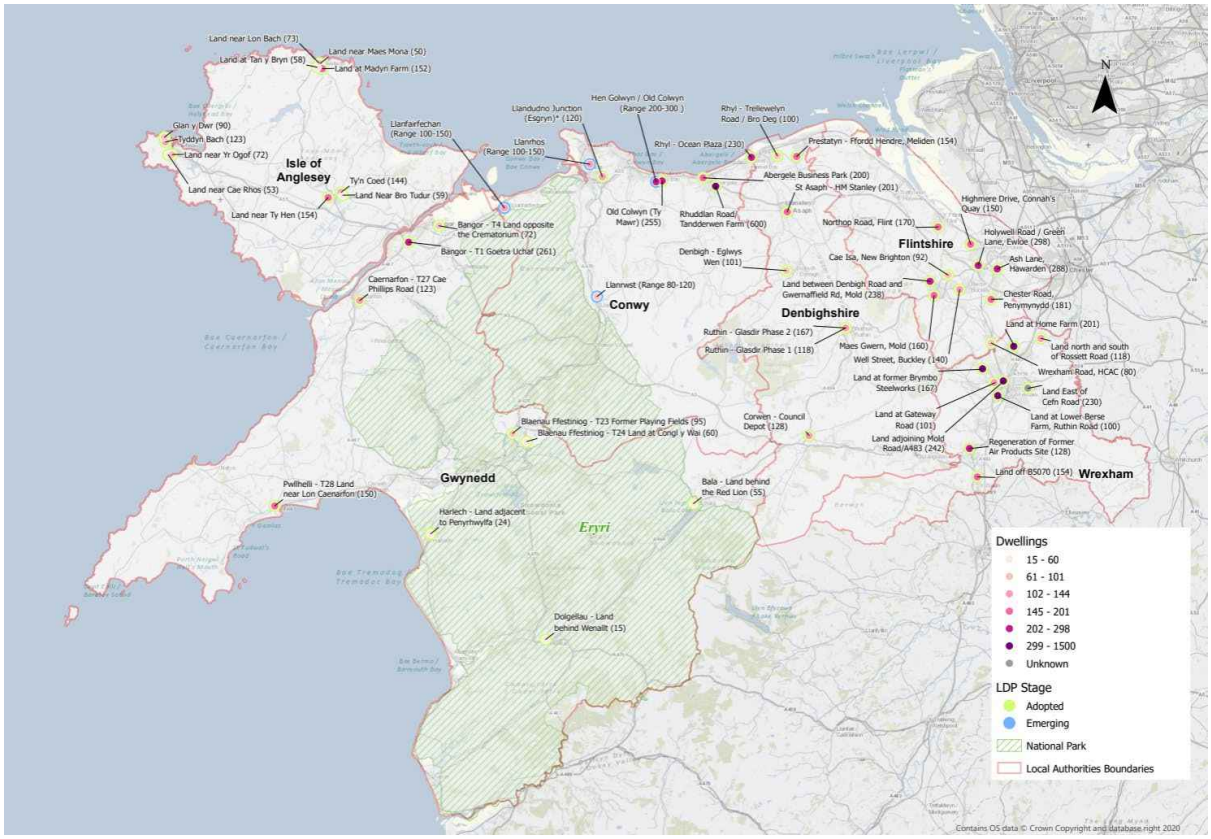


Figure 12-3 Housing allocations within the study area

12.7 Community and educational facilities and services

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

The majority of community facilities such as GP practices, veterinary surgeries, libraries, leisure centres are located in the main towns and cities of north Wales. Similarly, community green spaces such as public parks and sports facilities are located within close proximity of population centres (Figure 12-4).

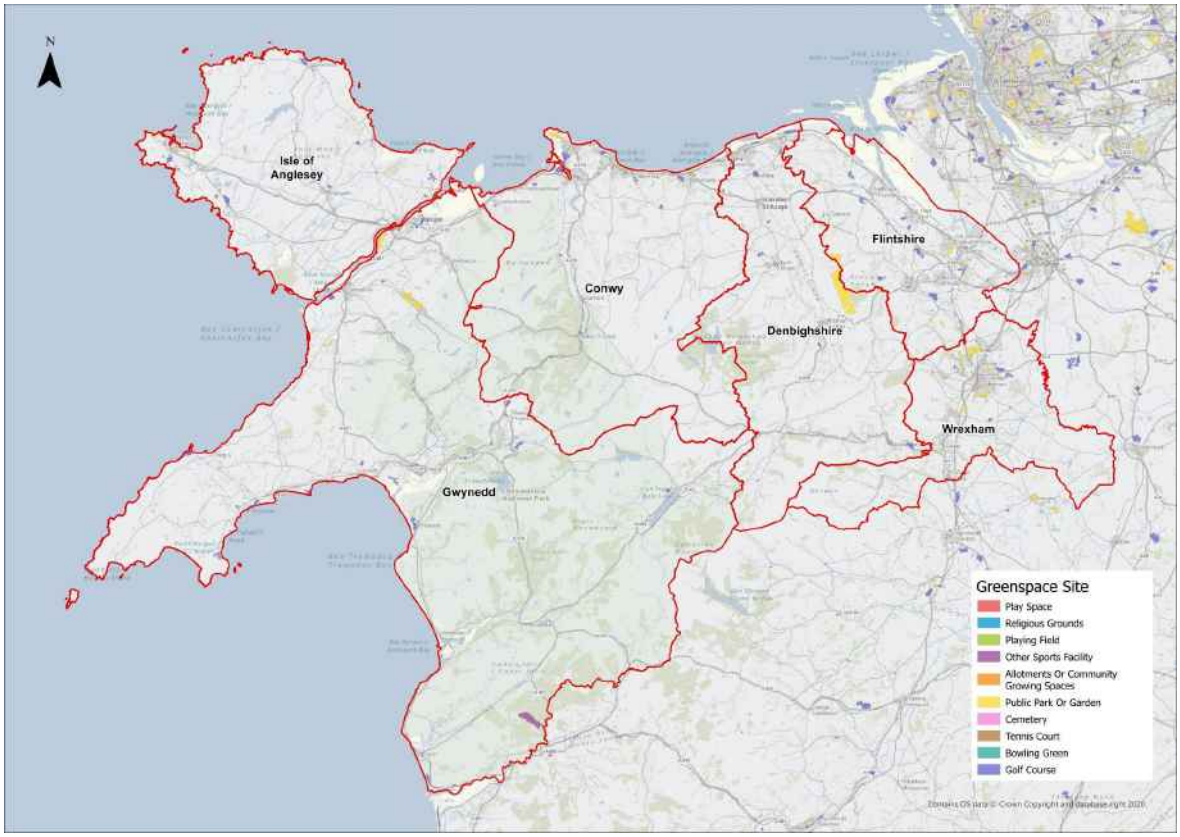


Figure 12-5 Green space sites within the study area

12.8 Utilities

The electricity distribution network operator that supplies power to properties in North Wales is Scottish Power Energy Networks[165]. Approximately 295km of overhead lines traverse North Wales[166]. The 'Future Energy Grids for Wales – Insight Report'[167] identifies that hydrogen network infrastructure will likely be necessary in North Wales due to siting of industry and heavy users, it also states that hydrogen production in North Wales can be linked to the hydrogen infrastructure in North-West England through a transmission network. Potential production centres in North Wales include Deeside, Connah's Quay or Wylfa regions.

[165] Ovo Energy (2020) *DNOs: Who is my distribution network operator?* Available at: https://www.ovoenergy.com/guides/energy-guides/dno (Accessed: April 2024).

[166] National Grid (2024) *Network route maps*. Available at: https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/network-route-maps (Accessed: April 2024).

[167] Welsh Government (2023) *Future Energy Grids for Wales – Insight Report'*. Available at: https://www.gov.wales/sites/default/files/publications/2023-07/future-energy-grids-for-wales-insights-report.pdf (Accessed: April 2024).

Policy 17 of 'The National Plan 2040'[64] relates to renewable and low carbon energy and associated infrastructure while Policy 18 relates to renewable and low carbon energy developments of national significance. The 'Pre-Assessed Areas for Wind Energy' in Figure 12-6 below indicates the two areas in North Wales (one and two) which the Welsh Government has identified as areas within which, in principle, on-shore wind developments would be acceptable. In these areas there is a presumption in favour of large-scale on-shore wind energy development and the associated landscape change subject to the criteria in policy 18.

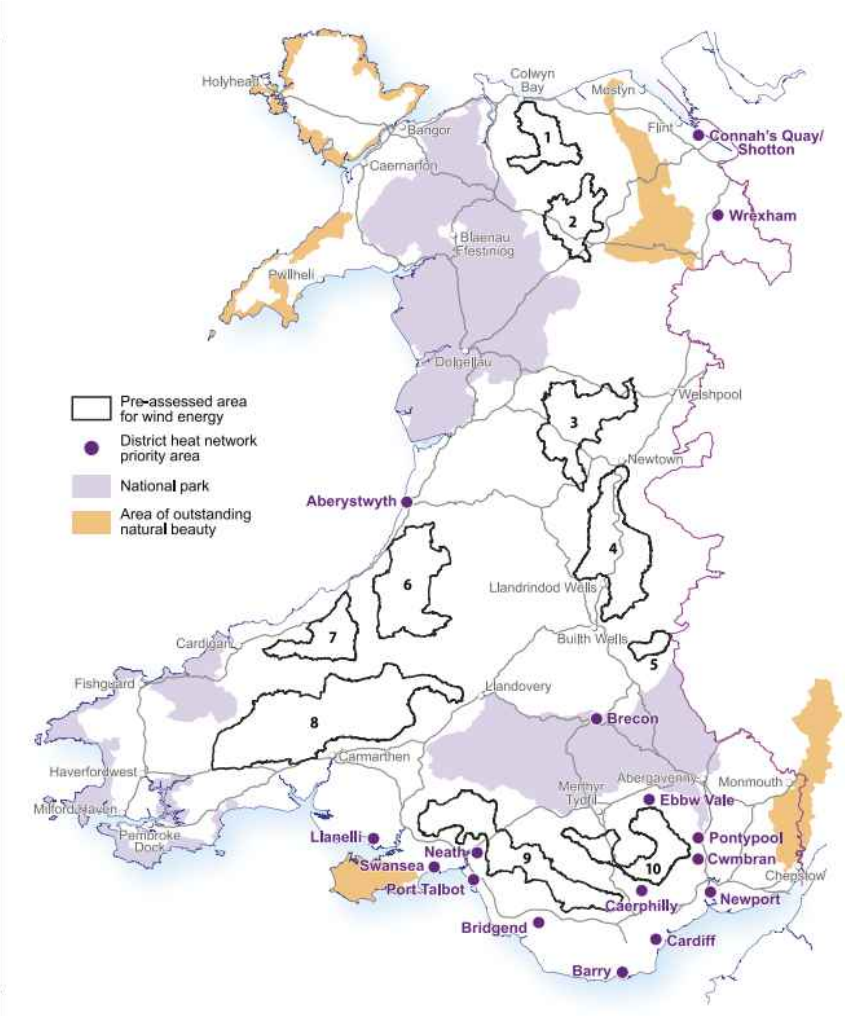


Figure 12-6 Wind energy and heat networks

Two water companies, Dŵr Cymru Welsh Water and Severn Trent Water predominantly supply water in North Wales. The revised draft WRMP24 for Dŵr Cymru Welsh Water[168] identifies a water resource zone deficit in the Lleyn Harlech-Barmouth zone, however this is small and past 2040 to meet the higher level of resilience target. Figure 12-7 below indicates this area.

[168]Welsh Water (2024) Re*vised Draft Water Resources Management Plan 2024.* Available at: https://www.dwrcymru.com/en/our-services/water/water-resources/draft-water-resources-management-plan-2024 (Accessed: April 2024).

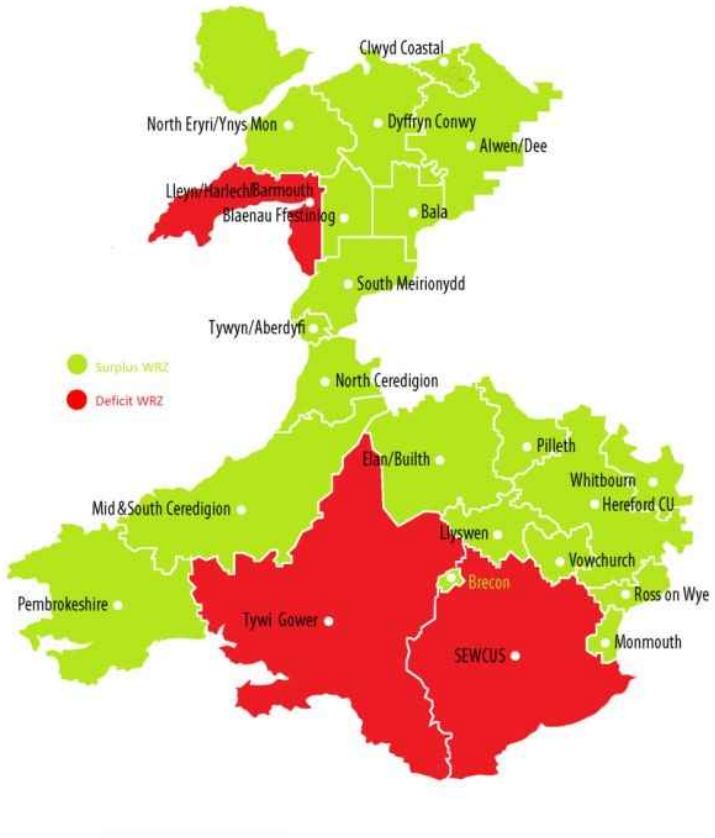


Figure 12-7 Water resource zones deficits

12.9 Historic and likely future trends

In the 2021 Census, for those who were working, the percentage of people travelling to work in North Wales was 65.4% by car, van, motorcycle, scooter, or moped, 8.7% by foot or bike, 2.9% by train, bus, minibus, or coach, and 1.3% by other, meanwhile, 21.7% of respondents worked from home[169]. The dominant mode of transport in Wales, for both the number of journeys undertaken and distances travelled, continues to be the private car. The Wales Transport Strategy[132] target for 2040 is 45% sustainable modes and 55% car, so car will still dominate in 2040 even if that target is reached. However, while the Welsh Government recognises in its National Plan that it will support investment in the road network where necessary to maintain or improve rural accessibility, sustainability and community well-being, focus will be on supporting investment in public transport, active travel and vehicle charging networks to support ultra-low emission vehicles. Furthermore, the National Plan states that road transport is a major cause of air and noise pollution and accounts for the vast majority of greenhouse gas emissions produced from the transport sector.

[169] Office for National Statistics (2024) *Method used to travel to work*. Available at: https://www.ons.gov.uk/search?topics=9731,6646,3845,9497,4262,4128,7755,4994,6885,9724,7367&filter=datasets (Accessed: April 2024).

The changes in the way people moved around towns and cities during the COVID-19 pandemic are a sign of the widespread potential to reduce use of cars and to allocate more space for walking and cycling.

In Wales there has been a decline in the delivery of affordable homes. From 2019-2039 the estimate of the additional housing need in Wales, under the central estimate, is around 110,000. Table 12-1 above indicates the annual average estimate of additional housing need, variant and 5-yearly periods for North Wales specifically. The housing need estimates also indicate that the provision of affordable homes should become a key focus for housing delivery.

The UK Climate Change Risk Assessment 2022 assesses the risk of climate change to infrastructure and transport networks and public water supplies as medium to very high[170].

[170] HM Government (2022) UK Climate Change Risk Assessment 2022. Available at: https://assets.publishing.service.gov.uk/media/61e54d8f8fa8f505985ef3c7/climate-change-risk-assessment-2022.pdf (Accessed: April 2024).

13. Transport

13.1 Community Need

North Wales has a varied nature of settlements and communities meaning the needs of residents in urban centres and rural communities need consideration. As part of this, improvements in rural areas of North Wales should be made to active travel, public transport, and other sustainable mobility options. A shift to public transport or active travel is not possible for many rural journeys meaning consideration should be given to how to facilitate the switch to electric vehicles for those in rural areas more dependent on use of private cars. Where possible frequent and high-quality rural transport services, and enhanced walking and cycling infrastructure connecting rural communities should be considered.

13.2 Active Travel

An improvement of the active travel network in North Wales would 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.

Local authorities in North Wales have a duty, under the Active Travel (Wales) Act 2013[171], to map existing and future active travel routes and related facilities, with an aim to lead to an integrated network for active travel, and thus achieve modal shift for walking and cycling modes. The Active Travel Network Map can be found on Data Map Wales[172]. The Active Travel (Wales) Act 2013 also requires following:

- Welsh Ministers and local authorities to report on levels of active travel
- Welsh Ministers and local authorities to carry out certain functions under the Highways Act 1980, to take reasonable steps to enhance the provision made for walkers and cyclists
- Ministers and local authorities to exercise their functions under this act so as to promote active travel journeys and secure new and improved active travel routes and related facilities.

13.3 Bus Services

Bus has the biggest public transport modal share in Wales. In 2018/19 a total of 101.87 million journeys were made by bus in Wales. Analysis undertaken by Transport for Wales' (TfW) Analytical Unit shows that 68% of the North Wales population live within a quarter of a mile (or 400 metre) walking route of a bus stop where services run at least once per hour. This however does not account for whether the routes take people to desired destinations.

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

[171] UK Government (2013) Active Travel (Wales) Act 2013. Available at: https://www.legislation.gov.uk/anaw/2013/7/contents/enacted (Accessed: April 2024).

[172] DataMap Wales (no date) Active Travel Network Maps. Available at: https://datamap.gov.wales/maps/active-travel-network-maps/view#/ (Accessed: April 2024).

- The rollout of the 1bws ticket (one ticket across the vast majority of bus services in North Wales)
- T19/Conwy Valley Line return ticket agreements
- Continuous review of the Sherpa Network in Eryri
- Launch of the Traws Cymru T8 service between Corwen and Chester
- Launch of fflecsi demand responsive services, including the zero-emission electric service in Ruthin.

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

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

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

The Snowdon Sherpa is a network of bus services that travel around Yr Wyddfa. It has been developed in by a partnership comprising Transport for Wales, Cyngor Gwynedd, the National Park Authority, and Gwynfor Coaches. The creation of the Sherpa network saw the merger of local bus services into one simplified brand and a coordinated network and fare structure. In 2021/22, passenger numbers were up 78% compared to 2020/21 (when figures were affected by Covid), and 22% up on pre-Covid 2019/20 figures.

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

13.4 Rail

The national rail network in the region is managed and maintained by Network Rail, with passenger services operated by Transport for Wales and Avanti West Coast via the Wales and Borders and West Coast Partnership franchises. The rail network is reflective of the main population centres. There are 66 rail stations in North Wales, as shown on Figure 13-1. These are located on the following five lines:

- The North Wales Coast Line
- The Shrewsbury—Chester Line
- The Conwy Valley Line
- The Borderlands Line
- The Cambrian Line.

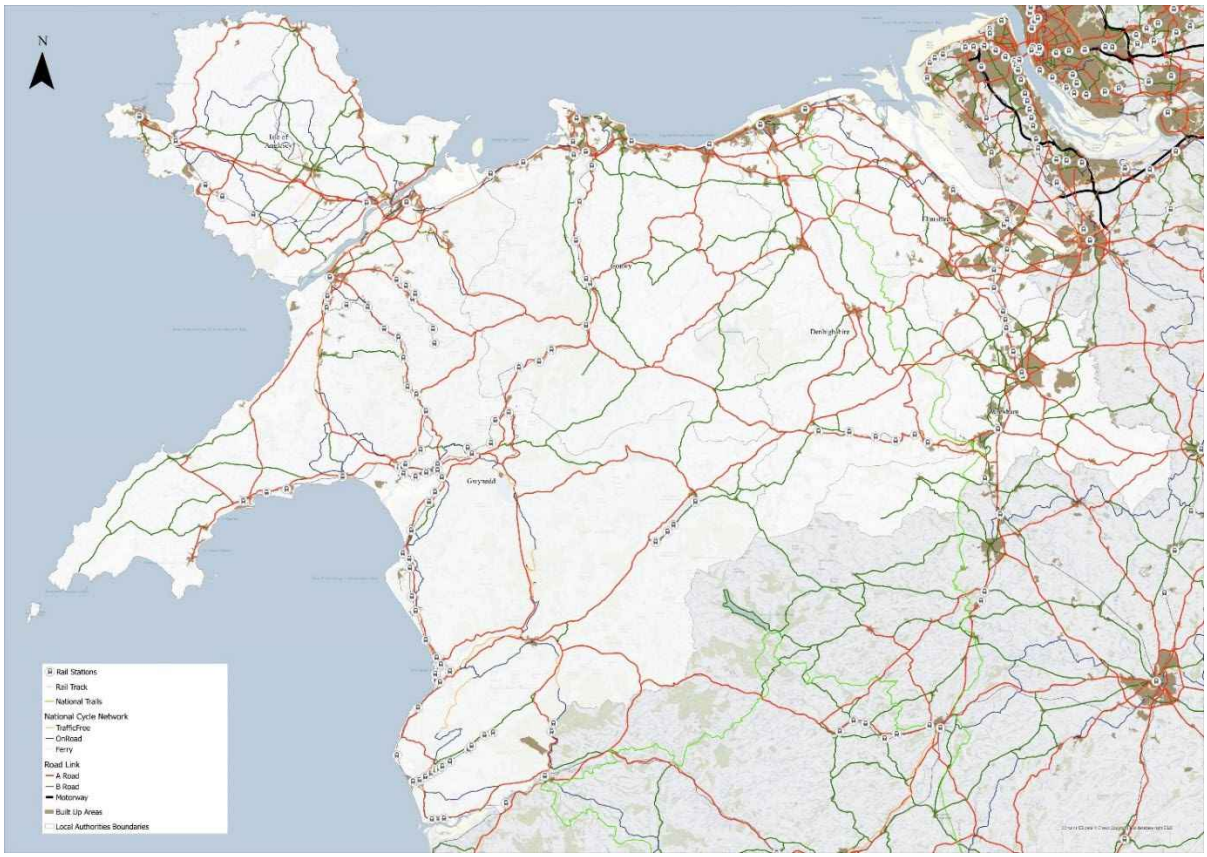


Figure 13-1 Transport

Data from the Office of Road and Rail is collected for estimates of station usage at each station on the network. Figures for the most and least used stations in North Wales are shown in Table 13-1. Figures used in the table are for 2019-20 as this is the last full year not affected by the Covid 19 pandemic. Whilst not in Wales, Chester station is considered the most important station on the North Wales rail network due to its roles as both an attractor, and key interchange location.

Table 13-1: The stations with the highest and lowest number of entries and exits

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

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

Freight paths are in place across the network. There are limited freight services along the mainline, but the route between Shrewsbury and Chester, and the Borderlands Line, which runs from Wrexham to Bidston, see several services a week to the sawmill, steel, and cement plants For example, this includes Hanson Cement. .

13.5 Road Network

Trunk roads in North Wales are maintained by the North and Mid Wales Trunk Road Agent (NMWTRA).

The main roads in North Wales mostly span east to west, especially along the North Wales coast (Figure 13-1). The busiest road in North Wales is the A55, the "North Wales Expressway", a dual carriageway primarily connecting Chester to Holyhead, along the coast of North Wales and passing Llandudno Junction, Conwy, and Bangor. It is one of Wales' most important roads that runs through to the port of Holyhead.

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

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

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

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

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

The majority of the remaining highway network within the region are the responsibility of the relevant Local Highway Authority, in this case, the Local Authority. Significant changes across the Local Highway Network include the 2023 rollout of a 20mph speed limit along restricted roads.

13.6 Electric Vehicles

The number of plug-in vehicles is increasing across the UK, including in North Wales. This is likely due to an increase in environmental awareness, improved zero emission vehicle technology and improved understanding of electric vehicles. Table 13-2 summarises Government showing the number of plug-in vehicles in each local authority area, with 5,510 such vehicles in North Wales.

Table 13-2 Plug-in Vehicles in North Wales

Fuel	Anglesey	Conwy	Denbighshire	Flintshire	Gwynedd	Wrexham
Battery Electric	365	634	592	864	541	607
Plug-in Hybrid electric (diesel)	3	6	6	9	6	9
Plug-in Hybrid electric (petrol)	216	336	233	407	252	343
Range Extended electric	7	12	19	18	12	13
Total	591	988	850	1,298	811	972

13.7 Freight

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

The Port of Mostyn also generates freight traffic, with much of its business now dedicated to the offshore renewable energy sector. On the Borderlands Line, Padeswood Sidings creates a significant barrier to increased freight movement, as well as enhanced passenger services.

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

For more local deliveries, including those to town centre businesses and those deliveries that have resulted from an increase in online retail, there is a local environmental impact caused by emissions from and size of delivery vehicles. Measures to reduce the impact of local deliveries on communities include e-cargo bikes, area delivery and servicing plans, micro-consolidation centres, and delivery lockers at key locations such as transport and/or mobility hubs.

13.8 Menai Crossings

The resilience of the Menai crossings is vital to the continued success of Holyhead as a port, and for connections to Ireland. It is also a significant issue for the people of Anglesey who require access to services including hospitals on the mainland. Holyhead is a strategically important port in the United Kingdom due to its location and transportation connections and is a major gateway for transportation between the United Kingdom and Ireland. Freight accessing Holyhead is required to cross the Menai.

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

There are a number of issues that affect the crossings and impact on both local and port traffic. These include resilience, high winds, collisions and incidents, traffic flow, public transport, and active travel.

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

13.9 Cross Border Travel

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

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

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

13.10 Visitor Economy

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

Coastal locations such as Prestatyn, Rhyl, Towyn, and Llandudno contribute a huge part of the North Wales economy and visitors to these destinations are part of the continued success or regeneration of those places. This creates a significant demand for public transport journeys by tourists across North Wales.

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

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

13.11 Historic and likely future trends

In the 2011 Census, the percentage of people travelling to work in North Wales was 75.7% by car, van, motorcycle, scooter, or moped, 11.9% by foot or bike, 5.1% by train, bus, minibus, or coach, and 7.2% by other[3]. The dominant mode of transport in Wales, for both the number of journeys undertaken and distances travelled, continues to be the private car. The Wales Transport Strategy[132] target for 2040 is 45% sustainable modes and 55% car, so car will still dominate in 2040 even if that target is reached.

The Wales Transport Strategy, Llwybr Newydd, provides the context for the Welsh Government's aim to reduce the need to travel, particularly by private car, and supports a modal shift to walking, cycling and public transport. This is reflected in Planning Policy Wales and Future Wales. The Wales Transport Strategy, sets out the Welsh Government's long-term vision for transport[132].

The Wales Transport Strategy also sets out three priorities, this includes bringing services to people in order to reduce the need to travel, allowing people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure, and encouraging people to make the change to more sustainable transport.

14. Resources and Waste

14.1 Minerals

Anglesey County Council, Conwy County Borough Council, Flintshire County Council, Denbighshire County Council, Gwynedd Council, Eryri National Park and Wrexham County Borough Council are the Mineral Planning Authorities that are responsible for resources within the NWTP area. As Mineral Planning Authorities the councils must ensure that sufficient supplies of these minerals are maintained to industry, whilst also ensuring that the environment is protected. The councils have a shared Minerals and Waste Planning Service, that is lead by Flintshire County Council.

There are 43 existing mineral sites located across the NWTP area[173]. These are shown on Figure 14-1 below and summarised in Table 14-1. The North Wales area produces 5.5 million metric tonnes per annum (mtpa), the majority of which is associated with crush rock (including slate)[174]. Gwynedd Council host the greatest number of mineral sites; however, Flintshire County Council have historically extracted more aggregates on average. Since 2007, sales of primary aggregate in North Wales have fluctuated, with an overall reduction seen from a high of 7.4 million of tonnes (mt) in 2007 to 5.7 mt in 2016[174]. Changes in the volume of aggregate sales are through to be correlation with annual house completion in the local area.

Table 14-1 Mineral sites and aggregate sales in North Wales

Mineral Planning Authority	Number of mineral sites [173]	10-yr Average Aggregate Sales (total) (mtpa)[174]
Anglesey County Council	6	0.236
Conwy County Borough Council	3	0.955
Eryri National Park	6	
Flintshire County Council	6	2.663
Denbighshire County Council	1	0.329
Gwynedd Council	19	0.868
Wrexham County Borough Council	2	0.435

[173] Welsh Government (2019) Maps 05 Minerals and Waste Sites. Available at: https://www.gov.wales/sites/default/files/publications/2019-08/maps-05-minerals-and-waste-sites.pdf (Accessed: April 2024).

[174] Welsh Government (2020) *Regional Technical Statement for North and South Wales: 2nd Review*. Available at: https://democracy.carmarthenshire.gov.wales/documents/s47407/RTS%202nd%20Review%20-%20Main%20Document%20-%20FINAL%20version.pdf (Accessed: April 2024).

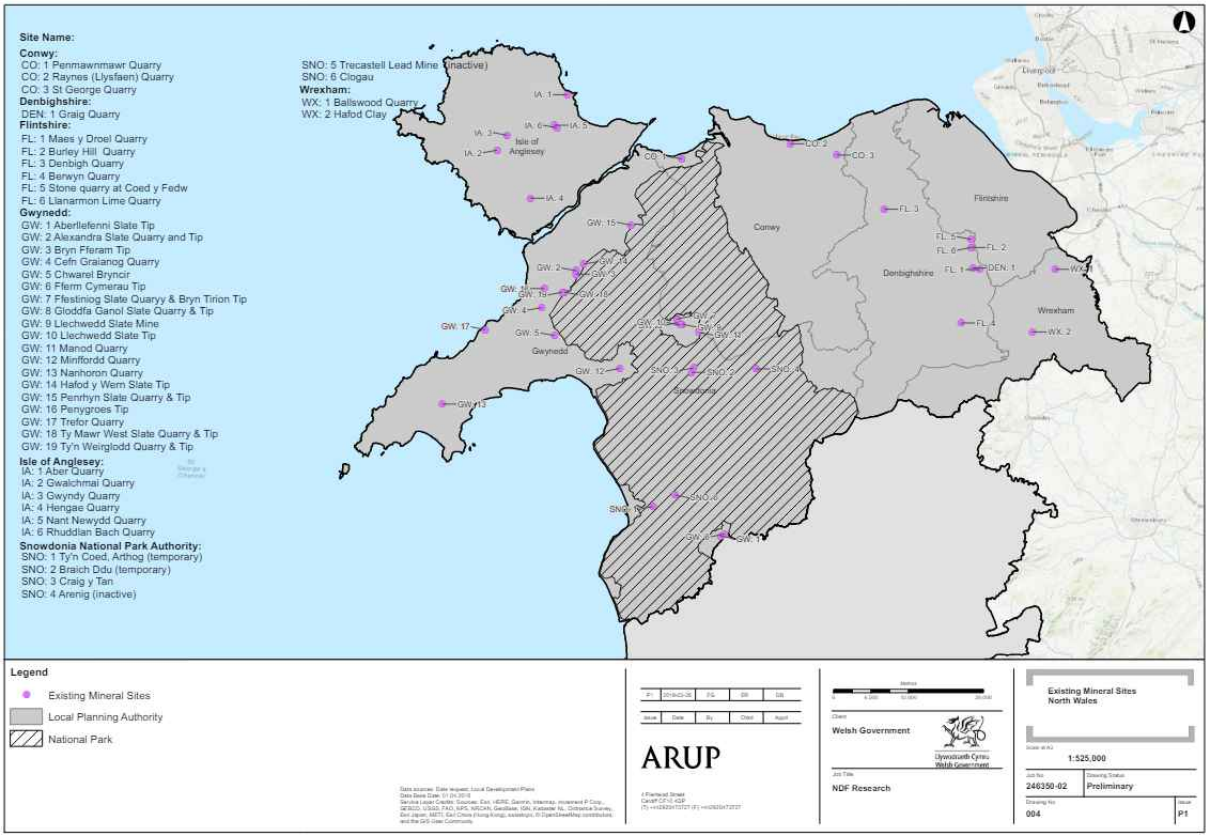


Figure 14-1 Mineral sites in North Wales[173]

14.2 Waste

There are 648 licenced waste sites across the NWTP area that are authorised to treat, keep or dispose of waste[175]. Of the sites, 444 are currently operational. There are 10 allocated waste sites in the study area, and these are all located in Wrexham[173] (Figure 14-2). There are 424 historic waste sites located across the NWTP area, with a higher density of these located in Flintshire and Wrexham near the border with England[176]. There are seven closed or abandoned mine waste facilities located across the NWTP area, six of these are located in Conwy, on the northeastern edge of Eryri National Park, and one is located in the Isle of Anglesey. All of these are metalliferous facilities that have been noted as having environmental concerns in relation to water pollution[177].

[175] Natural Resource Wales (2023) *Environmental Permitting Regulations – Waste Sites*. Available at: https://datamap.gov.wales/layers/geonode:nrw_waste_permits (Accessed: April 2024).

[176] Natural Resource Wales (2017) *Historic Landfill Sites*. Available at: https://datamap.gov.wales/layers/inspire-nrw:NRW_Historic_Landfill_Sites (Accessed: April 2024).

[177] Natural Resource Wales (2017) *Inventory of Closed Mining Waste Facilities.* Available at: https://datamap.gov.wales/layers/inspire-nrw:NRW_MINING_WASTE_CLOSED_SITES (Accessed: April 2024).

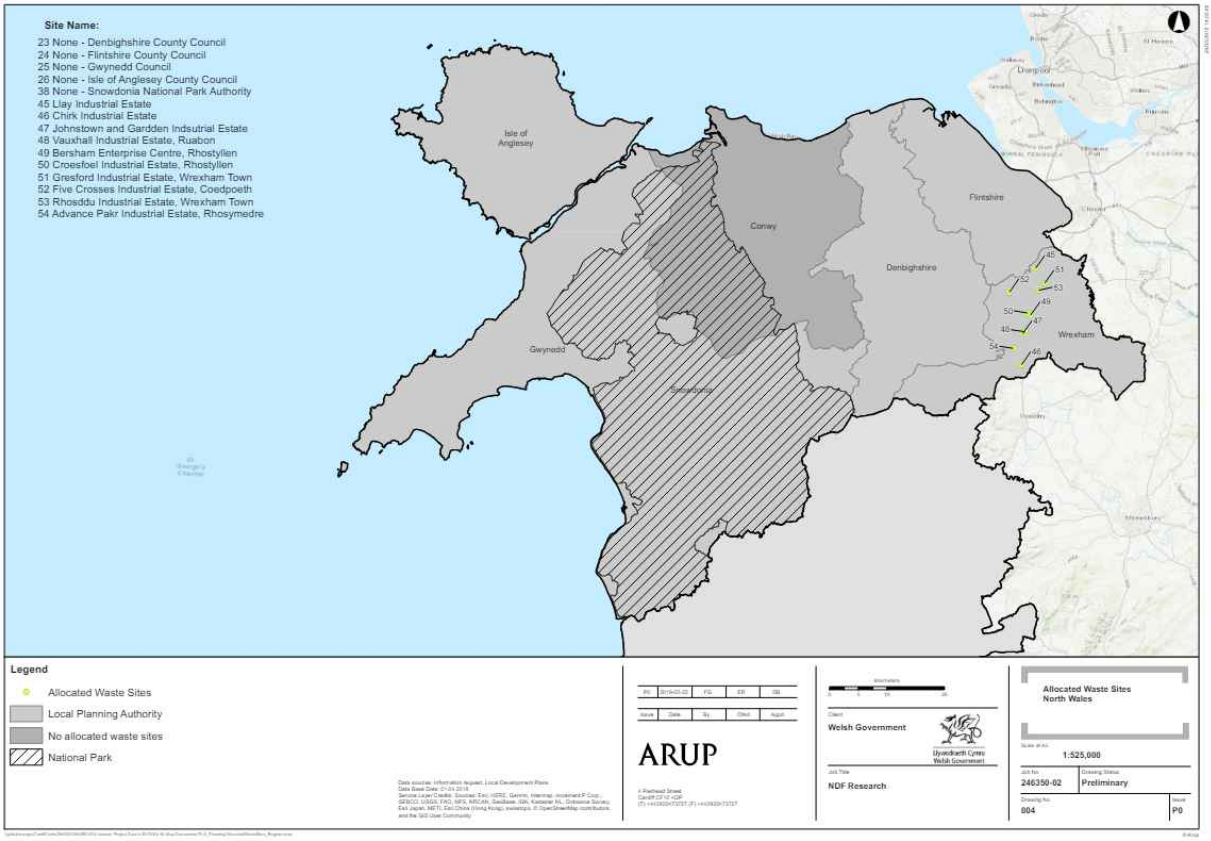


Figure 14-2 Allocated waste sites in north Wales

Approximately 333,300 tonnes of municipal waste was collected/ generated across the LPAs within the NWTP area in the period 2022-23178. The largest contributions were from Wrexham (21.8%), Flintshire (21.5%) and Gwynedd (19.5%). The Isle of Anglesey has the lowest contribution at 9.9%[178]. The majority of LPAs in North Wales produce more household waste per person than the Welsh average (172kg per person) (

Table 14-2). The exceptions to this are Conwy (162kg) and Denbighshire (167kg). Recycling rates vary across the NWTP local authorities (

Table 14-2), with Conwy having the highest recycling rate (69%) and Flintshire the lowest (62%).

[178] Welsh Government (2023) *Annual management of waste by management methods (tonnes)*. Available at: https://statswales.gov.wales/Catalogue/Environment-and-Countryside/Waste-Management/Local-Authority-Municipal-Waste/annualwastemanagement-by-management-year (Accessed: April 2024).

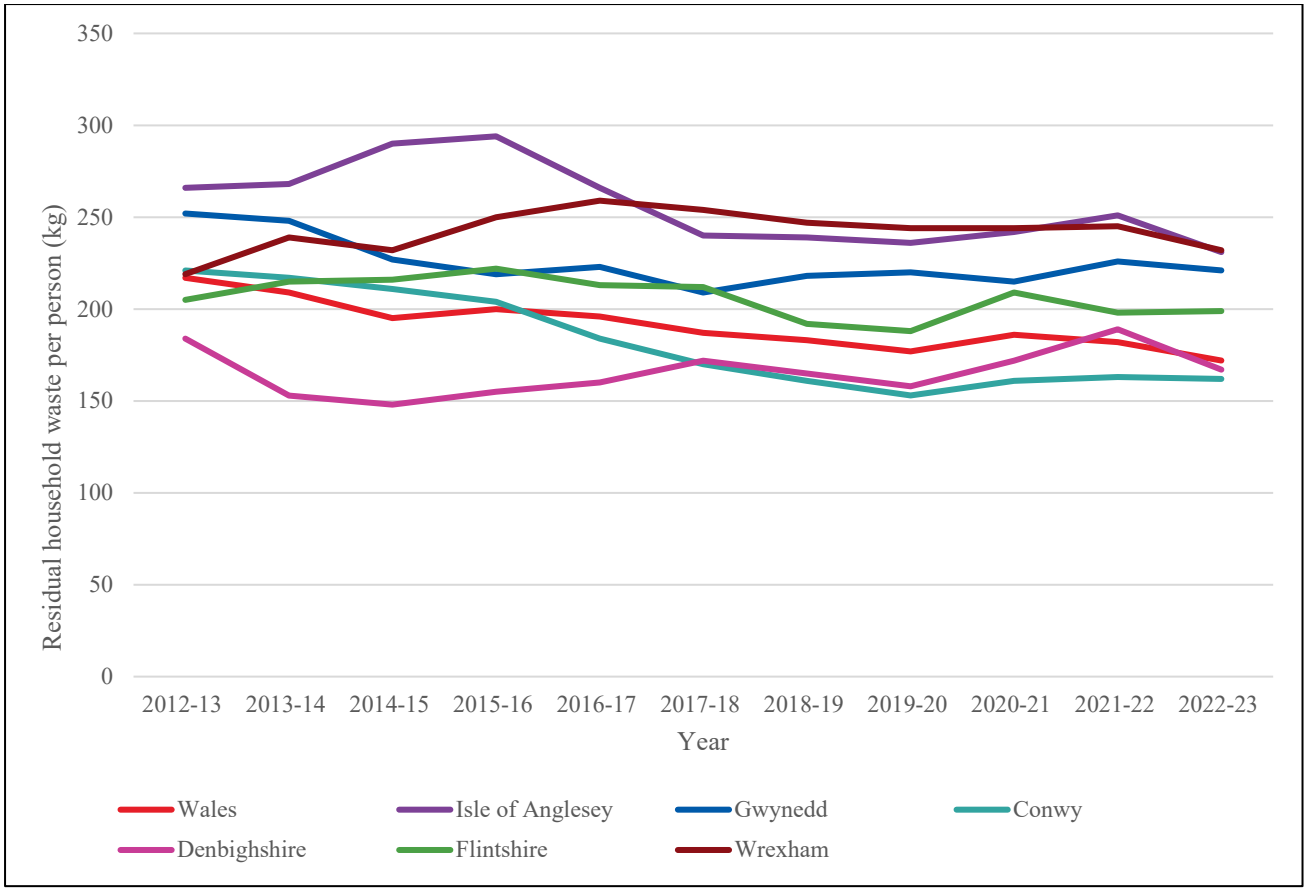


Figure 14-3 Annual residual household waste produced per person (kg)[179]

Table 14-2 Annual reuse/ recycling/ composting rates[180]

Area	Percentage of Waste Reused/Recycled/Composted
Isle of Anglesey	63.5
Gwynedd	64.7
Conwy	69
Denbighshire	65.9
Flintshire	61.5
Wrexham	65.5
Wales	65.7

[179] Welsh Government (2023) *Annual residual household waste produced per person (kilograms) by local authority*. Available at: https://statswales.gov.wales/Catalogue/Environment-and-Countryside/Waste-Management/Local-Authority-Municipal-Waste/annualresidualhouseholdwasteproducedperperson-by-localauthority (Accessed: April 2024).

14.3 Historic and likely future trends

Based on future requirements estimates, it has been identified that new allocations for sand & gravel will be required in Flintshire, Wrexham, Gwynedd and Ceredigion. Flintshire has also been identified as an LPA with a shortfall of permitted crushed rock reserves[174]. As well as distribution within the north east and north west sub regions within Wales, aggregate won in the North Wales region (namely the north eastern authorities such as in Flintshire), are also exported to north west England.

Welsh Government have an ambition to achieve zero waste in Wales by 2050 by adopting circular economy principes. The household recycling rate in Wales has increased slightly from 63.8% in 2021-22 to 64.3% in 2022-23. In the same period, the non-household recycling rate increased by 1.7 percentage points to 76.0%. It is anticipated that there will be a reduction in waste and increase in recycling rates over the coming years as Wales moves to meet this target, with a 70% recycling target set for 2024-25[181].

[180] Welsh Government (2023) *Annual reuse/recycling/composting rates by local authority.* Available at: https://statswales.gov.wales/Catalogue/Environment-and-Countryside/Waste-Management/Local-Authority-Municipal-Waste/annualreuserecyclingcompostingrates-by-localauthority-year (Accessed: April 2024).

[181] Welsh Government (2021) *Beyond Waste*. Available at: https://www.gov.wales/beyond-recycling (Accessed: April 2024).

15. Economy

15.1 Employment

Within the NWTP area, approximately 54.9% of the adult population are economically active. This is slightly greater than the Welsh average of 54.4%. Of those that are economically inactive, the majority (62.7%) are retired. The proportion of residents retired in the area is approximately 6% greater than the Welsh average and the proportion of students within the area is 2.5% less (10.6%) than the Welsh average[182].

Unemployment rates across the NWTP vary from 2.8% in Denbighshire and Flintshire, to 3.2% in Gwynedd. This is similar to, but slightly lower than the Welsh average (3.1%). Areas with the highest unemployment rates within the NWTP area are generally found within or near to the urban areas including Bangor (8.0%), Holyhead (5.1%) and Wrexham (4.6%)[183]. The proportion of people claiming job seekers allowance or out of work universal credit benefits within the NWTP area is the same as the Welsh average (3.4%). The authority with the highest proportion of claimants is Conwy and Denbighshire (3.8%) compared to 2.8% in Flintshire[184]. There was a slight decrease (0.1%) in the proportion of claimants in the area when compared to the previous year.

As illustrated on Figure 15-2 below, the main employment industries in the NWTP area are health and social work, wholesale and retail, manufacturing and education. The NWTP area has a greater proportion of people employed in manufacturing (10.2%) than the Welsh average (8.7%). It also has slightly greater proportions of people employed in accommodation and flood services; agriculture, forestry and fishing; wholesale and retail; and administrative and supportive services.

The NWTP area has a slightly lower proportion of people working in financial and insurance activities; professional, scientific and technical activities; and public administration and defence, compulsory social security[182]. In comparison to the Welsh average, the NWTP area has a slightly greater proportion of the population working in skilled trade occupations (+1.3%), process, plant and machinery operatives (+0.9%) and caring leisure and other service occupations (+0.7%). There are fewer people working in professional occupations (-1.6%) and associated professional and technical occupations (-0.7%), however there is a slightly greater proportion of people who are managers, directors and senior officials (+0.3%) when compared to the Welsh average[182].

[182] Office for National Statistics (2021) *Census 2021*. Available at: https://www.nomisweb.co.uk/sources/census_2021_bulk (Accessed: April 2024).

[183] Office for National Statistics (2021) *Census 2021; Census maps*. Available at: https://www.ons.gov.uk/census/maps/choropleth/work/economic-activity-status/economic-activity-status-4a/economically-active-unemployed-including-full-time-students (Accessed: April 2024).

[184] Office for National Statistics (2023) *CC01 Regional labour market: Claimant Count by unitary and local authority (experimental).* Available at: https://www.ons.gov.uk/employmentandlabourmarket/peoplenotinwork/unemployment/datasets/claimantcountbyunitaryandlocalauthorityexperimental (Accessed: April 2024).

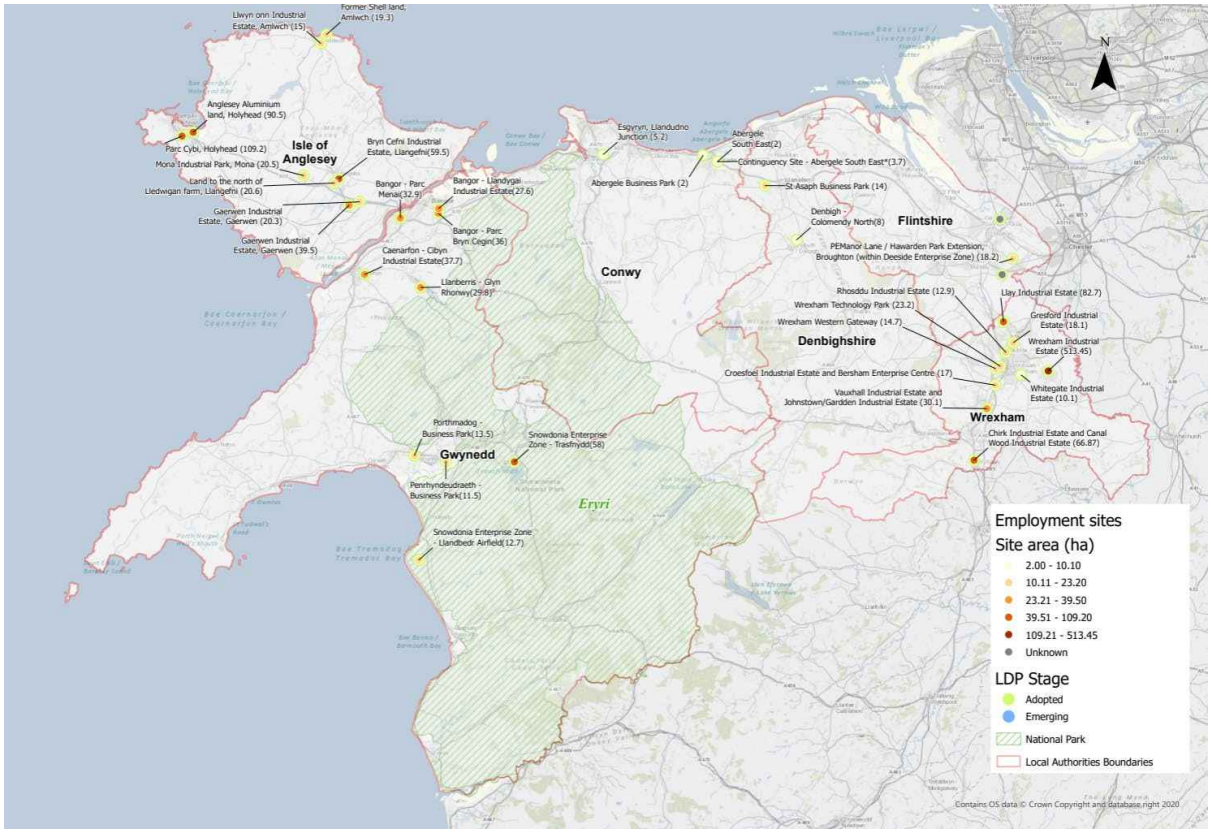


Figure 15-1 Employment sites

There is variation in the importance of different industries across the North Wales region, with agriculture, forestry and fishing sector employment being more prominent in rural areas of North Wales (up to 27.4%), tourism related employment (e.g. accommodation and food services) being more important across Eryri, Llyn Peninsula and coastal areas of Denbighshire, Conwy and Anglesey (up to 35.4%) and manufacturing sector being prominent to the east within Wrexham and Flintshire (up to 33.5%)[185].

Average earnings across the NWTP area are £15.84 per hour, this is £0.65 per hour less than the Welsh average[186]. The lowest average wages are found in Gwynedd (£14.78 per hour) and the highest are found in Isle of Anglesey (£16.89 hour).

The proportion of workers who work part time vs full time in the NWTP area is similar to the Welsh average, with the NWTP area having a slightly greater proportion (0.6%) of the population working on a part time basis[182]. This is anticipated to be related to the high proportion of people that work in the tourism sector. Of those who do work full time, there is a slightly higher than average proportion of people who work 49 hours or more per week (10.9%) compared to the Welsh average (10.2%).

Significant employment development is planned for North Wales, including in relation to freight, logistics and other associated industries. This includes a new Freeport planned in Anglesey and a new Investment Zone in Wrexham and Flintshire.

[185] North Wales Join Committee (2024) Draft Regional Trasport Plan Case for Change.

[186] Nomis (2023) *Labour Market Profile – Local Authority*. Available at: https://www.nomisweb.co.uk/reports/lmp/la/contents.aspx (Accessed: April 2024).

The new Freeport is anticipated to attract £1bn of investment and create 3,500-13,000 new high salary jobs across the region[187]. It is anticipated that the Investment Zone status will encourage further growth and investment in the region, with up to £160 million of support to protect existing skilled jobs and create thousands more[188].

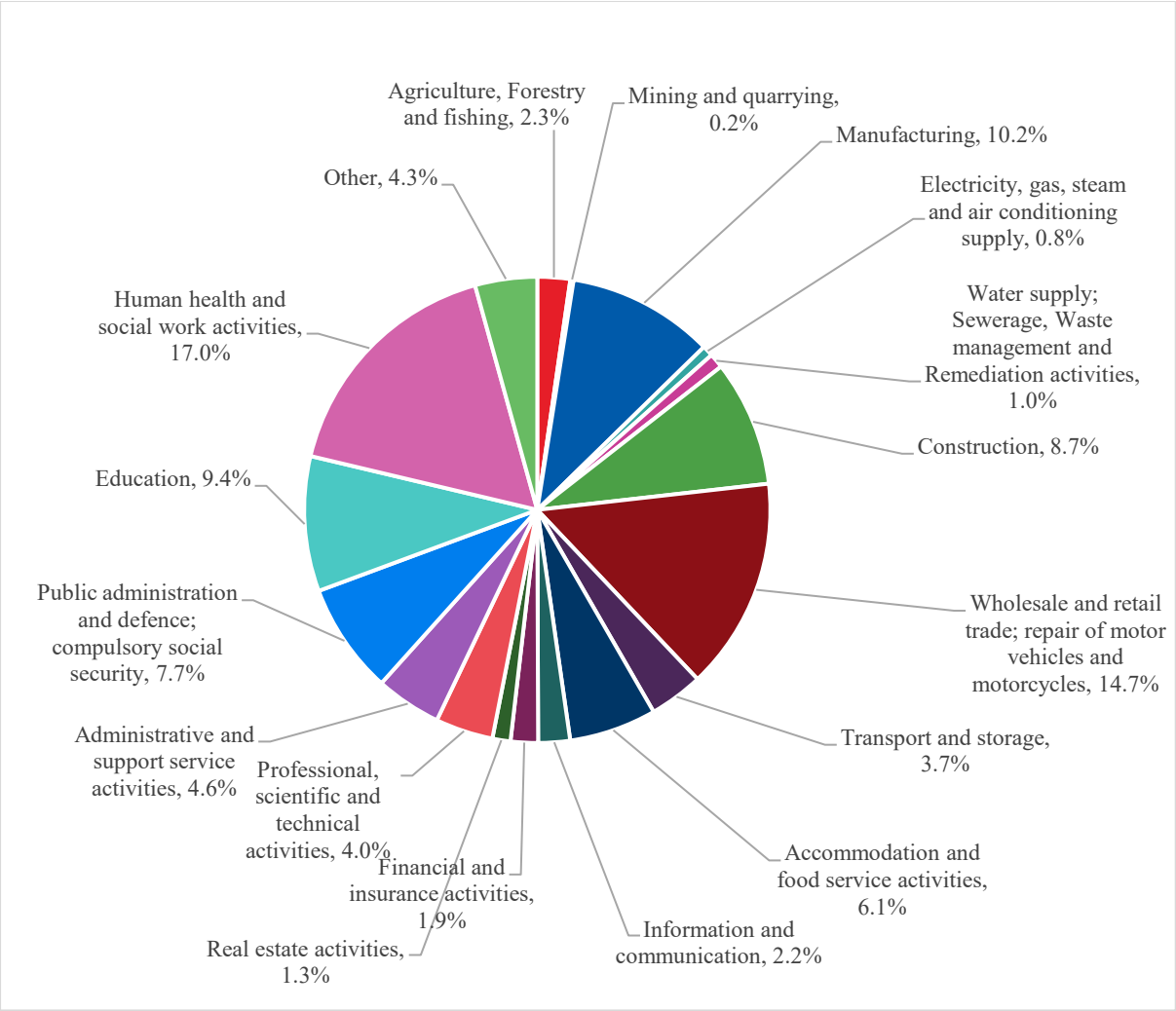


Figure 15-2 NWTP area employment by industry

[187] Isle of Anglesey County Council (2023) *Successful Freeport bid offers North Wales economic boost.* Available at: https://www.anglesey.gov.wales/en/newsroom/news/successful-freeport-bid-offers-north-wales-economic-boost (Accessed: April 2024).

[188] Ambition North Wales (2023) *New Wrexham and Flintshire Investment Zone is welcomed by Ambition North Wales.* Available at: https://ambitionnorth.wales/news/new-wrexham-and-flintshire-investment-zone-is-welcomed-by-ambition-north-wales/ (Accessed: April 2024).

15.2 Gross value added

In 2019, North Wales Gross Value Added (GVA) was valued at £15.4 billion and made up 23% of Wales total GVA[194]. GVA per head over the past 10 years is shown on Figure 15-3 below. On average across the NWTP area, GVA has increased by 41.3% since 2012 and in 2022, GVA per head was on average £22,821. This is however less than Welsh average (£23,804) and significantly less than UK average (£33,227). Gwynedd has seen the lowest increase in GVA since 2022 (28.5%) but has the highest GVA of the authority areas in North Wales (£22, 206), whereas Isle of Anglesey has seen the greatest increase (56.5%) but has the lowest GVA per head (£19,474). Isle of Anglesey has the 18th lowest GVA per head of all areas of the UK, followed by Conwy and Denbighshire which has the 19th lowest[182].

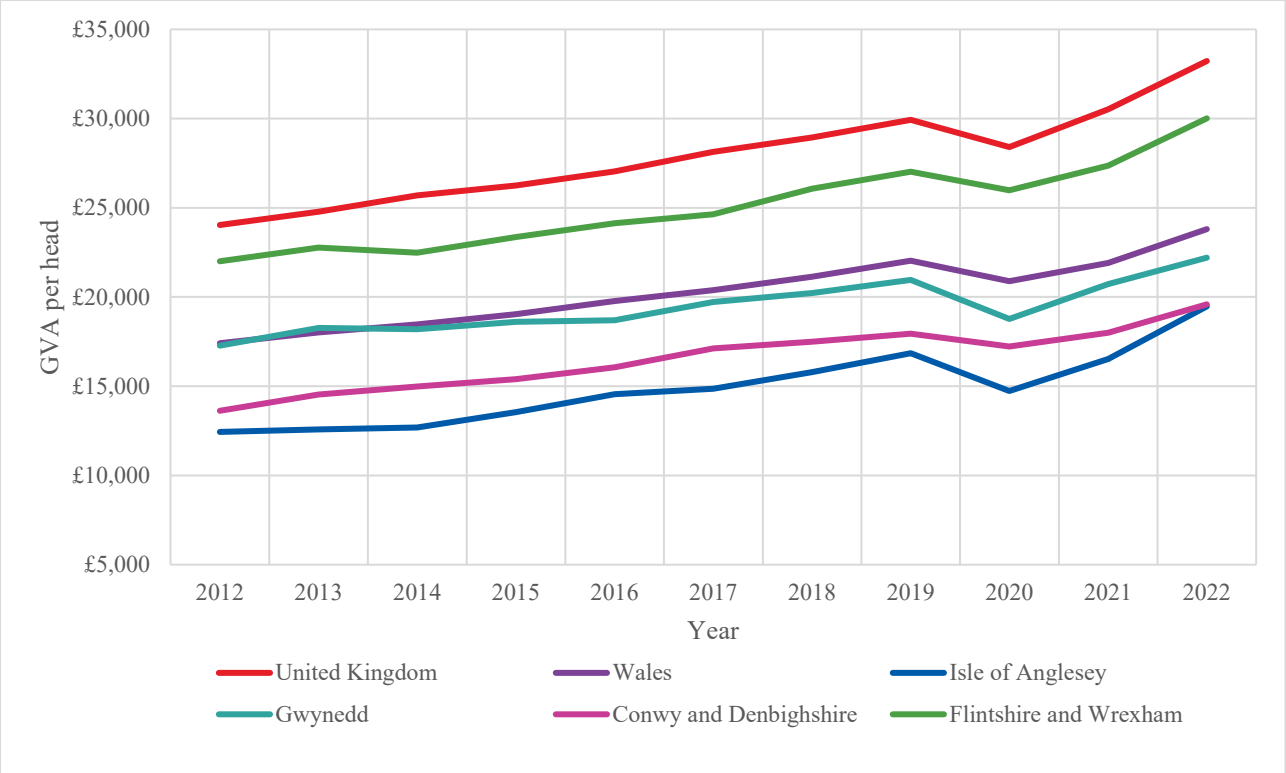


Figure 15-3 GVA per head of population

15.3 Housing

Average house prices in the NWTP area were £199,583 in 2023, over £130,000 less than the Welsh average (£333,000)[189]. Highest house prices are found on the Isle of Anglesey (£235,000) and the lowest in Wrexham (£182,000). Housing affordability estimates are calculated by dividing house prices by annual earnings to create a ratio. The housing affordability ratios for the LPA within the NWTP area are shown in Table 15-1 below. Housing ratios for each of the LPAs within the NWTP are higher than the average for Wales in Isle of Anglesey, Gwynedd and Conwy[190]. Housing affordability has decreased in Wales over the past 10 years, however in more recent years the housing affordability ratio has decreased from a high of 6.5 in 2021 to 6.2[189] .

Table 15-1 Housing affordability ratios[190]

Area	Ratio
Isle of Anglesey	7.6
Gwynedd	6.4
Conwy	6.6
Denbighshire	6.0
Flintshire	6.0
Wrexham	5.8
Wales	6.2

Second homes are an issue in North Wales, particularly in the coastal areas of Gwynedd and Anglesey. Gwynedd has the highest percentage of second homes and holiday lets as a percentage of housing stock (10.76%) and Anglesey has the third highest across Wales (8.26%)[191]. Proportions vary within the community council areas within these local authorities, with Llanfaelog in Anglesey having over a quarter of housing stock as second homes. The other local authorities within the NWTP area have between 0.3% and 3.0% of their housing stock as second homes and holiday lets. The Welsh Government have made a series of changes to help reduce the impact of second holiday homes on local communities, including increasing taxation on holiday homes, launched a grant to help reduce the number of empty homes and introduced new licencing for holiday lets[191].

[189] Office for National Statistics (2023) Median house prices for administrative geographies: HPSSA dataset 9. Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/medianhousepricefornationalandsubnationalgeographiesquarterlyrollingyearhpssadataset09 (Accessed: April 2024).

[190] Office for National Statistics (2023) *Housing affordability in England and Wales: 2022.* Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/housing/bulletins/housingaffordabilityinenglandandwales/2022n (Accessed: April 2024).

[191] Welsh Government (2021) *Second homes: Developing new policies in Wales.* Available at: https://www.gov.wales/dwyfor-second-homes-and-affordability-pilot (Accessed: April 2024).

15.4 Tourism

Tourism plays a key role in the economy of North Wales. In the period 2017-2019 an annual average of 3.7 million overnight domestic trips, 299,000 international visits and 22.7 million day visits were made to North Wales, with an average annual associated spend of £1.47 billion[192]. Its proximity to large urban areas in northwest England makes it accessible and attractive for domestic visitors. The annual average for tourism expenditure in North Wales fell by 10% from £1.64 billion in 2016-2018 to £1.47 billion in 2017-2019, this does not account for the impact of COVID-19 from 2020 onwards. It is noted that the COVID-19 pandemic has had an impact on tourism in Wales as well as the rest of the UK and that this sector has still not fully recovered back to pre-pandemic levels[193].

Over 42,000 people in North Wales are employed in jobs directly related to tourism in North Wales, with the highest proportion of people employed in this sector located in Anglesey, Gwynedd and Conwy[194]. Eryri is Wales's largest National Park and a key visitor attraction in North Wales. Of the top 10 paid attractions in Wales, seven were located in North Wales, these were: Bodnant Garden, Caernarfon Castle, Conwy Castle, Great Orme Tramway, Nova Prestatyn, Zip World Fforest, and Zip World Slate Caverns.

15.5 Historic and likely future trends

There has been a decrease in the number of jobs in the region in recent years. In June 2021 there were 315,200 jobs in the North Wales, a decrease of 11,300 on the previous year[194]. The North Wales Economic Forum have set out a series of priorities for the area including Skills & Workforce investment in magnets, hubs, supply chains, research and development, innovation and entrepreneurship; balanced support for indigenous and inward investors; foundational economy and a vibrant micro / SME base; connectivity (transport and digital); low carbon energy; and the food and drink industry. This strategy, alongside the new freeport and investment zones will aim to help protect and increase jobs and employment opportunities in the region into the future to create a thriving and resilient economy.

Tourism is recovering from the impacts of the COVID-19 pandemic and will continue to play a key role in the economy of North Wales, however this needs to be managed in a sustainable manner to reduce the impact on North Wales infrastructure and natural assets (such as Eryri National Park) and local communities. Visitor numbers are having an increasing impact on the North Wales landscape and second homes and holiday lets are an ongoing issues in some areas, reducing housing affordability and impact on local industries through seasonal fluctuations.

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[192] Welsh Government (2021) *Tourism Profile – North Wales 2017-2019.* Available at: https://www.gov.wales/sites/default/files/statistics-and-research/2021-03/tourism-profile-north-wales-2017-2019.pdf (Accessed: April 2024).

[193] House of Commons (2023) *Wales as a global tourist destination; Fourth Report of Session 2022–23.* Available at: https://committees.parliament.uk/publications/40824/documents/198909/default/ (Accessed: April 2024).

[194] Welsh Government (2022) *North Wales Regional Economic Forum*. Available at: https://www.gov.wales/sites/default/files/publications/2023-02/north-wales-regional-economic-framework.pdf (Accessed: April 2024).

Appendix C

HRA Screening

Integrated Well-being Appraisal

Appendix C - Habitats Regulations Screening and Appropriate Assessment

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Executive Summary

This Habitats Regulations Assessment (HRA) screening and Appropriate Assessment (AA) document has been prepared by Arup on behalf of the North Wales Corporate Joint Committee (NWCJC). This report assesses the proposed policies within the Regional Transport Plan (RTP), and potential for effects on internationally important sites as required by Regulation 63(1) of the Conservation of Habitats and Species Regulations 2017 (as amended).

The Conservation of Habitats and Species Regulations 2017 state that a HRA must be carried out on all plans and projects that have the potential to impact upon sites designated for supporting habitats or species of international importance, otherwise known as internationally important sites.

This also considers the effects on Ramsar sites which are listed under the Ramsar Convention on Wetlands of International Importance. The RTP addresses current and future local and regional transport issues over the next five years (2025-2030) by providing a framework for decisions on future investment for the region.

There are 61 internationally important sites within the North Wales region, covering approximately 56,000 hectares.

The screening stage provides a high-level assessment to determine whether the RTP could lead to Likely Significant Effects (LSEs) on internationally important sites. The purpose of this stage was to eliminate components of the RTP which would have no conceivable effect on designated sites using the screening assessment categories from David Tyldesley and Associates (DTA) HRA handbook.

Of the 96 policies set out within chapters 4.4 to 4.13, 92 policies can be screened out due to their aspirational nature (category A), general criteria for testing the acceptability of proposals (category B), policies referred to but not proposed by then plan (category C), policies that cannot lead to development or other change (category F) and cannot have any conceivable adverse effect on a site (category G). The remaining four remaining policies (PT8, PF6, PF7 and RS4) are considered to have potential to direct future development such that there could be effects on internationally important sites. These policies were screened in as likely significant effects on a site alone could not be ruled out (category I).

The AA examined the screened in policies to identify potential adverse impacts on the integrity of internationally important sites. Due to the high-level of the RTP and the policies lacking a clear spatial component, potential impacts were not able to be assessed on specific sites and their conservation objectives.

As a result, any effects identified at this point, without a spatial context, should not be viewed as a comprehensive list of all possible impacts. At the strategic level of the RTP, mitigation measures typically involve modifying policy wording. In addition to modifying and strengthening policies, the AA also outlined high-level measures for each policy to avoid or mitigate these impacts to ensure Local Planning Authorities, Strategic Planning Panels and developers must following when preparing lower-tier plans, projects and developments. Future local plan-level or project-level HRAs will need to consider the potential impacts and avoidance, or mitigation measures identified in this HRA.

This will guide their policy development and ensure that mitigation measures are implemented where potential adverse effects are identified.

Adherence to these measures in conjunction with Planning Policy Wales 12, Technical Advice Note 5 provides a comprehensive safeguard. The AA concluded that, provided the avoidance and mitigation measures outlined in the HRA are implemented, there will be no adverse impacts on the integrity of any internationally important sites due to the implementation of the policies in the RTP alone.

The in-combination assessment at this stage is necessarily limited, focussing on predominantly high-level plans and reviews in keeping with high-level nature of the RTP. It is not feasible at this high level to identify a comprehensive list of all plans and projects that may contribute to cumulative effects alongside the RTP.

However, at the lower tier plan level, AAs will provide a transparent understanding of the potential impacts, both individually and in combination with other relevant regional or local plans, on specific internationally important sites and their respective conservation objectives.

The in-combination assessment concludes that assuming the avoidance and mitigation measures outlined in this HRA are implemented, there would be no adverse combined impacts on the integrity of any internationally important sites as a result of implementing the policies set out in the RTP.

1 Introduction

1.1 Purpose of this document

This document has been prepared by Ove Arup and Partners Ltd. (Arup) on behalf of the North Wales Corporate Joint Committee (NWCJC) in relation to the potential for effects on European Sites as required by Regulation 63(1) of the Conservation of Habitats and Species Regulations 2017 (as amended[1]); hereafter referred to as the 'Habitats Regulations'.

The document informs Stage 1 (Screening) and 2 (Appropriate Assessment (AA)) of the Habitats Regulations Assessment (HRA) process in respect to the proposed policies within the Regional Transport Plan (RTP).

1.2 Ambition North Wales and North Wales Corporate Joint Committee

Corporate Joint Committees (CJCs) are new regional corporate local government organisations with similar powers and duties to local authorities in Wales. Our North Wales Corporate Joint Committee includes representatives from the six councils of Conwy, Denbighshire, Flintshire, Gwynedd, Isle of Anglesey, and Wrexham, as well as Eryri National Park for planning matters.

Our NWCJC has two key duties: to develop an RTP; and a Strategic Development Plan (SDP). These plans are essential for spatial planning at a strategic level, ensuring that our transport infrastructure and land use are aligned with the needs of our communities and the broader region. There is a strong opportunity for a regional approach to development in North Wales, with transport, land use, and economic growth, all intersecting like a well-designed Venn diagram. These components create a cohesive system that aim to ensure that North Wales is well-positioned to provide the skills, employability, and economic opportunities needed for a prosperous future.

Ambition North Wales is a joint committee and decision-making body overseeing the North Wales Growth Deal and will absorb the functions of the NWCJC.

[1] Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019.



Figure 1: North Wales Corporate Joint Committee Representatives (With Eyri National Park In Green)

1.3 What is the North Wales Regional Transport Plan

Llwybr Newydd, the Welsh Government's transport strategy, sets out the vision for how transport can help deliver the priorities for Wales, to create a more prosperous, green and equal society. The RTP will help us to address current and future local and regional transport issues over the next 5 years (2025-2030) by providing a framework for decisions on future investment. It sets out how transport can support the delivery of Llwybr Newydd and contribute to the success, regeneration, and development of our region.

The RTP is essential for ensuring that North Wales can contribute to the delivery of national strategies and priorities. The Case for Change, which has been prepared to provide the evidence base in support of this Plan, identifies the links to Welsh Government priorities, considers relevant plans and studies, and outlines the key transport challenges and opportunities that the CJC has sought to address in this Plan. This Plan builds on the extensive work, adopted and emerging, undertaken that links to relevant national and regional strategic plans and policies.

The RTP includes policies that support the vision and ambitions of Llwybr Newydd: The Wales Transport Strategy[2] and align with the National Transport Delivery Plan[3].

The RTP should also be read alongside its Integrated Well-being Appraisal (IWBA), which shows how plans will contribute to well-being, supported by impact assessments undertaken to consider issues such as health, equality, and biodiversity.

This document has been produced in support of the IWBA and its relevant impact assessments.

[2] Llwybr Newydd: the Wales transport strategy 2021 | GOV.WALES

[3] National transport delivery plan 2022 to 2027 | GOV.WALES

1.4 Vision and objectives of the Regional Transport Plan

NWCJC have developed a vision statement to help frame the success of the RTP:

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

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

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

3) Enable decarbonisation through transition to a zero-emission fleet: We will develop supporting infrastructure and support incentives to enable at least 50% of motor vehicles and all public buses operating in North Wales to be zero emission by 2035.

4) Enable sustainable economic growth: We will develop a resilient, safe, well-maintained, and efficient transport network that delivers sustainable economic growth by improving accessibility to existing and planned employment areas. At least 50% of households in North Wales will have an increased range of travel within one hour by public transport, supporting access to key employment sites and regional centres by 2030.

1.5 Policy themes of the Regional Transport Plan

The vision and objectives are closely aligned to key national and regional policies and strategies, as detailed in the Case for Change, including the priorities and well-being ambitions of Llwybr Newydd, The Wales Transport Strategy. To help frame the policies and interventions as part of this RTP, NWCJC has considered and adapted where appropriate a set of policy themes based on the Wales Transport Strategy's nine mini-plans for each mode of transport. These represent key areas of focus for transport policies, in North Wales. The policies, programmes and projects will set the framework for the schemes to be delivered by our North Wales Local Authorities in the Regional Transport Delivery Plan. This will ensure that what the NWCJC delivering directly contributes to local, regional and national priorities. The policy theme areas include:

- Rail ambitions
- Enabling changes to travel behaviour
- Coach, demand responsive and community transport
- Integration between modes
- Roads, streets and parking
- Digital connectivity
- Strategic road ambitions
- Bus
- Walking, wheeling and cycling
- Ports and freight
- Surface access to aviation
- Land use planning

1.6 Policies and Interventions

A comprehensive review of data, evidence and past and present national, regional and local plans has helped inform a long list of polices and interventions. A collaborative process including stakeholder workshops, impact assessments and focused discussions with local authorities, Transport for Wales and the Welsh Government has helped to agree the policies set out in the RTP.

This screening document considers the policies (which include programmes and projects) set out in the RTP. They are described and considered from Section 6 of this document and are framed around the policy themes outlined above. A full list of the policies and related text can be viewed in Appendix A.

2 Habitats Regulations Assessment Methodology and Guidance

2.1 Background

The Habitats Regulations sets out the stages of assessment which must be undertaken to determine if a development project or plan could significantly harm the designated features of a European site.

As part of the Habitats Regulations 2019 amendment, a National Site Network (NSN) has been created (as UK sites no longer form part of the EU's Natura 2000 ecological network) on land and sea and including inshore and offshore marine areas in the UK. The NSN includes existing Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and new SACs and SPAs designated following the creation of the NSN.

UK Government policy states that proposed SACs, potential SPAs, areas secured as sites compensating for damage to a European site and Wetlands of International Importance designated under the Ramsar Convention (known as Ramsar sites) are afforded the same protection as the NSN in terms of the requirement for HRAs for any plans or projects that may affect them. For the purposes of this document, NSN sites, areas secured as sites compensating for damage to a European site and Ramsar sites are herein referred to as 'internationally important sites'.

The Habitats Regulations state that any plan or project not directly connected with, or necessary to, the management of an internationally important site, but which would be likely to have a significant effect on such a site, either individually or in combination with other plans or projects, must be subject to AA of its implications for the internationally important site in view of its conservation objectives.

2.2 The HRA Process

There are four distinct stages in the HRA process as illustrated in Figure 2 and described below[4].

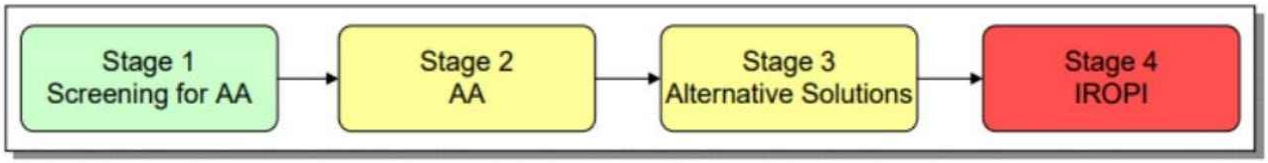


Figure 2: Stages in the HRA process

[4] Department of Environment, Heritage and Local Government (2009) Appropriate Assessment of Plans and Projects in Ireland, Guidance for Planning Authorities (2010 Revision).

This HRA report comprises the first and second stages of this process. Providing that it can be demonstrated that there are no likely significant effects, the plan can proceed, and it would not be necessary to consider stages 3 and 4.

Stage 1 – Screening is the process which initially identifies the likely impacts upon an internationally important site of a project or plan, either alone or in-combination with other projects or plans and considers whether these impacts may have a significant effect on the integrity of the site's qualifying habitats and/or species. There is European Court of Justice case law to the effect that unless the likelihood of a significant effect can be ruled out on the basis of objective information, and adopting the precautionary principle, then an AA must be made.

The April 2018 Court of Justice of the European Union (CJEU) judgement determined that mitigation to avoid or reduce harmful effects of the plan or project on an internationally important site cannot be taken into account at the screening stage (stage 1). Where such measures are required, a plan or project will require AA to be undertaken (stage 2).

Stage 2 – AA is the detailed consideration of the impact on the integrity of the internationally important site of the project or plan, either alone or in-combination with other projects or plans, with respect to the site's conservation objectives and its structure and function. This is to determine whether or not there will be adverse effects on the integrity of the site. This stage also includes the development of mitigation measures to avoid or reduce any possible impacts.

Stage 3 – Assessment of alternative solutions is the process which examines alternative ways of achieving the objectives of the project or plan that would avoid adverse impacts on the integrity of the internationally important site, should avoidance or mitigation measures be unable to cancel out adverse effects.

Stage 4 – Assessment where no alternative solutions exist and where adverse impacts remain. At Stage 4, an assessment is made with regard to whether or not the development is necessary for imperative reasons of overriding public interest (IROPI). If it is, this stage also involves detailed assessment of the compensatory measures needed to protect and maintain the overall coherence of the network of internationally important sites.

2.3 Pre-Screening Assessment

To support the NWCJC RTP, an initial HRA pre-screening exercise was carried out by Arup to help guide the development of the plan so that negative impacts to internationally important sites are avoided. An HRA pre-screening document was submitted as part of an IWBA Scoping exercise, subject to consultation with Natural Resources Wales and Cadw (in addition to local authorities in North Wales, Welsh Government and Transport for Wales) for five weeks between 15 October and 19 November 2024[5]. The pre-screening assessment has since been updated to a HRA stage 1 screening assessment in this document to consider the updated RTP, as well as comments received from Cadw (Natural Resources for Wales acknowledged the request for an opinion but did not respond to the five-week consultation).

[5] Arup (2024) North Wales Regional Transport Plan. Habitat Regulation Assessment – Pre-screening Report

2.4 Alignment with Strategic Environmental Assessment / IWBA

The HRA has been completed in parallel with the requirements of the Strategic Environmental Assessment (SEA) process (which is being combined with other statutory assessments for the RTP in the form of an IWBA). Part 3.2(b) of the SEA Directive expressly links to AA.

The outcomes from the HRA pre-screening have also been used to inform HRA screening summaries of each of the shortlisted options being considered for the RTP within the IWBA. These screening summaries would be used to assess the shortlisted options, and performance of the RTP. The HRA pre-screening and options screening summaries will be published alongside the IWBA Report. Therefore, the HRA pre-screening will be the initial deliverable provided in support of the RTP objectives and IWBA report.

The IWBA report will be sent to the competent authorities and public bodies for consultation as per the SEA Directive (as detailed in Section 2.4 of this document), the results of which will be incorporated into the final RTP and detailed within the IWBA post adoption statement. Comments received from statutory bodies will also be integrated into the final version of the HRA. The SEA and HRA consultation process via the IWBA will inform the development of the RTP and any mitigation measures. A public consultation on the draft RTP and its supporting technical documents including the IWBA (with its SEA and HRA appendices) will take place for 12 weeks from 20 January, ending 14 April 2025.

2.5 Guidance

This HRA is has been undertaken with reference to the requirements of the following legislation and guidance:

- The Habitats Regulations Assessment Handbook, David Tyldesley and Associates (DTA) Publications Ltd[6].
- Tyldesley, D. and Chapman, C. 2018. People Over Wind[7] – some Implications of the Judgment. The Habitat Regulations Journal, Issue 10, pp. 19 – 23.
- Conservation of Habitats and Species Regulations 2017 (as amended by the EU Exit Regulations 2019)[8]. In 2017, the Conservation of Habitats and Species Regulations 2017 (the "Habitats Regulations 2017") consolidated and updated the Conservation of Habitats and Species Regulations 2010 (the "Habitats Regulations 2010"). In 2019 these regulations were created to ensure that the habitat and species protection and standards derived from EU law continue to apply after Brexit.
- European Commission, Managing Natura 2000 sites: The provisions of Article 6 of the Habitats Directive 92/43/EEC[9].
- European Commission, Guidance document on Article 6(4) of the Habitats Directive 92/43/EEC[10]

[6] Tyldesley, D. and Chapman, C. (2013) The Habitats Regulations Assessment Handbook. Nov 2019 edition. UK, DTA Publications Ltd https://www.dtapublications.co.uk/

[7] People over Wind, Case C323/17 European Court of Justice, 12th April 2018.

[8] The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 (legislation.gov.uk)

[9] Managing Natura 2000 sites — The provisions of Article 6 of the Habitats Directive 92/43/EEC (europa.eu)

[10] Habitats Directive: guidance on the application of article 6(4) (publishing.service.gov.uk)

- Department for Communities and Local Government (2006), Planning for the Protection of European Sites: Appropriate Assessment. Guidance for Regional Spatial Strategies and Local Development Documents[11].

2.6 Identification of Internationally Important Sites

To understand the potential implications for internationally important sites from the RTP it is necessary to identify those sites that are located close to the project or are linked by potential impact pathways, such as hydrological connections. Given the high-level of the RTP, for which policies cover a broad geographical area, this has been restricted to those within or adjacent to the RTP boundary, henceforth referred to as the 'study area'. It is recognised that impacts to internationally important sites can extend well beyond the boundary of a project, and sites that could be impacted beyond this area on a case-by-case basis considering pathways for impact. All internationally important sites, including European Marine Sites, within the study area were identified using Geographic Information System datasets downloaded from the Joint Nature Conservation Committee (JNCC)[12], Multi-Agency Geographic Information for the Countryside (MAGIC)[13] and Natural Resources Wales (NRW)[14] web portals.

2.7 Stage 1 Screening

The screening stage provides a high-level assessment to determine whether the RTP could lead to significant effects on internationally important sites either alone or in combination with other plans and projects. The RTP is intended to be read as a single document rather than a series of separate policies and has been assessed as such. For instance, proposals/policies in one area of the RTP may mitigate and/or safeguard potentially damaging activities promoted in another area and should be understood in the wider context of the intended outcomes of the plan.

Where possible, every element of the plan has been analysed and screened for likely significant effects and its potential to undermine the conservation objectives for a given designated site. However, the RTP is a high tier plan which solely focuses on addressing transport related issues and challenges on a regional scale. The RTP does not specify particular projects or allocate land for development. Instead, it serves as a framework that will be supported by Strategic Development Plans (SDPs) at the regional level and Local Development Plans (LDPs) at the local authority level. These 'lower tier' plans will offer more detailed information on specific locations and types of infrastructure and development.

Following DTA guidance, to ensure there would be no adverse effect on the integrity of an internationally important site, a plan-making body may only rely on mitigation measures in a lower-tier plan or project level if the following criteria can be met:

a) That the assessment of a policy can only deferred down if the policy can be delivered in some shape or form at lower tier plan or project level with no adverse effects on site integrity;

b) That the AA at plan level should assess policies/proposals as far as is reasonable and meaningful based on the level of detail available;

c) Where the level of detail is available, the HRA should provide a list of at least the sites that have been taken through to AA, and which therefore are also likely to require assessment in the HRA of lower tier plans and projects (this generally refers to policies with a clear spatial element);

d) That the AA should provide a list of the potential generic impacts from the policy;

[11] Design Manual for Roads and Bridges (DMRB; 2000). Standard LA 115: Habitats Regulations Assessment, Rev 1.

[12] JNCC Website https://jncc.gov.uk/

[13] MAGIC interactive Mapping Application. http:/www.magic.gov.uk/MagicMap.aspx

[14] Natural Resources Wales Find Protected Areas of Land and Seas https://naturalresources.wales/guidance-and-advice/environmental-topics/wildlife-and-biodiversity/find-protected-areas-of-land-and-seas/designated-sites

e) That the AA should provide a list of the generic mitigation measures that ensure that the potential generic impacts (as per the point above) can be avoided, that subsequent lower tier plan and projects can rely on to avoid adverse effects on site integrity (i.e. the mitigation has to be capable of avoiding the adverse effects) – this is necessary in order to provide the confidence that adverse effects can be avoided at lower tier levels;

f) That it is clearly set out that the conclusion of no adverse effects on site integrity at plan level is based on lower tier plans and projects, having drawn on the generic list of mitigation, undertaking HRA, concluding no adverse effects on site integrity;

g) That it is clearly set out what the implications are if lower tier plan or project level HRAs cannot rule out adverse effects on site integrity i.e. that the lower tier plan or project will either have to be withdrawn, or amended and re-assessed, or pass the derogations set out under Article 6(4) of the Habitats Directive, namely no alternative solutions, Imperative Reasons of Overriding Public Interest (IROPI) and compensatory measures secured, which the proposal may or may not be able to pass.

Due to the nature of the RTP, it is the lower-tier plans and projects that will provide sufficient detail for a meaningful assessment of the potential impacts on internationally important sites. Consequently, the HRA at this level of the planning hierarchy is necessarily high-level and precautionary.

2.7.1 Criteria for Screening

The screening assessment follows guidance set out in Part F of the DTA HRA Guidance[6]. Each of the policies within the RTP have been reviewed against the following list of screening categories (refer to Table 1). These assessment categories have been specifically designed to identify the different types of policy that could be implemented through high-level planning documents, and to determine whether future actions arising from a policy could lead to development which could in turn affect internationally important site.

Table 1: Screening Assessment Categories (Adapted from Section F.6.3 of the DTA HRA Handbook)6

Category	Description	Screening Outcome
A	**General statements of policy/general aspirations (screen out)**. Policies which are no more than general statements of policy or general political aspirations should be screened out because they cannot have a significant effect on a site.	Screen Out
B	**Policies listing general criteria for testing the acceptability/sustainability of proposals (screen out)**. These general policies cannot have any effect on a European site and should be screened out.	Screen Out
C	**Proposal referred to but not proposed by the plan (screen out).** Screen out any references to specific proposals for projects, such as those which are identified, for example, in higher policy frameworks such as the Wales Spatial Plan or National Policy Statements, relating perhaps to nationally significant infrastructure projects. These will be assessed by the Secretary of State or Welsh Ministers. A useful 'test' as to whether a project should be screened out in this step is to ask the question: 'Is the project provided for/proposed as part of another plan or programme and would it be likely to proceed under the other plan or programme irrespective of whether this subject plan is adopted with or without reference to it?' If the answer is 'yes' it will normally be appropriate to screen the project out in this step.	Screen Out

Category	Description	Screening Outcome
D	**General plan-wide environmental protection/site safeguarding / threshold policies (screen out).** These are policies, the obvious purpose of which is to protect the natural environment, including biodiversity, or to conserve or enhance the natural, built or historic environment, where enhancement measures will not be likely to have any adverse effect on an internationally important site. They can be screened out because the implementation of the policies is likely to protect rather than adversely affect internationally important sites and not undermine their conservation objectives. Depending on the specific proposals however, a HRA may still need to be considered at the project-level, particularly where conflicting priorities are realised.	Screen Out
E	**Policies or proposals that steer change in such a way as to protect internationally important sites from adverse effects (screen out).** These types of policies or proposals will have the effect of steering change away from internationally important sites whose qualifying features may be affected by the change and they can therefore be screened out.	Screen Out
F	**Policies or proposals that cannot lead to development or other change (screen out).** Policies that do not themselves lead to development or other change, for example, because they relate to design or other qualitative criteria for development, such as materials for new development. They do not trigger any development or other changes that could affect an internationally important site and can be screened out.	Screen Out
G	**Policies or proposals that could not have any conceivable adverse effect on a site (screen out).** Policies which make provision for change, but which could have no conceivable effect on an internationally important site, because there is no causal connection or link between them and the qualifying features of any internationally important site and they can therefore be screened out.	Screen Out
H	**Policies or proposals the (actual or theoretical) effects of which cannot undermine the conservation objectives (either alone or in-combination with other aspects of this or other plans or projects) (screen out).** Policies or proposals which make provision for change, but which could have no significant effect on an internationally important site, either alone or in-combination with other aspects of the same plan, or in-combination with other plans or projects, can be screened out. These may include cases where there are some potential effects which (and theoretically even in-combination) would plainly be insignificant and could not undermine the conservation objectives.	Screen Out
I	**Policies or proposals with a likely significant effect on a site alone (screen in).** Policies or proposals which are likely to have a significant effect on an internationally important site alone, should be screened in.	Screen In
J	**Policies or proposals not likely to have a significant effect alone.** These aspects of the plan would have some effect on a site, but the effect would not be likely to be a significant effect; so they must be checked for in-combination (cumulative) effects. They will then be re-categorised as either Category K (no significant effect in-combination **screen out**) or Category L (likely to have a significant effect in-combination **screen in**), as explained below.	Check categories K and L
K	**Policies or proposals unlikely to have a significant effect either alone or in-combination (screen out after the in-combination test).** Those aspects of the plan with no potential for likely significant effect alone or in-combination can be ruled out after the in-combination assessment.	Screened out after the in-combination test
L	**Policies or proposals which might be likely to have a significant effect in-combination (screen in after the in-combination test).** Those aspects of the plan which would not have a significant effect alone but has been identified as having the potential to impact on internationally important sites in-combination with other plans or projects.	Screen in after the in-combination test

Category	Description	Screening Outcome
M	**Bespoke area, site or case specific policies or proposals intended to avoid or reduce harmful effects on internationally important sites (screen in)**. Policies or proposals which have been included in the plan with the intention of avoiding or reducing effects on specific internationally important sites whose qualifying features may otherwise be affected by the plan being implemented.	Screen in

2.7.2 Precautionary Principle

It is recognised by the UK courts that plan assessments are unlikely to contain the precise and detailed information found at the project application stage, with the extent to which a plan can be assessed depending on the specificity, scope, scale, whether alternatives are still being considered, and its relationship to the overall decision-making framework. As such, the precautionary principle must be applied during the assessment recognising the degree of uncertainty and general nature of these plans.

For these reasons, the 'precautionary principle' is applied, which means that likely significant effects (hereafter referred to as 'LSEs') must be considered, based on best information available and the precision of the plan. This assessment will therefore need to be updated with increasing specificity to be applied in subsequent stages of the plan.

There is no timescale set out within the Habitats Regulations for undertaking the screening process, to determine whether a plan should be subject to an 'appropriate assessment'. This must, in accordance with Regulation 105(1), be undertaken 'before the plan is given effect'.

Assessment of LSE was undertaken for each policy based broadly upon proximity of development areas to internationally important sites and potential pathways for effect. For each policy, consideration was given to how far pathways for effect could exist and still give rise to an LSE, in the absence of any mitigation.

Policies screened out in the initial screening were generally those that could not lead to 'direct development' or could have no impact pathway to any internationally important site. This included policies which directly seek to protect the local historic and natural environment, or those which support the implementation of other policies and therefore could not directly affect internationally important site.

The Advocate General's opinion[10] which informed the judgment of the court acknowledged the difficulties associated with an assessment of the early stages of a plan (such as a pre-deposit proposals paper informing the preparation of a Deposit Plan). In paragraph 49 of her opinion Advocate General Kokott stated that adverse effects:

"*...must be assessed at every relevant stage of the procedure to the extent possible on the basis of the precision of the plan. This assessment is to be updated with increasing specificity in subsequent stages of the procedure*"

Consistently, in the High Court case of Feeney[11], in respect of the Oxford City Council Core Strategy in England, the judge said:

"*Each appropriate assessment must be commensurate to the relative precision of the plans at any particular stage and no more. There does have to be an appropriate assessment at the Core Strategy stage, but such an assessment cannot do more than the level of detail of the strategy at that stage permits*"

It is therefore important, even adopting a precautionary approach, not to assign a 'likely significant effect' to policies and proposals that could not, realistically, have such an effect, because of their general nature. It is important to apply the precautionary principle in the 'likely significant effect test' in the Regulations, but the European Commission in its own guidance on the application of the test[12], accepts that policies in a plan that are no more than general policy statements, or which express the general political will of an authority cannot be likely to have a significant effect on a site. To include such policies or general proposals in a formal 'appropriate assessment' is likely to generate a considerable amount of abortive or unnecessary work. It could even lead to the plan failing the 'integrity test'. Not because, in practice, any policy or proposal might adversely affect the integrity of any European site, but because policies have been 'screened in' which generate no more than theoretical risks, or vague or hypothetical effects, and for which no meaningful assessment can be made at this stage, because no particular significant effect on any particular internationally important site can actually be identified. Such an approach is not believed to be in the interests of the plan or the internationally important sites.

In the Boggis judgment[13], the Court of Appeal ruled that there should be "*credible evidence that there was a real, rather than a hypothetical, risk*". What the assessment needs to concentrate on are those aspects of the plan that could, realistically, be likely to have a significant effect.

2.7.3 Mitigation Measures

The practical effect of the People Over Wind ruling is that 'mitigation measures' cannot be taken into account in the formal screening decision. Developing mitigation measures will take place as the plan evolves, such that this will be achieved by 'checking, testing and changing the plan'. The consideration of mitigation measures is only applicable as part of any AA that might be required for the plan. Mitigation measures are therefore not considered as part of screening. However, it has been assumed that best practice guidelines would be implemented as part of projects proposed by the plan, including a Construction Environmental Management Plan (CEMP) or similar. This would include the implementation of pollution prevention construction measures and control of invasive species. These measures are considered in the assessment as they are not related to mitigation specifically aimed at alleviating impacts to the sites. Any such, bespoke mitigation that would be required to mitigate significant effects are not considered at this stage, and instead form part of an AA.

2.7.4 In-combination Effects

Where an aspect of a project/plan could have some effect on the qualifying feature(s) of an internationally important site, but the effects of that aspect of the project/plan alone would not be significant, the effects will need to be checked in-combination, firstly with other effects of the same project/plan, and then with the effects of any other plans and projects. Refer to categories J, K and L in Table 1.

If the prospect of cumulative effects cannot be eliminated, it is necessary to consider how the addition of effects from other projects or plans may produce a combined adverse effect on an internationally important site that would be significant.

Taking the effects which would not be likely to be significant alone, it is necessary to make a judgement as to whether these effects would be made more likely or more significant if the effects of other projects or plans are added to them. The following types of plans and projects were considered in the in-combination assessment:

- Applications lodged but not yet determined, including refusals subject to an outstanding appeal or legal challenge;
- Projects subject to periodic review e.g. annual licences, during the time that their renewal is under consideration;
- Projects authorised but not yet started;
- Projects started but not yet completed;

- Known projects that do not require external authorisation;
- Proposals in adopted plans; and
- Proposals in draft plans formally published or submitted for final consultation or adoption.

2.7.5 Stage 2 Appropriate Assessment

High-tier Strategic Plans establish the overarching policy framework that lower-tier plans and projects must follow. Typically, the specific details of development within a plan are not available until after the plan has been adopted. For the RTP, these details will be provided through Strategic Development Plans, Local Development Plans, and other strategic planning documents and projects that emerge during the plan period.

Since the RTP does not specify any particular development allocations or proposals, it is not possible to determine the full range of potential effects on qualifying features or typical habitats/species of internationally important sites at this strategic stage. Consequently, any effects identified at this point, without a spatial context, should not be viewed as a comprehensive list of all possible impacts

In addition to the assessment of the potential for an adverse effect on the integrity of an internationally important site of each of the screened-in policies, the requirement for avoidance / mitigation to ensure such effects would not occur is also included in the assessment. At the strategic level of the RTP, mitigation typically involves modifying policy wording. The various stages of the RTP will facilitate an iterative process, allowing for amendments to policy wording, where necessary and reasonably practicable, to prevent adverse impacts. In addition to modifying and strengthening policies, measures that Local Planning Authorities, Strategic Planning Panels, and developers must follow when preparing lower-tier plans and projects are also included in the AA in Table 15 below. Future local plan-level or project-level HRAs will need to consider the potential impacts and avoidance, or mitigation measures identified in this HRA. This will guide their policy development and ensure that mitigation measures are implemented where potential adverse effects are identified.

2.8 Avoidance / Mitigation Measures

At this high level, specifying the exact details of avoidance or mitigation measures is not feasible. However, the AA outlines the types of measures that Local Planning Authorities, Strategic Planning Panels, and developers must follow to ensure no adverse effect on integrity. It is crucial that this HRA provides high-level policy assurance that future SDPs and LDPs will adhere to the required processes for identifying and assessing potential impacts on internationally important sites when allocating land for development.

Future local plan-level or project-level HRAs will need to consider the potential impacts and the avoidance or mitigation measures identified in this HRA. This will guide their policy development and ensure that mitigation measures are implemented where potential adverse effects are identified. If land allocations and projects, developed as a result of implementing any policies within the RTP, have the potential to adversely impact internationally important sites, these should be withdrawn or amended and re-assessed, or pass the derogations set out under Article 6(4) of the Habitats Directive, namely no alternative solutions, Imperative Reasons of Overriding Public Interest (IROPI), and compensatory measures secured. The RTP does not support any lower-tier plans or projects where adverse effects on internationally important sites cannot be avoided through mitigation and will ensure compliance with Planning Policy Wales 12 (PPW 12) and Technical Advice Note 5: Conservation and Planning (TAN5).

3 Baseline

3.1 Sites within North Wales area

A total of 61 internationally important designated sites were identified within the study area. This includes 7 Ramsar sites, 40 SACs and 14 SPAs. Ramsar sites, SACs, and SPAs cover areas of approximately 8,930 ha, 1,080 ha, and 46,580 ha, respectively. International sites are summarised in Table 2, which are displayed in Figures 4-9 within the respective six local authorities of NWCJC. Appendix B provides a summary of the individual sites and their respective features of designation.

Table 2: Internationally important sites identified within study area

Site name	Representative Local Authority	Site name	Representative Local Authority
Ramsar			
Anglesey and Llyn Fens	Isle of Anglesey, Gwynedd	Midland Meres & Mosses Phase 2 (Wales)	Wrexham
Cors Fochno and Dyfi	Gwynedd	The Dee Estuary (England)	Flintshire, Denbighshire
Llyn Idwal	Gwynedd	The Dee Estuary (Wales)	Flintshire, Denbighshire
Llyn Tegid	Gwynedd		
SACs			
Abermenai to Aberffraw Dunes	Gwynedd, Isle of Anglesey	Glynllifon	Gwynedd
Afon Eden - Cors Goch Trawsfynydd	Gwynedd	Great Orme's Head	Conwy
Afon Gwyrfai a Llyn Cwellyn	Gwynedd	Gwydyr Forest Mines	Conwy
Alyn Valley Woods	Isle of Anglesey	Halkyn Mountain	Flintshire
Anglesey Coast: Saltmarsh	Isle of Anglesey	Holy Island Coast	Isle of Anglesey
Berwyn and South Clwyd Mountains	Gwynedd, Denbighshire, Flintshire, Wrexham	Johnstown Newt Sites	Wrexham
Cadair Idris	Gwynedd	Lleyn Fens	Gwynedd
Cadney Mosses (England)	Wrexham	Lleyn Peninsula and the Sarnau	Gwynedd
Cemlyn Bay	Isle of Anglesey	Llwyn	Denbighshire
Coedydd Aber	Conwy, Gwynedd	Llyn Dinam	Isle of Anglesey
Creuddyn Peninsula Wood	Conwy	Meirionnydd Oakwoods and Bat Sites	Gwyned
Dee Estuary (England)	Denbighshire, Flintshire	Migneint-Arenig-Dduallt	Conwy, Gwynedd
Dee Estuary (Wales)	Denbighshire, Flintshire	Morfa Harlech a Morfa Dyffryn	Gwynedd

Site name	Representative Local Authority	Site name	Representative Local Authority
Deeside and Buckley Newt sites	Flintshire	North Anglesey Marine	Isle of Angelsey
Dyffryn Alun	Denbighshire, Flintshire	Rhinog	Gwynedd
Dyfrdwy a Llyn Tegid (England)	Denbighshire, Gwynedd, Flintshire, Wrexham	River Dee and Bala Lake	Denbighshire, Gwynedd, Flintshire, Wrexham
Eifionydd Fens	Gwynedd	Seacliffs of Lleyn	Gwynedd
Elwy Valley Woods	Conwy, Denbigshire	Snowdonia	Gwynedd, Conwy
Fenn's, Whixall, Bettisfield, Wem and Cadney Mosses (Wales)	Wrexham	West Wales Marine	Gwynedd
Glan-traeth	Isle of Anglesey	West Wales Marine	Gwynedd
SPAs			
Aberdaron Coast and Bardsey Island	Gwynedd	Liverpool Bay (Wales)	Conwy, Denbighshire, Isle of Anglesey, Gwynedd, Flintshire
Anglesey Terns	Isle of Anglesey	Migneint-Arenig-Dduallt	Conwy, Gwynedd
Berwyn	Denbighshire, Gwynedd, Wrexham	Mynydd Cilan, Trwyn y Wylfa ac Ynysoedd Sant Tudwal	Gwynedd
Craig yr Aderyn (Bird's Rock)	Gwynedd	Northern Cardigan Bay	Gwynedd
Dyfi Estuary	Gwynedd	Puffin Island	Isle of Anglesey
Holy Island Coast	Isle of Anglesey	The Dee Estuary (England)	Flintshire, Denbighshire
Lavan Sands, Conway Bay	Conwy, Gwynedd	The Dee Estuary (Wales)	Flintshire, Denbighshire

4 Potential Pathways for Effect

The following section sets out the potential pathways for effects on internationally important sites. Assessing the implications of the policies set out within the RTP on internationally important sites is not only based upon a consideration to the qualifying features within each site, but the distance beyond each site's boundaries over which significant effects could potentially still be experienced.

Broadly, the primary objectives of the RTP are to improve accessibility and transport choice to reduce the need to travel, particularly by private vehicles, and support a modal shift to walking, wheeling, cycling and public transport. Objectively, implementation of the RTP will provide positive environmental outcomes (including positive impacts on internationally important sites) through the reduction of emissions through improvements in air quality, as well as a reduction in non-physical disturbance such as visual, noise and vibration impacts. However, types of potential impact pathways which could result from implementation of the RTP polices are as follows:

- Land-take within an internationally important site (i.e., direct habitat loss);
- Habitat degradation within an internationally important site (i.e., in-direct habitat loss);
- Effects on water quality or quantity;
- Effects as a result of deterioration of air quality;
- Risk of disturbance/displacement to qualifying species of internationally important sites, including within functionally linked land outside sites;
- Risk of mortality (to mobile species); and,
- Severance and fragmentation creating barriers to movement.

Given that a number of these effects can extend well beyond the boundaries of internationally important sites, 'buffer zones' around each internationally important site have been developed. These buffer zones have been established using Wales National Development Framework (NFD) HRA[15] which also adopts a precautionary stance on high-level plans. Detailed consideration of buffers is feasible only when a policy has a clear spatial component. However, the underlying principles can still be broadly applied when assessing the potential impacts of policies. The buffer zones can be viewed in 0.

[15] Arcadis (2020). Wales National Development Framework. Habitat Regulations Assessment. Available from: national-development-framework-habitats-regulations-assessment_0.pdf [Accessed December 2024]

5 Stage 1 Screening

Chapters 1 and 2 of the RTP listed below are factual and do not in themselves lead to change or development. These sections cannot conceivably have any effects on and are therefore screened out of further assessment (Table 3).

Table 3: Screening of Chapters 1 and 2

Chapter	Section	Screening Justification	Screening Conclusion
1.1	Ambition North Wales and the North Wales Corporate Joint Committee	Introductory text to NWCJC	Screened Out
1.2	Our Regional Transport Plan	Introductory text to RTP	Screened Out
2.1	Our transport network and drivers for change	Contextual information on the main modes of transportation connecting people and places across our NWCJC region.	Screened Out
2.2	Our future needs and aspirations	Contextual information on the key drivers that help frame needs and aspirations for the transport system and network (i.e., acts, strategies, plans, programmes)	Screened Out

Chapter 3 "*A vision for our transport network in North Wales*" comprises the RTP vision and the four supporting objectives to help monitor and evaluate the success, as well as cross-cutting and policy themes. The screening assessment of this chapter (including individual objectives) can be viewed below (Table 4).

Table 4: Screening of Chapter 3

Chapter	Section	Screening Justification	Screening Conclusion
3.1	Vision statement	Vision statement for RTP which considers Case for Change, our existing transport network and future needs and aspirations. This is a general aspiration and would lead to any effects on internationally important sites.	Screened Out (Category A)
3.1	Objective 1: Improve digital connectivity and local services	This objective aims to enable more people in work to remotely by 2030. This is a general aspiration and would lead to any effects on internationally important sites.	Screened Out (Category A)
3.1	Objective 2: Improved accessibility and transport choice	This objective aims to develop infrastructure and services to provide more people with a choice about how they travel. This is a general aspiration and would lead to any effects on internationally important sites.	Screened Out (Category A)
3.1	Objective 3: Enable decarbonisation through transition to a zero-emission fleet	This objective aims to develop supporting infrastructure and support incentives to enable at least 50% of motor vehicles and all public buses operating in North Wales. This is a general aspiration and would lead to any effects on internationally important sites.	Screened Out (Category A)

Chapter	Section	Screening Justification	Screening Conclusion
3.1	Objective 4: Enable sustainable economic growth	This objective aims to develop a resilient, safe, well-maintained, and efficient transport network that delivers sustainable economic growth. This is a general aspiration and would lead to any effects on internationally important sites.	Screened Out (Category A)
3.1	Cross-cutting themes	This section details five cross-cutting themes to help follow through on the wider duties and commitments. This is contextual information and would not lead to any effects on internationally important sites.	Screened Out (Category A)

Chapters 4.1 to 4.3 provide ambitions and aspirational goals for rail and strategic road networks within North Wales and are screened out under Category C. This is because both rail and strategic road networks are non-devolved, meaning that CJC and local authorities in North Wales have no direct influence over rail services or infrastructure, so there are no explicit policies in this plan, or schemes relating to rail in the Regional Transport Delivery Plan (RDTP). Chapter 5 provides contextual information on how the RTP will deliver, monitor and evaluate the plan. This chapter cannot conceivably have any effects on internationally important sites and are therefore screened out of further assessment (Table 5).

Table 5: Screening of Chapters 4.1-4.3 and 5.

Chapter	Section	Screening Justification	Screening Conclusion
4.1	Rail ambitions	Regional aspirations for rail which are key to supporting the wider aspirations for improved connectivity across North Wales and beyond. The plan is not proposing changes/development, but instead setting out aspirations for others to act on, and thus would not lead to any effects on internationally important sites.	Screened out (Category C)
4.2	Strategic road network	Policy ambition and strategic road network aspirations including highway maintenance programmes, capacity and safety improvement projects across and connecting North Wales. The plan is not proposing changes/development, but instead setting out aspirations for others to act on, and thus would not lead to any effects on internationally important sites.	Screened out (Category C)
5	Our plans for delivery, monitoring and evaluation	This chapter provides detail on how the RTP will deliver, monitor and evaluate the plan. This is contextual information and would lead to any effects on internationally important sites.	Screened Out (Category C)

Chapters 4.4 -4.13 contain individual policies attached to a policy theme, which have been individually screened and can be viewed in their respective tables below. All policies and their associated focus area and description of the policy can be viewed in Appendix A.

4.4 – Enabling changes to travel behaviour: Table 6

4.5 – Bus: Table 7

4.6 – Coach, demand responsive and community transport: Table 8

4.7 – Walking, wheeling and cycling: Table 9

4.8 – Integration between modes: Table 10

4.9 – Ports and freight: Table 11

4.10 – Roads, streets and parking: Table 12

4.11 – Surface access to aviation: Table 13

4.12 – Digital connectivity: Table 14

4.13 – Land use planning: Table 15

Table 6: Section 4.4 – Enabling Changes to Travel Behaviour

Focus area	Policy No.	Policy	Justification and conclusion	Screening Outcome
Providing people with choices about how they travel to work	CB1	Further enhancements to public transport services and active travel routes that provide access to large employment sites will be identified and progressed where funding is available. Enhancements should consider shift work patterns, seasonal working patterns, and where the biggest impact can be delivered.	This policy sets out to identify and progress further enhancement to public transport services and active travel routes to large employment sites where funding is available to improve the public and active travel network and reduce deprivation Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	**F**
	CB2	A partnership approach will be taken to identify and progress schemes and initiatives that encourage sustainable travel to work at employment sites close to the border such as Deeside Industrial Park, Wrexham Industrial Estate, Airbus Broughton, Chester Business Park, and Wrexham and Chester city centres	This policy sets out to identify and progress schemes that encourage sustainable travel to work at employment sites close to the border, such as Deeside Industrial Park, Wrexham and Chester city centres, Airbus Broughton, Chester Business Park, and Wrexham Industrial Estate which will reduce number of people that commute to these locations by car, reducing the impact of congestion and delays on longer distance trips on the highway network and having positive environmental impacts. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	**F**
	CB3	The Corporate Joint Committee will work with neighbouring Local and Combined Authorities including Cheshire West and Chester and the Liverpool City Region to ensure a complementary approach to Transport Planning, particularly in the Mersey-Dee Sub-Region. This should consider both commuting trips and freight movement.	This policy aims to work with local and combined authorities to ensure a complementary approach to transport planning to ensure commuters making these journeys have a choice about how they travel to work, both to reduce car use, and to ensure that more employment opportunities are accessible for communities. This policy itself is a general aspiration and does not in itself lead to change or development. Therefore, this policy would have no implications for internationally important sites and is **Screened Out** **(Category A)**.	**A**
	CB4	Commuters to the Flintshire and Wrexham Investment Zone should be able to access jobs using high quality walking and cycling infrastructure, enhanced nearby rail stations, or bus services that are attractive and reflect the working patterns of employers in the Investment Zone	This policy aims to ensure commuters of Flintshire and Wrexham Investment Zone should have access to jobs using a variety of sustainable transport methods, such as walking, cycling, rail and bus services. This policy itself is a general aspiration and does not in itself lead to change or development. Therefore, this policy would have no implications for internationally important sites and is **Screened Out** **(Category A)**.	**A**
	CB5	Where possible, opportunities will be sought to use Investment Zone funding for sustainable transport schemes that improve access to employment and support the delivery and success of the Investment Zone.	This policy sets out to seek opportunities for sustainable transport schemes to improve access to Investment Zones. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	**F**

Focus area	Policy No.	Policy	Justification and conclusion	Screening Outcome
	CB6	A partnership approach will be taken to identify and progress schemes and smarter choices initiatives that facilitate a more sustainable commute to employment sites in Gwynedd and Ynys Mon.	This policy aims to identify and progress schemes and initiatives that facilitate a more sustainable commute to employment sites in Gwynedd and Ynys Mon using a partnership approach between local authorities on both sides of the Menai, Transport for Wales, private operators, and large employers. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	**F**
	CB7	The creation of Strategic Transport Partnerships will be investigated at large employment localities.	This policy sets out to investigate a strategic transport partnership at large employment location to identify the measures that can be put in place to reduce car use for commuting at key employment areas and clusters. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	**F**
Providing people with choices about how they access services	CB8	Priority will be given to funding schemes and services that improve sustainable access to crucial and life-enhancing services such as education, health care, town centres, and community facilities. Once in place, any infrastructure that supports access to these services should be prioritised for maintenance when necessary.	This policy aims to prioritise funding schemes and services that improve sustainable access to important life-enhancing services to give residents and visitors a choice about how they travel to essential services such education, healthcare, shops, etc. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	**F**
	CB9	The introduction of a Total Services Contract in one local authority area in North Wales will be investigated, with a view to wider roll-out across the region should it be successful.	This policy sets out to investigate the introduction of a Total Services Contract in one local authority area which would involve a contract that combines all of these services to provide a better service to the public and to reduce duplication of resources. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	**F**
Providing people with choices about how they access education	CB10	Further enhancements to public transport services and active travel routes that provide access to education establishments will be identified and progressed where funding is available. This includes: Higher Education sites (universities in Bangor and Wrexham, but also those in Northwest England); Further Education sites (including Grwp Llandrillo Menai and Coleg Cambria); Secondary Schools; and Primary Schools.	This policy aims to identify and progress further enhancement to public transport services and active routes that provide access to educational establishments to encourage a long-term mindset of choosing active travel for suitable journeys. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	**F**

Focus area	Policy No.	Policy	Justification and conclusion	Screening Outcome
	CB11	Local authorities should expand their work with schools and parents to encourage and support sustainable travel for children, parents and staff.	This policy emphasises the need for local authority to collaborate with schools and parents to encourage and support sustainable travel for children, parents and staff. This policy itself is a general aspiration and does not in itself lead to change or development. Therefore, this policy would have no implications for internationally important sites and is **Screened Out (Category A)**.	**A**
	CB12	Local authorities will continue to use local datasets and policies such as Learner Travel Measure to prioritise routes to school for safety enhancements	This policy sets out to ensure local authorities continue to use local datasets and policies to prioritise routes to school, to encourage young people and their parents to choose active travel for their journey to school by providing suitable information and infrastructure is in place to allow them to travel safely and sustainably. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out (Category F).**	**F**
Providing people with choices in rural and semi-urban areas	CB13	Opportunities will be sought to deliver the socially necessary transport improvements that prevent rural isolation. This should prioritise better connecting rural communities to: • Neighbouring communities • Nearby towns • Nearby community facilities and key services such as health, shops, education; and, transport interchanges for further travel	This policy sets out to deliver the socially necessary transport improvements to rural isolation, providing connections that can prevent feelings of isolation, and in turn allow residents to safely access the services they need. This policy itself is a general aspiration and does not in itself lead to change or development. Therefore, this policy would have no implications for internationally important sites and is **Screened Out (Category A)**.	**A**
Providing people with information to make more sustainable travel choices	CB14	Marketing and Communications campaigns will be developed that are meaningful and focus on raising awareness of the benefits of sustainable travel. Campaigns will use innovative techniques to target the right audience, particularly those groups that can be harder to reach. A regional approach should be taken to this where appropriate.	This policy aims to develop marketing and communication campaigns that focus on raising awareness of sustainable travel and its benefits that allow people to make sustainable travel choices. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out (Category F).**	**F**
Helping people enjoy our visitor attractions and supporting the tourism industry	CB15	The Corporate Joint Committee will work with partners and stakeholders in the tourist sector to investigate methods for encouraging visitors to North Wales to travel sustainably whilst also enhancing the visitor experience and boosting the visitor economy.	This policy sets out to work with partners and stakeholders to investigate methods of encouraging visitors to North Wales using sustainable means of travel by providing opportunities to incentivise the use of sustainable modes to access attractions and make our visitor destinations accessible for all groups of people. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out (Category F).**	**F**

Focus area	Policy No.	Policy	Justification and conclusion	Screening Outcome
	CB16	Opportunities will be sought to support the visitor economy through management of coach and motorhome parking close to attractors in North Wales. This should consider charging opportunities for zero emission vehicles.	This policy aims to seek opportunities to support the visitor economy through management of coach and motorhome parking close to attraction sites in North Wales. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	**F**
	CB17	Opportunities will be sought to make Sherpa'r Wyddfa bus services permanent, with long term funding; and investigating how services can be integrated further with the wider bus and railway networks.	This policy aims to seek opportunities to ensure the Sherpa'r Wyddfa services are permanent, in addition to also investigating how to integrate the service with wider bus and railway networks. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	**F**
	CB18	Through partnership working, further improvements will be introduced to encourage visitors to Eryri to travel by means other than the car. These will include enhancement of alternatives, management of facilities, and improved information and education. These could be funded by innovative sources of funding.	This policy aims to introduce further improvements to encourage visitors of Eyri to travel more sustainably through alternatives such as management of facilities, improved information and education. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	**F**
	CB19	The Strategic Development Plan will consider land requirements for interchange facilities at gateway sites to Eryri National Park	This policy sets out to consider the land requirements within the Strategic Development Plan for interchange facilities at gateway sites to Eyri National Park within the Strategic Development Plan. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	**F**
	CB20	Innovative solutions to providing access to attractions in rural areas will be identified. This should consider, but not be limited to, seasonal bus services, e-bike and other micro-mobility hire, alongside information campaigns.	This policy aims to identify solutions to provide access to attractions in rural areas. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	**F**
	CB21	Investigation will be undertaken into the benefits of seasonal and tourist bus services in North Wales to support the visitor economy and promote integration with wider rail and bus networks. This should consider not just the journey to the resort, but onward travel to attractions.	This policy aims to investigate the benefits of seasonal and tourist bus services in North Wales to support the visitor economy and promote integration with wider rail and bus networks. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	**F**

Focus area	Policy No.	Policy	Justification and conclusion	Screening Outcome
	CB22	The Corporate Joint Committee will work with partners and stakeholders in the tourist industry on the coast to identify measures that will support a shift to sustainable modes to access popular attractions whilst continuing to ensure that North Wales remains a destination of choice for holidays and daytrips.	The policy aims to work with partners and stakeholders to identify measures that will support a shift in sustainable modes to popular attractions. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	**F**
	CB23	A partnership approach will be taken to develop a plan for further improvement to rail services in North Wales that better supports the visitor economy	This policy sets out to develop a plan for further improvement to rail services in North Wales using a partnership approach to bolster the visitor economy. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	**F**

Table 7: Section 4.5 – Bus

Focus area	Policy No.	Policy	Justification and conclusions	Screening Outcome
Bus franchising	PT1	The Corporate Joint Committee and partners will work with TfW and Welsh Government to support the roll-out of bus franchising in North Wales, which should include multi-year funding that would provide certainty for the travelling public, authorities, and operators.	This policy involves a joint partnership approach to roll-out bus franchising in North Wales. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	**F**
Decarbonising the bus fleet	PT2	All new buses introduced in North Wales should be Zero Emission. Where new buses are a long term improvement, opportunity should be sought to re-power the existing fleet.	This policy sets out to ensure new buses introduced in North Wales should be zero emissions. This policy itself is a general aspiration and does not in itself lead to change or development. Therefore, this policy would have no implications for internationally important sites and is **Screened Out** **(Category A)**.	**A**
	PT3	The Corporate Joint Committee will work with partners to seek opportunities to complement the development of hydrogen hubs in North Wales by exploring the introduction of a hydrogen bus fleet.	This policy aims to work with partners to seek opportunities to complement the development of hydrogen hubs in North Wales with the introduction of a hydrogen bus fleet. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	**F**

Focus area	Policy No.	Policy	Justification and conclusions	Screening Outcome
Bus transformation network	PT4	The Bus Service Transformation Network will be rolled out in North Wales. This will include a core network of services between and within major settlements and employment sites with a frequency of two to four buses an hour extending into the evenings.	This policy aims to roll out the Bus Transformation Network in North Wales, which will include core network of services between and within major settlements and employment sites. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	**F**
	PT5	Future bus services in North Wales will: • have a high frequency and long operating hours • have consistent/regular departure times • have Sunday timetables as close as possible to weekday frequency to support commuting, leisure and visitor economy demand • be coordinated to provide a well-spaced timetable • minimise journey times between the origins and destinations with the most demand • take direct routes that remain the same throughout the day • be routed via transport interchanges and railway stations • be integrated with local bus services and dynamic demand responsive transport • be comfortable for long journeys	This policy aims to ensure future bus services in North Wales will meet a set criteria including greater frequency and longer operating hours, using the most direct routes and integrated with local bus services. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	**F**
Improving bus infrastructure	PT6	A partnership approach involving local highway authorities, NMWTRA and TfW will be taken to identifying and implementing bus priority measures that support the roll out of the bus transformation network in North Wales. This may include the re-allocation of road space.	This policy aims to identify and implement bus priority measures to support the roll-out of the bus transformation network in North Wales, including the re-allocation of road space. Implementing the policy itself would not lead to development outside the existing network and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	**F**
	PT7	All bus stop waiting facilities will be well maintained as far as this can be achieved through local authority revenue budgets	This policy aims to maintain bus stop waiting facilities through local authority revenue budgets. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	**F**

Focus area	Policy No.	Policy	Justification and conclusions	Screening Outcome
	PT8	Key bus stops, such as those in village centres, those with high usage, and those where interchange between modes or services is common, will be prioritised for enhancement to include: • Dropped kerbs to access the stop • Raised kerbs to aid boarding • Lighting, or nearby street lighting • Shelters • Seating • Real time information and onward connection information • Cycle storage	This policy aims to prioritise enhancements to key bus stops with high usage, and those where interchange between modes or services is common. Although the majority of the enhancement works are likely to take place within village centres and areas with high usage and therefore unlikely to overlap with internationally important sites, there is the potential for enhancements projects (i.e., implementation of lighting) to impact internationally important sites, especially those located in coastal or more rural locations. This policy may have a significant effect on a site alone and is therefore **Screened In (Category I).** The potential implications for internationally important sites as a result of this policy are provided in more detail in the AA.	**I**
Making bus travel easier	PT9	The Corporate Joint Committee supports Welsh Government's Vision of 'One Network, One Timetable, One Ticket' for a bus system which is governed and designed to serve the public interest, with the widest possible geographic coverage, fully integrated connections between different services, the highest possible service frequencies, and simple unified easy-to-use ticketing and information.	This policy supports the Welsh Government's Vision of 'One Network, One Timetable, One Ticket' for a bus system which is governed and designed to serve the public interest, with the widest possible geographic coverage. This policy itself is a general aspiration and does not in itself lead to change or development. Therefore, this policy would have no implications for internationally important sites and is **Screened Out (Category A)**.	**A**
	PT10	The Corporate Joint Committee will work with partners including local authorities and operators to make bus travel more accessible for people with restricted mobility or disabilities. Improvements should draw from best practice across the world but should include: • Dropped kerbs to access the stop • Raised kerbs to aid boarding • Shelters and Seating at stops • On-board Audio-Visual announcements • Information in accessible formats	This policy involves working with partners and local authorities and operators to make bus travel more accessible for people with restricted mobility or disabilities. The policy which makes provision for change, but which could have no conceivable effect on an internationally important site give the small-scale nature of the works and is **Screened Out** (**Category G**).	**G**

Table 8: Section 4.6 – Coach, demand responsive and community transport

Focus area	Policy No.	Policy	Screening, Justification and broad recommendations	Screening Outcome
Fflecsi and Ring and Ride services	PT11	Successful pilot Fflecsi services should be made permanent, and additional Fflecsi services should be designed with local community involvement and rolled out in other areas in line with bus transformation network proposals	This policy seeks to make successful pilot Fflecsi services permanent and to be designed with local community involvement and rolled out in other areas in line with bus transformation network proposals. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	F
	PT12	The Corporate Joint Committee, local authorities and TfW will collaborate with communities, particularly in rural areas, to help fund and deliver community transport services that meet otherwise unmet needs.	This policy aims to collaborate with local authorities and TfW to help fund and deliver community transport services. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	F
Taxis	PT13	We will work with taxi and private hire vehicle providers to promote safety for passengers and drivers and help increase the availability of low emissions or non-motorised vehicles	This policy aims to work with taxi and private hire vehicles to promote safety and increase availability of low emission or non-motorised vehicles. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	F
Longer distance coach services	PT14	Where funding is available, opportunities will be taken to progress longer distance coach travel, both to connect North Wales and South Wales, and also east-west to connect with economic centres in England.	This policy aims to seek opportunities to progress longer distance coach travel to connect North Wales and South Wales, as well as east-west to connect with economic centres in England. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	F
Community involvement in rail	PT15	The Corporate Joint Committee is supportive of community groups who aim to enhance the rail travel experience for existing and new passengers	This policy supports community groups who aim to enhance the rail travel experience of new and existing passengers. This policy itself is a general aspiration and does not in itself lead to change or development. Therefore, this policy would have no implications for internationally important sites and is **Screened Out (Category A)**.	F

Table 9: Section 4.7 Walking, wheeling and cycling

Focus area	Policy No.	Policy	Screening, Justification and broad recommendations	Screening Outcome
Further improving active travel infrastructure	AT1	The quality and extent of infrastructure that is provided for walking, cycling and wheeling in North Wales will continue to be improved in line with the Active Travel Network Map. These could be new or upgraded existing facilities and may include the re-allocation of road space to prioritise sustainable modes.	This policy strives to improve quality and extent of infrastructure for walking, cycling and wheeling in North Wales using new or upgraded existing facilities and may include the re-allocation of road space to encourage more people to walk, cycle, or use other active modes can have wide-reaching benefits for our communities, such as increasing town centre viability, placemaking and improving health and well-being. This policy responds to the Active Travel (Wales) Act 2013 which places a legal duty upon local councils in Wales to map, plan for and promote more walking and cycling for everyday journeys. This policy is also referred to within higher policy frameworks such as the Llwybr Newydd - The Wales Transport Strategy 2021 and Future Wales: the National Plan 2040, both of which have been subject to a HRA. The Active Travel Network Maps (ATNMs) are also connected to the local statutory documents such as the councils' Local Development Plans. Since the development of the active travel routes within North Wales has already been progressed within Local Development Plans and are likely to continue irrespective of whether this policy is adopted, this proposal has been **Screened Out** (**Category C**).	C
	AT2	In non-rural areas, priority will be given to upgrading active travel infrastructure where there is greatest potential for maximising use of the network.	This policy prioritises upgrading active travel infrastructure where there is greatest potential for maximising use of the network to ensure residents and visitors in North Wales are encouraged to rely less on cars, especially for short trips. For the same reasons as outlined above with respect to policy AT1, this proposal has been **Screened Out** (**Category C**).	C
	AT3	Where possible, walking and cycling infrastructure should be accessible for all people, including those with mobility impairments, people in wheelchairs, and people pushing prams.	This policy aims to make walking and cycling infrastructure through more well-designed public spaces taking a place-based approach, that consider the needs of the whole community, including those with mobility impairments, people in wheelchairs and people pushing prams. This policy itself is a general aspiration and does not in itself lead to change or development. Therefore, this policy would have no implications for internationally important sites and is **Screened Out** **(Category A)**.	A
Making active travel more attractive in rural areas	AT4	In rural areas, active travel infrastructure improvement will focus on the community benefit of schemes; improving safety and routes that connect smaller communities with larger settlements and services.	This policy prioritises upgrading active travel infrastructure where there is greatest potential for maximising use of the network in rural areas by improving links between communities and services. For the same reasons as outlined above with respect to policy AT1, this proposal has been **Screened Out** (**Category C**).	C
	AT5	Where there is an active travel benefit, routes forming part of the Rights of Way network will be improved to a standard suitable for everyday active travel journeys.	This policy aims to improve Rights of Way network to a standard suitable for everyday active travel which will play a key role in supporting people to travel more sustainably. For the same reasons as outlined above with respect to policy AT1, this proposal has been **Screened Out** (**Category C**).	C

Focus area	Policy No.	Policy	Screening, Justification and broad recommendations	Screening Outcome
	AT6	The introduction of Quiet Lanes in North Wales in line with national guidance will be investigated.	This policy aims to investigate Quiet Lanes in North Wales to enable walkers, cyclists, horse riders and people with mobility impairments to enjoy country lanes in safety by encouraging slower traffic speeds and lower traffic volumes. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	F
Leadership and funding	AT7	The Corporate Joint Committee will work with partners to investigate the establishment of a North Wales Active Travel Unit	This policy aims to work with partners to investigate the establishment of a North Wales Active Travel Unit which would facilitate joint working and streamline the delivery of active travel schemes, share expertise and best practice, and better coordinate the resourcing of multi-year delivery and funding programmes. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	F
	AT8	The Corporate Joint Committee support multi-year funding agreements for active travel infrastructure that would facilitate the development and delivery of a multi-year programme of improvements.	This policy supports multi-year funding agreements for active travel infrastructure. For the same reasons as outlined above with respect to policy AT1, this proposal has been **Screened Out** (**Category C**).	A
	AT9	The Corporate Joint Committee support changes to active travel funding criteria that would place more emphasis on schemes in rural areas and in residential areas.	This policy supports changes to active travel funding criteria. For the same reasons as outlined above with respect to policy AT1, this proposal has been **Screened Out** (**Category C**).	A
	AT10	The Corporate Joint Committee will investigate funding streams additional to the Active Travel Fund that support the delivery of active travel infrastructure improvements in rural area.	This policy aims to investigate funding streams that support the delivery of active travel infrastructure improvements For the same reasons as outlined above with respect to policy AT1, this proposal has been **Screened Out** (**Category C**).	F
	AT11	The Corporate Joint Committee will work with partners to develop templates and tool kits to support local communities to develop and implement their own projects where government plays a facilitating and supporting rather than doing or delivering role.	This policy sets out to work with partners to develop templates and tool kits to support local communities which could allow communities to influence in creating and enhancing local routes should they be empowered to do so. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	F

Focus area	Policy No.	Policy	Screening, Justification and broad recommendations	Screening Outcome
Cycle hire, e-bikes and e-scooters	AT12	The Corporate Joint Committee will work with partners including the community and voluntary sectors to support community cycle and e-cycle hire schemes that support access to employment or education.	This policy aims to work with partners to support community cycle and e-cycle hire schemes that support access to employment or education to making cycling available to people who do not own a bike, who are considering cycling more frequently or who are visiting an area. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** **(Category F).**	F
	AT13	The Corporate Joint Committee will work with partners including the commercial sector to introduce a public cycle and e-cycle hire scheme at large transport interchanges or other suitable locations, and at locations where such a scheme supports the visitor economy.	This policy aims to work with partners to introduce public cycle and e-cycle hire scheme at large transport interchanges or other suitable locations. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** **(Category F).**	F
	AT14	The Corporate Joint Committee will work with partners to develop methods to increase e-cycle ownership, including loan and grant schemes.	This policy aims to work with partners to develop methods to increase e-cycle ownership. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** **(Category F).**	F

Table 10: Section 4.8 – Integration between modes

Focus area	Policy No.	Policy	Screening, Justification and broad recommendations	Screening Outcome
Mobility hubs and gateway stations	IN1	The Corporate Joint Committee supports the development and roll-out of Mobility Hubs and Gateway Stations to make it easier to change between sustainable transport modes on a journey.	This policy supports the development and roll-out of Mobility Hubs and Gateway Stations which will create a high-quality welcome to visitors to a town or city, but also make it easier for local people and visitors to change between modes by providing improved connectivity between modes of transport. This policy itself is a general aspiration and does not in itself lead to change or development. Therefore, this policy would have no implications for internationally important sites and is **Screened Out** **(Category F)**.	A
	IN2	Placemaking and wayfinding at stations and key bus stops will be improved. This should consider onward links to key attractors and be undertaken in consultation with local and community organisations, including groups representing communities with protected characteristics.	This policy aims to improve placemaking and wayfinding at stations which are key contributors to enhancing sustainable transport for people. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** **(Category F).**	F

Focus area	Policy No.	Policy	Screening, Justification and broad recommendations	Screening Outcome
	IN3	Active Travel Infrastructure improvements identified on Station Network Plans will be delivered, and Station Network Plans will be developed for those stations that do not currently have one.	This policy sets out to deliver active travel infrastructure improvements identified on Station Network Plans which have been produced by local authorities and Transport for Wales which make walking, cycling and wheeling to stations easier and more attractive. Station Network Plans are connected to local statutory documents such as the council's local development plans and will coincide with ATNMs in-line with the Active Travel (Wales) Act 2013. For the same reasons as outlined above with respect to policy AT1, this proposal has been **Screened Out** (**Category C**)	C
Improving bus and rail integration	IN4	The Corporate Joint Committee will support the roll-out of integrated ticketing across transport modes that provides best value for passengers.	This policy supports the roll-out of integrated ticketing across transport modes which will simplify travel by allowing passengers to hop on and off buses without worrying about multiple tickets or fares. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	F
Park and ride, and park and share	IN5	Any new park and ride schemes should first seek to encourage the whole journey to be undertaken by sustainable means, should be sited to reduce private vehicle mileage, and to be located at a place that can be served by public transport services with minimal impact.	This policy encourages new park and ride schemes to be undertaken by sustainable means for the entire journey and should be sited to reduce private vehicle mileage in order to intercept car trips in a manner that supports reducing congestion and minimising the impacts of parking at key destinations such as shopping centres, whilst reducing car mileage. This policy is designed to test proposals in the plan, or which may be submitted later, for their general acceptability and is therefore **Screened Out** **(Category B).**	B
	IN6	Consideration for strategic park and share sites should be included in the Strategic Development Plan.	This policy encourages the land use requirements of strategic park and share sites to be included in the Strategic Development Plan. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	F

Table 11: Section 4.9 – Ports and freights

Focus area	Policy No.	Policy	Screening, Justification and broad recommendations	Screening Outcome
Ports	PF1	The Corporate Joint Committee will work with partners to support the growth of our ports and nearby development sites in North Wales, recognising their role as a catalyst for co-location of manufacturing, energy, leisure distribution and tourism. In particular we will prioritise sustainable transport connections to the Anglesey Freeport and ports at Holyhead and Mostyn and support their plans for decarbonisation.	This policy aims to work with partners to supports the growth of ports and nearby development sites in North Wales, as well as further strengthening the economy and creating jobs for local people. This policy itself is a general aspiration and does not in itself lead to change or development. Therefore, this policy would have no implications for internationally important sites and is **Screened Out (Category F)**.	A
	PF2	The Corporate Joint Committee will work with partners to identify vehicle access improvements at Holyhead Port. This should improve access to the port for all vehicles, including freight, but also improve sustainable access to both the port and rail station.	This policy aims to work with partners to identify vehicle access improvements at Holyhead Port to increase opportunities for workers and visitors to get around more sustainably, whilst giving businesses more certainty about their operations and deliveries. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out (Category F).**	F
Road freight	PF3	The Corporate Joint Committee will work with partners to enhance facilities for HGV drivers, particularly on the approach to Holyhead port.	This policy sets out to work with partners to enhance existing facilities for HGV drivers in North Wales, particularly close to Holyhead where incidents and ferries or Meani crossings can result in extended wait times for large number of HGVs. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out (Category F).**	F
Low emission HGVs	PF4	The Corporate Joint Committee will work with partners to seek opportunities to complement the development of hydrogen hubs in North Wales by supporting a shift to hydrogen fuels for freight operators in the region.	This policy aims to work with partners to seek opportunities to complement the development of hydrogen hubs in North Wales by supporting hauliers to make the switch to hydrogen, which would reduce the local impact of HGVs in North Wales. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out (Category F).**	F
Local deliveries	PF5	The Corporate Joint Committee will work with partners to identify opportunities for the electrification of vehicles for local deliveries.	This policy aims to work with partners to identify opportunities for the electrification of local delivery vehicles which will reduce the impacts of local deliveries on our climate, benefit air quality and reduce noise pollution. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out (Category F).**	F

Focus area	Policy No.	Policy	Screening, Justification and broad recommendations	Screening Outcome
	PF6	The Corporate Joint Committee will work with partners to identify solutions to the local impacts of HGV movements. This includes the development of a network of freight consolidation centre should it be demonstrated that one serving North Wales is economically viable.	This policy aims to work with partners to identify solutions to the local impacts of HGV movements, such as the development of freight consolidation centres which should reduce congestion and levels of HGV traffic in the town centre. In the event where consolidation centres are considered economically viable within North Wales, freight consolidation centres are likely to be situated close to town centres, shopping centres or construction sites and unlikely to impact internationally designated sites. However, there is the potential for consolidation centres to impact important sites, especially those located in coastal or more rural locations. Therefore, this policy may have a significant effect on a site alone and is therefore **Screened In (Category I).** The potential implications for internationally important sites as a result of this policy are provided in more detail in the AA.	I
	PF7	The Strategic Development Plan should consider land requirements for a network of freight consolidation centres.	This policy encourages the land requirements for a network of freight consolidation centres, which could help reduce local impacts of HGV movements to be considered within the Strategic Development Plan. For the same reasons as outlined above with respect to policy PF6, this policy may have a significant effect on a site alone and is therefore **Screened In (Category I).** The potential implications for internationally important sites as a result of this policy are provided in more detail in the AA.	I
	PF8	The Corporate Joint Committee will work with partners and the distribution sector to identify innovative solutions to reducing the environmental impact of local deliveries.	This policy aims to work with partners and distribution sector to identify innovative solutions such as micro-consolidation areas and provision of e-cargo bikes to reduce the environmental impact of local deliveries. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	F
Rail freight	PF9	The Corporate Joint Committee will work with partners in the rail industry to support a shift to rail for freight movement, including rail based light logistics.	This policy aims to work with partners in the rail industry to support a shift to rail for freight movements using the rail ambition as a facilitator for increased freight movement. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	F

Table 12: Section 4.10 – Roads, streets and parking

Focus area	Policy No.	Policy	Screening, Justification and broad recommendations	Screening Outcome
Maintenance	RS1	The Corporate Joint Committee will work with partners to secure adequate funding for surfacing and structure maintenance that ensures the ongoing operation and resilience of existing highway assets.	This policy aims to work with partners to secure adequate funding to ensure the resilience of the local highway network is maintained to a good standard, recognising local authority budget constraints. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** **(Category F).**	F
	RS2	The Corporate Joint Committee will work with partners to secure funding to adapt the existing road infrastructure to better cope with climate change and enhancing biodiversity.	This policy aims to work with partners to secure funding to adapt the existing road infrastructure to better cope with climate change and enhancing biodiversity, ensuring local highway authorities are sufficiently resourced to respond to the challenges of climate change and flood risk from extreme weather events, which requires ongoing drainage maintenance and improvements. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** **(Category F).**	F
Road safety	RS3	The Corporate Joint Committee is supportive of Welsh Government's Vision Zero approach to road safety and will work with partners to secure adequate funding for road safety measures across North Wales	This policy supports the Welsh Government's Vision Zero approach to road safety which has the long-term goal for a road traffic system, which is eventually free from death and serious injury, based on a guiding 'moral' principle to treat road deaths as unacceptable and avoidable, rather than accidents which we should tolerate. This policy itself is a general aspiration and does not in itself lead to change or development. Therefore, this policy would have no implications for internationally important sites and is **Screened Out** **(Category A)**.	A
	RS4	The approach to road safety will include delivery of highway improvement schemes that increase safety or perceptions of safety for all road users, and continuing programmes of education aimed at encouraging safer use of the highway and transport networks	This policy aims to deliver highway improvement schemes that increase safety or perceptions of safety for all road users, and continuing programmes of education aimed at encouraging safer use of the highway and transport networks. There is the potential for highway improvement schemes to impact internationally important sites. Therefore, this policy may have a significant effect on a site alone and is therefore **Screened In** (Category I). The potential implications for internationally important sites as a result of this policy are provided in more detail in the AA.	I
Public car parking in towns and cities	RS5	The role of parking charges and controls will be considered in seeking to manage the demand for parking and discourage unnecessary single-occupancy car use.	This policy considers the role of parking charges and controls to discourage unnecessary single-occupancy car use by implementing charging policies for both on-street and off-street parking, where they have control, to align with their local planning policies and promote the uptake of electric vehicles. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** **(Category F).**	F

Focus area	Policy No.	Policy	Screening, Justification and broad recommendations	Screening Outcome
	RS6	The Corporate Joint Committee will work with partners to explore options for the reallocation of existing road and car parking space in our key towns, bus stations and depots to enhance the local environment, create more attractive spaces for people to dwell, and make it easier for people to walk and cycle.	This policy aims to work with partners to explore options for the reallocation of existing road and car parking space in key towns, bus stations and depots to create opportunities to benefit the local environments, promote sustainable travel, and create more attractive and functional public spaces. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** **(Category F).**	F
Low emission vehicles	RS7	The Corporate Joint Committee will support the transition to electric vehicles in North Wales by ensuring that fair and equitable charging infrastructure is available in urban areas and help facilitate private or community-led installation in rural areas.	This policy supports the transition to electric vehicles in North Wales by ensuring fair and equitable charging infrastructure is available in both urban areas and rural areas to support for those drivers seeking a switch to plug-in vehicles. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** **(Category F)**.	F
	RS8	Where possible, opportunities will be sought to unify EV charger providers – or the apps and memberships required - across North Wales to make EV charging more convenient	This policy aims to seek opportunity to unify EV charger providers to make EV charging more convenient across North Wales. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** **(Category F).**	F
	RS9	The Corporate Joint Committee will work with partners to develop a comprehensive communications campaign to encourage EVBuptake, learning from best practice	This policy aims to work with partners to development a comprehensive communication campaign to facilitate the shift to zero emission vehicles in changing residents' mindsets and addressing some of the barriers or perceived barriers to changing vehicle, such as purchase cost, range anxiety, lack of charging infrastructure, charging time, and general uncertainty. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** **(Category F).**	F
	RS10	The Corporate Joint Committee and partners will work with the Distribution Network Operator to seek opportunities to enhance grid capacity in locations where there is a barrier to EV charger roll-out. This should also be a key consideration of the Strategic Development Plan when identifying new developments.	This policy aims to work with partners to seek opportunities to enhance grid capacity in locations where there is currently a barrier to EV charger roll-out. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** **(Category F).**	F
	RS11	The Strategic Development Plan and Local Development Plans should mandate that new residential and non-residential developments provide sufficient electric vehicle charging points to meet future demand and incentivise electric vehicle uptake.	This policy aims to mandate new residential and non-residential developments to provide sufficient electric vehicle charging points within the Strategic Development Plan and Local Development Plans. This policy is designed to test proposals in the plan, or which may be submitted later, for their general acceptability and is therefore **Screened Out** **(Category B).**	F

Focus area	Policy No.	Policy	Screening, Justification and broad recommendations	Screening Outcome
Club cars and car sharing	RS12	Opportunities will be sought to increase the number of car clubs in North Wales 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.	This policy aims to seek opportunities to increase number of car clubs in North Wales which support a reduction in car ownership levels, providing an option for people who do not use their car often, and reducing the number of trips by car and increases the number of trips made by other modes. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** **(Category F).**	F
	RS13	The travel planning process should be used to encourage car share for commuting.	This policy aims to encourage car share commuting within the travel planning process to minimising the number of people driving on their own to work. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** **(Category F).**	F

Table 13: Section 4.11 - Surface access to aviation

Focus area	Policy No.	Policy	Screening, Justification and broad recommendations	Screening outcome
Surface access to aviation	AV1	The Corporate Joint Committee will support enhancements to surface access to domestic and international airports, focusing on improving public transport services.	This policy supports enhancement to surface access to domestic and international airports by improving bus, coach and rail travel with more accessible, reliable and regular services connecting key communities to regional airports to maximise the economic activity and tourist potential of North Wales Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** **(Category F).**	F

Table 14: Section 4.11 – Digital connectivity

Focus area	Policy No.	Policy	Screening, Justification and broad recommendations	Screening outcome
Digital connectivity	DC1	Opportunities should be sought to work with communities and businesses to promote and facilitate remote working hubs.	This policy aims to seek opportunities to work with communities and businesses to promote and facilitate remote working hubs with the ambition of helping town centres, reduce congestion and cut carbon emissions. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	F
	DC2	Digital literacy training and education should be widely available to assist North Wales residents to get online and find the information they need to make sustainable travel choices.	This policy aims to increase the availability of digital literacy training and education to allow North Wales residents to find the information they need to make sustainable travel choices. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	F
	DC3	A partnership approach will be taken to rolling out digital and real time information about public transport services, prioritising digital displays at key transport interchanges, and working towards real time information at bus stops across North Wales	This policy aims to roll out digital and real time information about public transport services, prioritising digital displays at key transport interchanges, and working towards real time information at bus stops across North Wales, giving people more confidence to travel by bus or rail. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	F

Table 15: Section 4.11 – Land use planning

Focus area	Policy No.	Policy	Screening, Justification and broad recommendations	Screening outcome
Transit-oriented development	LU1	The Corporate Joint Committee supports the principal of Transit-Orientated Development for new developments in North Wales.	This policy supports the principal of Transit-Orientated Development for new developments in North Wales to encourage people that live or work in new developments to travel sustainably. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** **(Category F).**	F
	LU2	The Sustainable Transport Hierarchy will be used to help ensure developments support walking and cycling, public transport and ultra-low emissions vehicles over other private motor vehicles	This policy aims to ensure that the Sustainable Transport Hierarchy will be utilized to ensure developments support walking and cycling, public transport and ultra-low emissions vehicles over other private motor vehicles. This policy is designed to test proposals in the plan, or which may be submitted later, for their general acceptability and is therefore **Screened Out** **(Category B).**	B

Focus area	Policy No.	Policy	Screening, Justification and broad recommendations	Screening outcome
	LU3	Sustainable transport connections to key areas for future growth and economic activity will be introduced	This policy aims to introduce sustainable transport connections to key areas for future growth and economic activity. The SDP is setting out proposals for progressing strategic regional areas for growth sites in North Wales including key employment sites at the Anglesey Freeport, Wylfa, and the Flintshire and Wrexham Investment Zone (all of which have been initially proposed by higher spatial plans by the UK/Welsh Government). This policy is to ensure the RTP is consistent with emerging spatial planning at regional level in North Wales. Implementing the policy itself would not lead to development and this would have no implications for internationally important sites and is **Screened Out** (**Category F).**	F
Breaking the dependency on the private car through sustainable development	LU4	Developments should only be supported where they promote active travel connectivity through safeguarding, enhancing and expanding on the Active Travel Network Maps.	This policy emphasises that developments should only be supported where they promote active travel connectivity through safeguarding, enhancing and expanding on the Active Travel Network Maps. This policy is designed to test proposals in the plan, or which may be submitted later, for their general acceptability and is therefore **Screened Out** **(Category B).**	B
	LU5	Development should be encouraged close to public transport facilities, and developments should be designed to help facilitate and improve public transport connectivity in both urban and rural areas.	This policy emphasises that development should be encouraged close to public transport facilities, and developments should be designed to help facilitate and improve public transport connectivity in both urban and rural areas. This policy is designed to test proposals in the plan, or which may be submitted later, for their general acceptability and is therefore **Screened Out** **(Category B).**	B
	LU6	The Corporate Joint Committee supports reducing the parking standards for new developments (as required by the Welsh Government), particularly in urban areas where we will be actively improving sustainable transport alternatives.	This policy supports reducing the parking standards for new developments as required by the Welsh Government which do not encourage unnecessary car use. This policy itself is a general aspiration and does not in itself lead to change or development. Therefore, this policy would have no implications for internationally important sites and is **Screened Out** **(Category A)**.	A

5.1 Screening Conclusion

Chapters 1 to 3, 4.1 to 4.3 and 5 have been screened out. Of the 96 policies set out within Chapter 4.4 to 4.13, 92 policies can be screened out from AA due to their aspirational nature (category A), general criteria for testing the acceptability of proposals (category B), policies referred to but not proposed by then plan (category C), policies that cannot lead to development or other change (category F) and cannot have any conceivable adverse effect on a site (category G).

The remaining policies are considered to have potential to direct future development such that significant effects on internationally important sites could not be ruled out. These polices have therefore been screened in for further AA alone and in-combination, the results of which are outlined in Section 7.

6. Appropriate Assessment

This section contains the AA (Stage 2 of the HRA process) for the four policies that could not be excluded during the screening stage, this can be viewed in Table 16 below.

Table 16: Appropriate Assessment of Screened-in Policies

Policy No.	Narrative	Likely significant effects	Proposed avoidance / mitigation requirements in relation to likely significant effects			Can adverse effect on site integrity be ruled out (assuming mitigation is implemented)
			Effect	Avoidance measure	Mitigation measures	
PT8	This policy states that '*key bus stops, such as those in village centres, and those where interchange between modes of service is common, will be prioritised and enhanced*', with provisions such as lighting, or nearby lighting to be included where necessary.	Whilst the exact details of these schemes are not currently known, the majority of the improvement works would be located within urban locations, such as key villages and areas of interchange and as such are unlikely to lead to adverse impacts on internationally important sites. Furthermore, the scale of enhancements will likely be small in nature. However, given that the exact scope and locations of the improvements are not currently known, significant effects on internationally important sites cannot be ruled out. The main impact which could arise from these developments would be lighting and the subsequent increase in non-physical disturbance and the displacement of qualifying species, such as bat and birds.	Disturbance and displacement (e.g. noise, visual and vibration effects)	Avoid enhancing bus stops within and/or adjoining internationally important sites or land known to be functionally linked to an internationally important site where the potential for disturbance / displacement effects are likely to be greatest (i.e., implementation of lighting within or adjacent to a bat SAC).	If enhancing bus stops which adjoins internationally important sites or land known to be functionally linked to an internationally important site cannot reasonably be avoided, where possible minimise the footprint of the proposals. Make certain that impact pathways are well understood and ensure that appropriate mitigation measures can be delivered where potential for adverse effects are identified. Where potential for disturbance / displacement effects have been identified, measures such as: • Buffer zones at the edge of development; • Timing works to avoid sensitive times; • Noise mitigation, visual screening (natural and artificial), • Alterations to lighting design to reduce light spill and disturbance using best practice guidance • An on-site monitoring plan in terms of noise, lighting, etc. combined with behavioural monitoring of the qualifying feature.	Yes

Policy No.	Narrative	Likely significant effects	Proposed avoidance / mitigation requirements in relation to likely significant effects			Can adverse effect on site integrity be ruled out (assuming mitigation is implemented)
			Effect	Avoidance measure	Mitigation measures	
PF6 and PF7	These policies are interconnected, specifically exploring the possibility of implementing a network of freight consolidation centres within North Wales (PF6), with the SDP to consider land requirements (PF7) if deemed economically viable.	Freight consolidation centres are likely to be situated near to town centres, shopping centres or construction sites and thus are unlikely to lead to significant effects on internationally important sites. However, given that the exact details of such proposals are not currently known, significant effects cannot be ruled out. The main impact which could arise from these developments would be habitat loss, disturbance and displacement, changes in water quality, habitat fragmentation and air quality impacts.	Habitat loss	Avoid allocating land / developing for freight consolidation centres within internationally important sites, as well as areas known to be functionally linked to an internationally important site.	If allocating land / developing freight consolidation centres within functionally linked land cannot reasonably be avoided, where possible minimise the footprint of the proposals. Make certain that impact pathways are well understood and ensure that appropriate mitigation measures can be delivered where potential for adverse effects are identified. Habitat creation prior to the commencement of the development to offset functionally linked land habitat loss. Local planning authorities and CJCs should consider allocating mitigation land within their emerging plans where significant effects in terms of loss of habitat have been identified.	Yes
			Disturbance and displacement (e.g. noise, visual and vibration effects)	Avoid allocating land / developing freight consolidation centres within and/or adjoining internationally important sites or land known to be functionally linked to an internationally important site where the potential for disturbance / displacement effects are likely to be greatest.	If allocating land / development freight consolidation centres adjoining internationally important sites or land known to be functionally linked to an internationally important site cannot reasonably be avoided, where possible minimise the footprint of the proposals. Make certain that impact pathways are well understood and ensure that appropriate mitigation measures can be delivered where potential for adverse effects are identified. Where potential for disturbance / displacement effects have been identified, measures such as buffer zones at the edge of developments, timing works to avoid sensitive times (such as bird breeding season or fish migration periods), noise mitigation, visual screening (natural and artificial), alterations to lighting design to reduce light spill and reducing access to sensitive habitats could be incorporated into scheme designs to avoid such effects. An on-site monitoring plan in terms of noise, lighting, etc. combined with behavioural monitoring of the qualifying feature.	

Policy No.	Narrative	Likely significant effects	Proposed avoidance / mitigation requirements in relation to likely significant effects			Can adverse effect on site integrity be ruled out (assuming mitigation is implemented)
			Effect	Avoidance measure	Mitigation measures	
			Changes in water quality (e.g. run-off from surface water drainage)	Avoid allocating land / developing freight consolidation centres which could lead to adverse impacts on the water quality (for example, not exceeding environmental capacity for nutrients) of internationally important sites	If allocating land / developing freight consolidation centres which could lead to adverse impacts on water quality that cannot reasonably be avoided, make certain that impact pathways are well understood and ensure that appropriate mitigation measures can be delivered where potential for adverse effects are identified. Ensure that hydrological assessments are carried out to determine the potential for hydrological links between sites and designated areas. The following measures could be considered: incorporation of Sustainable Drainage Systems (SuDS) and other nature-based surface water drainage solutions into scheme designs; incorporation of water quality protection measures which would be secured through a Construction Environmental Management Plan (CEMP).	

Policy No.	Narrative	Likely significant effects	Proposed avoidance / mitigation requirements in relation to likely significant effects			Can adverse effect on site integrity be ruled out (assuming mitigation is implemented)
			Effect	Avoidance measure	Mitigation measures	
			Habitat fragmentation/severance associated with linear development or infrastructure	Identify habitat links through ecological surveys and avoid allocating land / development which could sever these links, cause fragmentation of habitats or impede dispersal of qualifying habitats / species associated with internationally important sites (such as commuting routes of bats, movement of great crested newts between breeding ponds, or otter / fish riverine features, obstructing access between sites and functionally linked land).	Where there is the potential to sever habitat links, cause fragmentation of habitats, make certain that impact pathways are well understood and ensure that appropriate mitigation measures can be delivered where potential for adverse effects are identified. Mitigation that could be incorporated into scheme design to mitigation could involve: • New planting and habitat linkages integrating with features in the surrounding landscape using priority ecological networks (PENs)[16]; • Integrating with existing green infrastructure • Fencing and buffer zones • Implementation of tunnels, green bridges and new landscaping to restore connectivity Make certain that impact pathways are well understood and ensure that appropriate mitigation measures can be delivered where potential for adverse effects are identified.	
			Impacts associated with air quality (e.g. increased deposition of air pollutants arising from development, including emissions from increases in traffic)	Avoid allocating land / development which could lead to adverse impacts on air (for example, development which could exceed the critical load of the habitats associated with an internationally important site).	If allocating land / developing freight consolidation centres which could lead to adverse impacts on air quality cannot reasonably be avoided, make certain that impact pathways are well understood and ensure that appropriate mitigation measures can be delivered where potential for adverse effects are identified.	

[16] Priority Ecological Networks (PENs) in the terrestrial environment are versions of the all-Wales habitat networks that show areas of connectivity between Protected Sites, and as such provide a framework to inform the location of action to build functional resilient ecological networks based on our most important places for biodiversity.

Policy No.	Narrative	Likely significant effects	Proposed avoidance / mitigation requirements in relation to likely significant effects			Can adverse effect on site integrity be ruled out (assuming mitigation is implemented)
			Effect	Avoidance measure	Mitigation measures	
RS4	This policy aims to deliver highway improvement schemes which will increase safety or perception for all road users.	As there is no spatial element to the policy, it is not possible to determine which internationally important sites could be affected by this policy. Objectively the RTP is helping shift to ultra-low or zero emissions vehicles and enabling changes to travel behaviour will reduce the impacts associated with road and highway schemes through a reduction in noise pollution and improvements in air quality. However, this policy does not detail the scale or nature of these highway improvement schemes and therefore the significance of effects cannot be determined. On a precautionary basis, likely significant effects cannot be ruled out.	Habitat loss	Avoid allocating land / developing highway improvement schemes within internationally important sites, as well as areas known to be functionally linked to an internationally important site.	If allocating land / developing highway improvement schemes within internationally important sites and functionally linked land cannot reasonably be avoided, where possible minimise the footprint of the proposals. Make certain that impact pathways are well understood and ensure that appropriate mitigation measures can be delivered where potential for adverse effects are identified. Habitat creation prior to the commencement of the development to offset habitat loss. Local planning authorities and CJCs should consider allocating mitigation land within their emerging plans where potential for adverse effects in terms of loss of habitat have been identified.	Yes
			Disturbance / displacement (e.g. noise, visual and vibration effects	Avoid allocating land / developing highway improvement schemes within and/or adjoining internationally important sites or land known to be functionally linked to an internationally important site where the potential for disturbance / displacement effects are likely to be greatest.	If allocating land / developing highway improvement schemes adjoining internationally important sites or land known to be functionally linked to an internationally important site cannot reasonably be avoided, where possible minimise the footprint of the proposals. Make certain that impact pathways are well understood and ensure that appropriate mitigation measures can be delivered where potential for adverse effects are identified. Where potential for disturbance / displacement effects have been identified, measures such as buffer zones at the edge of developments, timing works to avoid sensitive times (such as bird breeding season or fish migration periods), noise mitigation, visual screening (natural and artificial), alterations to lighting design to reduce light spill and reducing access to sensitive habitats could be incorporated into scheme designs to avoid such effects. An on-site monitoring plan in terms of noise, lighting, etc. combined with behavioural monitoring of the qualifying feature.	

Policy No.	Narrative	Likely significant effects	Proposed avoidance / mitigation requirements in relation to likely significant effects			Can adverse effect on site integrity be ruled out (assuming mitigation is implemented)
			Effect	Avoidance measure	Mitigation measures	
			Impacts associated with water quality (e.g. run-off from surface water drainage)	Avoid allocating land / developing highway improvement schemes which could lead to adverse impacts on the water quality (for example, not exceeding environmental capacity for nutrients) of internationally important sites	If allocating land / developing highway improvement schemes which could lead to adverse impacts on water quality cannot reasonably be avoided, make certain that impact pathways are well understood and ensure that appropriate mitigation measures can be delivered where potential for adverse effects are identified. Ensure hydrological assessments are carried out to determine the potential for hydrological links between sites and designated areas. The following measures could be considered: incorporation of Sustainable Drainage Systems (SuDS) and other nature-based surface water drainage solutions into scheme designs; incorporation of water quality protection measures which would be secured through a Construction Environmental Management Plan (CEMP).	
			Habitat fragmentation / severance	Avoid allocating land / developing highway improvement schemes which could sever habitat links, cause fragmentation of habitats or impede dispersal of qualifying habitats / species associated with internationally important sites (such as commuting routes of bats, movement of great crested newts between breeding ponds, or otter / fish riverine features, obstructing access between sites and functionally linked land).	If allocating land / developing highway improvement schemes which could sever habitat links, cause fragmentation of habitats cannot reasonably be avoided, make certain that impact pathways are well understood and ensure appropriate mitigation measures can be delivered where potential for adverse effects are identified Where there is the potential to sever habitat links, cause fragmentation of habitats, mitigation could be incorporated into scheme design to mitigation could involve: • New planting and habitat linkages to consolidate, extend or link different PENs into wider network • Integrating with existing green infrastructure • Fencing and buffer zones	

Policy No.	Narrative	Likely significant effects	Proposed avoidance / mitigation requirements in relation to likely significant effects			Can adverse effect on site integrity be ruled out (assuming mitigation is implemented)
			Effect	Avoidance measure	Mitigation measures	
			Impacts associated with air quality (e.g. increased deposition of air pollutants arising from development, including emissions from increases in traffic)	Avoid allocating land / developing highway improvement schemes which could lead to adverse impacts internationally important sites (for example, which could exceed the critical load of the habitats associated with an internationally important site). Locating new roads beyond 200m from internationally important sites that are sensitive to air quality impacts would avoid likely significant effects[17].	If allocating land / developing highway improvement schemes which could lead to adverse impacts on air quality cannot reasonably be avoided, make certain that impact pathways are well understood by carrying out the relevant air quality impact assessments and ensuring that appropriate mitigation measures can be delivered where potential for adverse effects are identified. Mitigation measures which could be incorporated into the design could involve encouraging sustainable modes of transport by allocating road for car share clubs, buses and low emission zones.	

[17] Highways Agency (2007) Design Manual for Roads and Bridges: Volume 11, Section 3, Part 1.

6.1 Appropriate Assessment Conclusion (Alone)

The AA examined four screened in policies to identify any adverse effects on the integrity of internationally important sites due to their implementation.

Overall, none of the policies in the RTP direct development to locations, meaning that it has not been feasible to assess effects on specific internationally important sites. Furthermore, at this high level, it is challenging to pinpoint all likely significant effects of policy implementation. However, the AA process has identified the most likely effects and outlined measures for each policy to avoid or mitigate these effects. It is considered that these measures are implementable at the project level to ensure compliance with the Habitats Regulations. Local planning authorities and developers must follow these measures when implementing the policies to ensure that there are no adverse effects on the integrity of internationally important sites.

Policies developed through lower-tier plans (including allocating land) or projects which come forward as a result of implementation of this policy must ensure that there would be no adverse effects on the integrity on internationally important sites (to comply with PPW12 and TAN5). The buffers set out in Appendix C should be used to help identify internationally important sites which could be impacted by development under this policy. Local planning authorities, strategic planning panels and developers must be able to demonstrate that any mitigation measures deemed necessary during lower-tier plan or project level development can be delivered at the plan / project level. If the HRA of a lower-tier plan or project cannot rule out adverse effects on site integrity, the lower-tier plan or project will either have to be withdrawn, or amended and re-assessed, or pass the derogations set out under Article 6(4) of the Habitats Directive (i.e. no alternative solutions, IROPI) and compensatory measures secured. The RTP does not support any proposals associated with this policy where adverse effects on the integrity of internationally important sites cannot be avoided through mitigation.

Adhering to the measures set out by local planning authorities and strategic planning panels when preparing lower-tier plans and strategies and during project-specific implementation of the policy, as well as compliance with Wales National Transport Strategy, Future Wales: the National Plan 2040, PPW12 and TAN 5 would ensure no adverse effect on the integrity of internationally important sites as a result of implementing this policy

The AA concludes that, provided the avoidance and mitigation measures outlined in this HRA are implemented, there will be no adverse impacts on the integrity of any internationally important sites due to the implementation of the policies in the RTP alone.

6.2 Appropriate Assessment In-Combination Effects

Considering the overarching scope of the RTP, there is a possibility of combined effects with other plans and projects during policy implementation. However, for this assessment, and in line with the RTP's broad nature, only significant high-level plans and reviews that might lead to combined effects have been taken into account.

6.2.1 National and Regional Plans

The RTP sites alongside and a number of other Government strategies/plans. The plans considered in this assessment include: Llwybr Newydd: the Wales Transport Strategy, National Transport Delivery Plan, Future Wales: the National Plan, North Wales Transport Commission Reports, Wales Freight Strategy, Welsh Government response to the Roads Review and Union Connectivity Review.

6.2.1.1 Llwybr Newydd: the Wales Transport Strategy (WTS)

The Wales Transport Strategy was produced in 2021, with the vision to have "*an accessible, sustainable and efficient transport system*". The three priorities within this plan comprised bringing services to people in order to reduce the need to travel, allowing people and goods to move easily from door to door through accessible, sustainable and efficient transport services and infrastructure, and lastly to encourage people to make the change to more sustainable transport. The strategy outlines a vision for a transport system that is both accessible and sustainable. Such a system provides broad benefits to individuals and communities, the environment, the economy, local areas, and the culture and language of Wales. It supports all seven national well-being goals established by the Well-being of Future Generations (Wales) Act 2015.

The existing Wales Transport Strategy along with the associated transport policies and projects provide an overarching framework for the RTP and have directly contributed to the spatial strategy, outcomes and policies of the RTP, and as such there would be no in-combination effects. Furthermore, this document was subject to a plan-level HRA, which concluded that the policies within the WTS would not in themselves lead to any change or development as the document was screened out under Category A; this was reviewed and agreed with NRW.

6.2.1.2 National Transport Delivery Plan (NTDP) (2022 – 2027)

This NTDP sets out how it will deliver against the priorities and ambitions set out in WTS. This includes the programmes, projects and new policies that we are intending to deliver over the next five years. Similarly to the WTS, the existing NTDP along with the associated transport policies and projects, have directly contributed to the spatial strategy, outcomes and policies of the RTP, and as such there would be no in-combination effects.

6.2.1.3 Future Wales: The National Plan / National Development Framework (NDF)

The NDF sets the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities. The RTP is one of the mechanisms through which the WTS, NTDP and the NDF policies will be implemented. As such, the policies within the NDF have directly contributed to the spatial strategy, outcomes and policies of the RTP, and as such there would be no in-combination effects between the documents. Furthermore, this document was subject to a plan-level HRA and concluded that projects which come through the RTP have to comply with the avoidance/ mitigation measures set out within the NDF to ensure no adverse impact on internationally important sites.

6.2.1.4 Wales Freight Strategy (WFS)

The WFS produced in 2008 outlines the main aims and policies for freight transport in Wales, focusing on the efficient and sustainable movement of goods. It covers various modes of transport, including road, rail, ports, shipping, and airports. The strategy aims to support economic development, reduce environmental impacts, and improve the quality of life for residents by enhancing the efficiency and reliability of freight transport.

The WFS along with the associated transport policies and projects, have directly contributed to the spatial strategy, outcomes and policies of the RTP, and as such there would be no in-combination effects between the documents. The outcome of HRA screening was that AA was not required, as it is a high-level policy document with no implications for specific sites. The Wales Freight Strategy is of a similarly high-level nature, and as such also did not require AA. The Wales Freight Strategy can only be implemented through other strategies and specific plans and projects and, because of its high-level nature, will not constrain or influence those other strategies, plans or projects to an extent capable of increasing their likelihood of adversely affecting any internationally important site.

6.2.1.5 Welsh Government response to the Roads Review

The Roads 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. Within this review, the Welsh Government considered alignment with Net Zero Wales, Future Wales – the National Plan, and the Economic Resilience and Reconstruction Mission. Cross-government discussions were also carried out to ensure the way forward considers impacts across all our wellbeing goals. The Welsh Government accepts the core principles, and a new approach has been set out in the panel's report.

To summarise, the Welsh Government will continue to invest in roads and provide connections to support sustainable social and economic development but will be aligned to Welsh Government policy which prioritising public transport, active travel and support decarbonization and a modal shift.

At this high-level it is not possible to completely rule out potential for in-combination effects, however, the Welsh Government has carefully considered the panel's advice and recommendations in line with Llwybr Newydd, the Wales Transport Strategy, which sets out a vision for an accessible, sustainable and efficient transport system which includes a significant reduction in greenhouse gas emissions, maintains biodiversity and enhances ecosystem resilience and reduces waste.

6.2.1.6 Union Connectivity Review

The Union Connectivity Review was carried out to assess the existing transport network in the United Kingdom and has sought to identify how it can better support these aims in England, Scotland, Wales and Northern Ireland. The Review has considered the impact of devolution on the delivery of transport connectivity and has concluded that devolution has been good for transport with many forward-thinking transport developments taking place regionally in the nations of the UK. To support the network, the Review has identified a series of transport infrastructure enhancements needed to improve capacity, reliability, journey times and sustainability on key strategic links across the UK. The review feeds into the WTS by identifying key areas where improved connectivity can support economic development and sustainability goals. For instance, it highlights the need for better rail infrastructure and integration with other transport modes. The review also emphasizes respecting the devolution settlement, ensuring that the Welsh Government retains control over its transport policies while benefiting from UK-wide improvements. As such, the Union Connectivity Review directly feeds into the WTS, which have directly contributed to the spatial strategy, outcomes and policies of the RTP, and as such there would be no in-combination effects between the documents.

6.2.1.7 Wales/ England border

In addition to the Welsh development plans mentioned earlier, there is also the potential for combined impacts on internationally important sites from the RTP and English plans. Several internationally important sites are located along the Wales-England border, such as the Dee Estuary SPA/SAC/Ramsar site, Midland Meres and Mosses Ramsar sites and Liverpool Bay SPA, among others near the border in both countries. Policies implemented in both Wales and England could potentially impact these sites.

The National Planning Policy Framework (NPPF)[18] outlines the government's planning policies for England and how they should be applied, providing a framework for locally prepared plans for housing and other developments. Policies related to sustainable transport, land use and infrastructure in England could have combined effects with RTP in Wales. These potential impacts cannot be ruled out at this stage due to the high-level nature of the RTP.

6.2.2 Lower-tier Plans

The lower-tier planning documents, such as strategic development plans (SDPs) and their local development plans (LDPs), will specify the locations designated for development. As a result, the potential effects on internationally important sites can only be accurately assessed at this level. It is

[18] National Planning Policy Framework - GOV.UK

not feasible to evaluate in-combination effects between these documents and the RTP, as they are interdependent (particularly since these plans must generally conform to the RTP's policies). LDPs have policies designed to ensure developments protect and safeguard internationally important sites. LDPs are also subject to a plan-level HRA as required by the by Regulation 63(1) of the Habitats Regulations.

Table 17 below identifies the relevant environmental safeguarding policies within the lower-tier plans of the respective NWCJCs members. With the policies described below specifically seeking to manage development to conserve and enhance the natural environment by safeguarding internationally important sites, along with the mitigation provided above in Table 17, will help to ensure that there are no adverse effects on the integrity of internationally important sites.

Table 17: LDP – Environmental policies of representative NWCJC members which ensure adverse impacts of are avoided at lower-tier plans, projects and developments are avoided.

Local authority	Document	Policy/ Objective No.	Description
Wrexham	Local Development Plan 2013-2028 (adopted 20 December 2023)[19]	SO9	Conserving and enhancing the natural, landscape and historic environment ensuring appropriate protection is given to designated and non-designated assets, including their wider settings.
		SP14	Development will only be permitted where it seeks to protect, conserve and enhance the natural environment including Special Areas of Conservation, Special Protection Areas, and Ramsar Sites.
		NE1	Development likely to significantly affect any protected site of international importance, either alone or in combination with other plans or projects, will be subject to a Habitat Regulations Assessment (HRA). Development will only be permitted where it is possible to ascertain no adverse effect on the integrity of the habitat or site or where there are Imperative Reasons of Overriding Public Interest and compensatory measures are secured. Permission for development likely to impact the special features of a Nationally Designated Site will only be granted in exceptional circumstances where appropriate compensation can be provided. Development likely to affect any protected species will only be permitted when there is no satisfactory alternative and if there is no detrimental impact to the maintenance of the population concerned at a favourable conservation status in its natural range. The proposals must adequately demonstrate that they are for the purposes of preserving public health or safety or reasons of overriding public interest.

[19] Wrexham County Borough Council - Adopted Wrexham Local Development Plan

Local authority	Document	Policy/ Objective No.	Description
Flintshire	Local Development Plan (Adopted 24 January 2023)[20]	EN6	Development will not be permitted that would result in an adverse effect on the integrity of sites of international nature conservation importance. Proposals where adverse effects on site integrity cannot be ruled out would not be supported. Development likely to impact the special features of a Nationally Designated Site will only be granted in exceptional circumstances where appropriate compensation can be provided. Development proposals that would have a significant adverse effect on locally designated sites or site with other biodiversity and / or geological interest, including priority species, will only be permitted where: a) it can be demonstrated that the need for the development outweighs the biodiversity or geological importance of the site; and b) it can be demonstrated that the development cannot reasonably be located elsewhere; and c) any unavoidable harm is minimised by effective mitigation to ensure that there is no reduction in the overall biodiversity value of the area. Where this is not feasible compensation measures designed to create, restore and enhance biodiversity must be provided. Development that results in the restoration, enhancement and creation of habitats will be supported especially where this promotes the resilience of ecosystems
		EN15	Development affecting water resources will only be permitted if: a) it would not have a significant adverse impact on the capacity and flow of groundwater, surface water, or coastal water systems; b) It would not pose an unacceptable risk to the quality of groundwater, surface water, or coastal water..
Wrexham	Local Development Plan 2007-2022 (Adopted October 2013[21][22]	SO12	Safeguard and enhance the character and appearance of the undeveloped coast and countryside, sites of landscape/conservation importance, features of archaeological, historic or architectural interest and ensure the conservation of biodiversity and protected species.
		NTE/1	Safeguarding the Plan Area's biodiversity, geology, habitats, history and landscapes through the protection and enhancement of sites of international, national, regional and local importance, in line with Policy DP/6

[20] flintshire.gov.uk/en/PDFFiles/Planning/Examination-Library-Documents/FINAL-LDP-Written-Statement-English.pdf

[21] ttps://www.conwy.gov.uk/en/Resident/Planning-Building-Control-and-Conservation/Strategic-Planning-Policy/Adopted-Local-Development-Plan-LDP/Assets-written-proposals-maps/Conwy-Local-Development-Plan-2007-2022.pdf

[22] Conwy are currently carrying out a full review of the Plan and are now working on a new one, which we call the Replacement Local Development Plan (LDP). It is currently on Stage 6 – Deposit Plan

Local authority	Document	Policy/ Objective No.	Description
		NTE/3	New development should aim to conserve and, where possible, enhance biodiversity through: • Sensitive siting; avoiding European protected sites or those of national or local importance; • Sensitive layout and design which avoids impacts or mitigates through an agreed programme for any identified adverse impact on biodiversity; • Creating, enhancing and managing wildlife habitats and natural landscapes including connectivity; • Integrating biodiversity measures into the built environment; • Contributing to achieving targets in the Conwy Local Biodiversity Action Plan (LBAP); • Providing for a management agreement with the Local Planning Authority to secure the retention and long term future of biodiversity interests where applicable. All proposals should include a Biodiversity Statement detailing the extent of impact on biodiversity. The Council will refuse proposals which would have a negative impact on a European Site, protected or priority species or habitat unless the impact is adequately mitigated and appropriate remediation and enhancement measures are proposed and secured by planning conditions or obligations
		DP/6	Development proposals must comply with national planning policy and guidance.
Eyri National Park	Local Development Plan 2016 – 2031 Written Statement[23]	SPD	Development proposals which are likely to adversely affect the integrity of European designated sites (either alone or in combination with other plans of projects) will not be permitted unless the requirements of the Conservation of Habitats and Species Regulations 2010 have been fulfilled and hence the following criteria can be met: a) There is no alternative solution. b) There are imperative reasons of over-riding public interest for the development. The following requirements will apply to development affecting nationally and locally designated sites a) The location, design and construction of the development is such that damage to nature conservation features are mitigated, and opportunities for nature conservation gain are taken. b) Compensatory measures are provided if necessary. c) The remaining nature conservation features are protected and enhanced and provision is made for their management. Development will only be permitted within the Undeveloped Coast where it can be demonstrated that a coastal location is essential. Development which harms the unspoilt landscape character or wildlife habitats will not be permitted. Development proposals which are likely to adversely affect habitats and species listed in the Local Biodiversity Action Plan will be subject to the guidelines of the Supplementary Planning Guidance on Local Biodiversity.

[23] Cynllun-Datblygu-Lleol-Saesneg.pdf

Local authority	Document	Policy/ Objective No.	Description
Gywnedd & Isle of Anglesey	Current Joint Local Development Plan 2011 – 2026 Written Statement[24] [25]	SO17	Protect, enhance and manage the natural and heritage assets of the Plan area, including its natural resources, wildlife habitats, and its landscape character and historic environment
		SPPS19	The Councils will manage development so as to conserve and where appropriate enhance the Plan area's distinctive natural environment, countryside and coastline, and proposals that have a significant adverse effect on them will be refused unless the need for and benefits of the development in that location clearly outweighs the value of the site or area and national policy protection for that site and area in question. When determining a planning application, consideration will need to be given to the following: 1. Safeguard the Plan area's habitats and species, geology, history, the coastline and landscapes; 2. Protect or where appropriate enhance sites of international, national, regional and local importance and, where appropriate, their settings in line with National Policy; 3. Have appropriate regard to the relative significance of international, national or local designations in considering the weight to be attached to acknowledged interests, ensuring that any international or national responsibilities and obligations are fully met in accordance with National Policy; 4. Protect or enhance biodiversity within the Plan area and enhance and/or restore networks of natural habitats in accordance with the Local Biodiversity Action Plans and Policy AMG5; 5. Protect or enhance biodiversity through networks of green/ blue infrastructure; 6. Safeguard internationally, nationally and locally protected species; 7. Protect, retain or enhance the local character and distinctiveness of the individual Landscape Character Areas (in line with Policy AMG 2) and Seascape Character Areas (in line with Policy AMG 4); 8. Protect, retain or enhance trees, hedgerows or woodland of visual, ecological, historic cultural or amenity value.

6.2.3 Appropriate Assessment In-combination Conclusion

At this high level, it is not feasible to list all plans and projects that might lead to combined effects with the RTP. However, AA at the lower-tier plan level and project level, will better understand the likely significant effects, both alone and in combination with other regional or local plans, on specific internationally important sites and their conservation objectives. The in-combination assessment at this stage is necessarily limited, and so combined effects cannot be entirely ruled out. However, assuming the avoidance and mitigation measures outlined in this HRA are implemented, there would be no adverse impacts on the integrity of any internationally important sites in combination with other plans and projects.

[24] Anglesey-and-Gwynedd-Joint-Local-Development-Plan-Written-Statement.pdf

[25] Following a decision by Isle of Anglesey County Council and Cyngor Gwynedd to cease the joint working agreement on Planning Policy matters on 31 March 2023, Gwynedd Planning Policy Service and Anglesey Planning Policy Team has been established to prepare new LDPs. These are currently in preparation.

7. Conclusion

While this HRA acknowledges the difficulty in determining the impact of strategic policy decisions on internationally important sites at this early stage of development planning, it is crucial to note that potential implications for these sites have been considered throughout the RTP's development. Early issue avoidance and risk reduction have been key elements in policy formulation within the RTP.

It is also important to highlight the legal requirement for lower-tier plans and projects that could impact internationally important sites to undertake HRA, as mandated by the Habitats Regulations, PPW12, and TAN5. Table 16 of the AA outlines potential impacts from policy implementation and specifies avoidance/mitigation measures for lower-tier plans and projects. The RTP does not support lower-tier plans or projects if adverse effects on site integrity cannot be ruled out.

At the lower-tier plan or project stage, it must be demonstrated that there are no significant effects on the features for which an internationally important sites have been designated. If this cannot be concluded, lower-tier plans or projects cannot be approved unless there are no less damaging alternative solutions, IROPI, and appropriate compensatory measures have been secured.

This HRA report provides sufficient safeguards to confirm that no adverse effects on integrity are anticipated from implementing the RTP policies, either alone or in combination.

Figures

Figure 3: Isle of Anglesey: Internationally important sites

Figure 4: Conwy: Internationally important sites

Figure 5: Gwynedd: Internationally important sites

Figure 6: Denbighshire: Internationally important sites

Figure 7: Flintshire: Internationally important sites

Figure 8: Wrexham: Internationally important sites

Appendix A - Regional Transport Plan Policies

Focus Area	Policy No.	Policy	Further description/explanation
Providing people with choices about how they travel to work	CB1	Further enhancements to public transport services and active travel routes that provide access to large employment sites will be identified and progressed where funding is available. Enhancements should consider shift work patterns, seasonal working patterns, and where the biggest impact can be delivered.	The economic well-being of North Wales requires a transport system that provides reliable and convenient access to employment opportunities. Many of us commute by car, either by choice, or due to lack of an attractive alternative. This contributes to traffic congestion, carbon emissions and air quality problems along key corridors such as the A55. It also creates social challenges by restricting access to opportunities for those residents who do not drive, or do not have a car. An attractive, efficient public transport and active travel network can play a vital role in reducing deprivation by providing access to jobs, training, health and wellbeing opportunities and education.
	CB2	A partnership approach will be taken to identify and progress schemes and initiatives that encourage sustainable travel to work at employment sites close to the border such as Deeside Industrial Park, Wrexham Industrial Estate, Airbus Broughton, Chester Business Park, and Wrexham and Chester city centres	There are strong links between the communities and economies of and Northeast Wales and Northwest England. This is reflected in a large number of trips across the border each day, particularly at peak times when a large number of people travel for work. This can result in peak hour congestion on key routes such as the A55, A494, and A483. There are a number of significant employment sites on both sides of the border, including Deeside Industrial Park, Wrexham and Chester city centres, Airbus Broughton, Chester Business Park, and Wrexham Industrial Estate. Reducing the number of people that commute to these locations by car will have positive environmental impacts, but also reduce the impact of congestion and delays on longer distance trips on the highway network. Enhancing sustainable travel links to these sites for North Wales residents, and residents of England who work in North Wales, will require partnership working between local authorities on both sides of the border, Transport for Wales, and transport operators.
	CB3	The Corporate Joint Committee will work with neighbouring Local and Combined Authorities including Cheshire West and Chester and the Liverpool City Region to ensure a complementary approach to Transport Planning, particularly in the Mersey-Dee Sub-Region. This should consider both commuting trips and freight movement.	Beyond those employment sites close the border, there are other large trip attractors in England that are attractive places for work for North Wales residents, and large population bases from where North Wales employers will recruit employees. Commuters making these journeys should be provided with a choice about how they travel to work, both to reduce car use, and to ensure that more employment opportunities are accessible for communities

Focus Area	Policy No.	Policy	Further description/explanation
	CB4	Commuters to the Flintshire and Wrexham Investment Zone should be able to access jobs using high quality walking and cycling infrastructure, enhanced nearby rail stations, or bus services that are attractive and reflect the working patterns of employers in the Investment Zone	Both the UK and Welsh Governments have indicated support for an Investment Zone supporting advanced manufacturing in Flintshire and Wrexham. This is an opportunity that could involve £160m of funding for the region over the next 10 years. This provides a huge opportunity for our people and businesses, particularly our communities in the Flintshire and Wrexham areas. The Investment Zone will support the creation of jobs and help with retention in the region. This provides both a challenge for our transport network and an opportunity to enhance it. Transport will play an instrumental role in supporting the success of the Investment Zone by ensuring that people living in North Wales are able to access the existing and new employment opportunities.
	CB5	Where possible, opportunities will be sought to use Investment Zone funding for sustainable transport schemes that improve access to employment and support the delivery and success of the Investment Zone.	The funding from the Investment Zone potentially provides an opportunity to unlock capital and revenue funding that would support the delivery of improved sustainable access to employment.
	CB6	A partnership approach will be taken to identify and progress schemes and smarter choices initiatives that facilitate a more sustainable commute to employment sites in Gwynedd and Ynys Mon.	Public sector-led employment in the Bangor, Caernarfon, and Ynys Mon area, along with the Anglesey Freeport and emerging Wylfa proposals provide a real opportunity to facilitate a shift to sustainable commuting. The challenges are different here than in the east due to the more rural nature of the surrounding area. This can best be addressed through joint working between local authorities on both sides of the Menai, Transport for Wales, private operators, and large employers.
	CB7	The creation of Strategic Transport Partnerships will be investigated at large employment localities.	A Strategic Transport Partnership, as recommended by the North Wales Transport Commission, is a partnership that would bring together the large employers in sub-regions, along with local authorities and Transport for Wales to identify the measures that can be put in place to reduce car use for commuting at key employment areas and clusters. The Commission recommended that these should initially be focused on Deeside and Wrexham (where there is a cluster of private sector employers), and in the Menai area where this a public-sector dominance in employment opportunities.
Providing people with choices about how they access services	CB8	Priority will be given to funding schemes and services that improve sustainable access to crucial and life-enhancing services such as education, health care, town centres, and community facilities. Once in place, any infrastructure that supports access to these services should be prioritised for maintenance when necessary.	Having a fair and equitable travel network in North Wales will mean that residents and visitors should have a choice about how they travel for each journey. It is particularly important that all residents can access essential services and community facilities such as GP surgeries, dentists, hospitals, schools, colleges, universities, museums, libraries, shops, and places of worship. Easy and reliable access to such destinations will contribute positively to our well-being.
	CB9	The introduction of a Total Services Contract in one local authority area in North Wales will be investigated, with a view to wider roll-out across the region should it be successful.	Transport to many essential services is provided by local authorities through contracts for school travel, social services, and non-emergency patient transport. The North Wales Transport Commission recommended that a 'total transport services contract' could be investigated. A new concept for North Wales, this would be a contract that combines all of these services to provide a better service to the public and to reduce duplication of resources.

Focus Area	Policy No.	Policy	Further description/explanation
Providing people with choices about how they access education	CB10	Further enhancements to public transport services and active travel routes that provide access to education establishments will be identified and progressed where funding is available. This includes: Higher Education sites (universities in Bangor and Wrexham, but also those in Northwest England); Further Education sites (including Grwp Llandrillo Menai and Coleg Cambria); Secondary Schools; and Primary Schools.	An attractive, efficient transport network plays a vital role in reducing deprivation by providing access to training and education. To encourage a long-term mindset of choosing active travel for suitable journeys it is important that young people get into this habit early. Choosing to walk or cycle to school will help with this, and support wider benefits such as: a healthier lifestyle, less congestion and parking issues at school time, improved air quality near schools and reduced vehicle emissions,
	CB11	Local authorities should expand their work with schools and parents to encourage and support sustainable travel for children, parents and staff.	It is essential that we encourage young people to choose active modes for travel to school where possible, and home-to-school transport is a particularly important issue for many parents and children, helping ensure safe and convenient access to learning.
	CB12	Local authorities will continue to use local datasets and policies such as Learner Travel Measure to prioritise routes to school for safety enhancements	If we are to encourage young people and their parents to choose active travel for their journey to school, it is important that suitable information and infrastructure is in place to allow them to travel sustainably and safely.

Focus Area	Policy No.	Policy	Further description/explanation
Providing people with choices in rural and semi-urban areas	CB13	Opportunities will be sought to deliver the socially necessary transport improvements that prevent rural isolation. This should prioritise better connecting rural communities to: • Neighbouring communities • Nearby towns • Nearby community facilities and key services such as health, shops, and education Transport interchanges for further travel	This Regional Transport Plan recognises that there is a need to facilitate some modal shift away from private car use and sets out how this can be achieved in North Wales through enhanced public transport and active travel in and between our towns and cities. Whilst acknowledging that reducing car use in rural communities is more challenging, in rural areas we recognise: • Services and jobs are often further away from where people live • Walking and cycling on rural routes can feel less safe • Frequent bus services are less common and often do not operate commercially This provides us with an opportunity to provide enhanced sustainable transport options for residents of rural communities and provide the connections that can prevent feelings of isolation, and in turn allow residents to safely access the services they need. This means that more innovative means of serving rural communities can be investigated to provide socially necessary services and infrastructure. Some examples, which are considered as part of the community transport and active travel policies and interventions in this Regional Transport Plan, include: • Demand Responsive Transport serving areas not served by fixed route bus services, such as Fflecsi services • Community transport initiatives, such as ring and ride services • Car clubs schemes, which provide an easy and affordable way for people to share the benefits of using a car without the cost of owning one • Delivery of pedestrian facilities as informal routes that link communities The lack of options for travel that residents of rural communities have means that private motor car will be the necessary mode of choice for many journeys made within rural areas. The environmental impact of these journeys could be minimised by encouraging and facilitating a shift to electric vehicles or other Ultra Low Emission Vehicles for rural residents. This is considered further as part of roads, streets and parking in this Regional Transport Plan.

Focus Area	Policy No.	Policy	Further description/explanation
Providing people with information to make more sustainable travel choices	CB14	Marketing and Communications campaigns will be developed that are meaningful and focus on raising awareness of the benefits of sustainable travel. Campaigns will use innovative techniques to target the right audience, particularly those groups that can be harder to reach. A regional approach should be taken to this where appropriate.	Providing the infrastructure and services that allow people to make sustainable travel choices is important but can only be effective if people are aware of them and the benefits of using them. Marketing and communications campaigns are essential and can be tailored to focus on specific target user groups, such as tourists and leisure users, commuters, young people, or older people. North Wales wide projects in support of promotional campaign and travel planning programmes include: • Supporting the annual World Car Free Day event in some of our large towns • Public health and air quality awareness materials • Online resources about sustainable transport and travel planning guidance • Promoting applications that offer money-saving vouchers for using public transport, walking or cycling • Advocating the North Wales Healthy Travel Charter and encouraging public, private, and third sector organisations signing up to commit to work towards actions that contribute to promoting healthy travel for their staff and service users • Collaborate with education service providers to facilitate sustainable home-to-school transport choices and independent travel training These interventions will help us to experience streets free of traffic as well as making travel easier for those who rely on private vehicles for health and mobility reasons. As well as offering an opportunity to re-imagine our roads and streets around people, we will empower people to make more sustainable travel choices by improving access to information. This links well to our policies and interventions for access to education, and digital connectivity, as part of this Regional Transport Plan.

Focus Area	Policy No.	Policy	Further description/explanation
Helping people enjoy our visitor attractions and supporting the tourism industry	CB15	The Corporate Joint Committee will work with partners and stakeholders in the tourist sector to investigate methods for encouraging visitors to North Wales to travel sustainably whilst also enhancing the visitor experience and boosting the visitor economy.	The visitor economy is hugely important in North Wales. Our region benefits from a high quality environment and is home to some of the UK's best visitor attractions that appeal to those undertaking short or longer stays. The offer to visitors includes hiking or enjoying the world's fastest zip line in Eryri National Park, seeing the Pontcysyllte Aqueduct, exploring Conwy and its castle, an Italian adventure in Portmeirion, a trip on Porthmadog's Heritage Railway, and climbing the Great Orme to name but a few. Whilst we need to protect and enhance our natural beauty spots such as the Llŷn Peninsula, and the Clwydian Range & Dee Valley (which is being considered as a new National Park) it is vital that our transport network supports the continued success and growth of our tourism industry. Whilst ensuring our transport services and infrastructure helps people get to the places they want to go, there is an opportunity to incentivise the use of sustainable modes to access attractions and make our visitor destinations accessible for all groups of people. One such way that was recommended by the North Wales Transport Commission is a guest card or reward system that offers visitors and local people who travel sustainably to attractions, a package of offers, including reducing attraction entrance costs and reduced travel costs.
	CB16	Opportunities will be sought to support the visitor economy through management of coach and motorhome parking close to attractors in North Wales. This should consider charging opportunities for zero emission vehicles.	Whilst we will encourage visitors to enjoy our places on foot, wheels and by public transport, we recognise that visitors to North Wales will continue to use a range of transport modes to access and explore our region. We will continue to need dedicated areas for the safe and convenient parking of coaches and motorhomes.
	CB17	Opportunities will be sought to make Sherpa'r Wyddfa bus services permanent, with long term funding; and investigating how services can be integrated further with the wider bus and railway networks.	Over recent years, car use and parking has been identified as concern in Eryri. The key issues are: • Demand for car-based access to Yr Wyddfa and Ogwen Valley at peak times massively outstrips the amount of available parking • Access to information about alternatives to the private car • Blight, danger and poor visitor experience • Embedded car dependency and expectation of parking • Congestion and inappropriate parking make the roads less attractive for other road users, including cyclists
	CB18	Through partnership working, further improvements will be introduced to encourage visitors to Eryri to travel by means other than the car. These will include enhancement of alternatives, management of facilities, and improved information and education. These could be funded by innovative sources of funding.	

Focus Area	Policy No.	Policy	Further description/explanation
	CB19	The Strategic Development Plan will consider land requirements for interchange facilities at gateway sites to Eryri National Park	• Risk that the National Park will become increasingly inaccessible to a growing proportion of the UK population who do not drive or have access to a car The Eryri Transport, Parking and Active Travel Delivery Group is made up of the Eryri National Park Authority, Cyngor Gwynedd, Conwy Council, and Transport for Wales. The group works to identify and progress actions that support a shift to sustainable transport in Eryri. We will continue to support the group's work, which includes: • Pilot funding for enhancement of the Sherpa'r Wyddfa bus services, that provide a way of travelling sustainably once visitors have arrived in the National Park, supported by promotional leaflets, bus stop flags and social media • Parking management at Pen-y-pass Enforcement of parking restrictions on roads
	CB20	Innovative solutions to providing access to attractions in rural areas will be identified. This should consider, but not be limited to, seasonal bus services, e-bike and other micro-mobility hire, alongside information campaigns.	The beauty and rural nature of much of North Wales means that there are a large number of attractions that are located in places that can be difficult to access without the use of the private car. If we are to encourage visitors to travel sustainably and make these sites accessible for more people, it is vital that alternatives to the private car are provided.
	CB21	Investigation will be undertaken into the benefits of seasonal and tourist bus services in North Wales to support the visitor economy and promote integration with wider rail and bus networks. This should consider not just the journey to the resort, but onward travel to attractions.	Traditional and emerging seaside attractions are at the heart of the visitor economy for much of North Wales. This is evident in all coastal areas, notably in popular resorts such as Prestatyn, Rhyl, Towyn and Llandudno on the north coast but also in places such as Pwllheli and Newborough in more rural locations. Many of the larger resorts have nearby rail stations and some bus service provision, but huge numbers of people visit these resorts by private car.
	CB22	The Corporate Joint Committee will work with partners and stakeholders in the tourist industry on the coast to identify measures that will support a shift to sustainable modes to access popular attractions whilst continuing to ensure that North Wales remains a destination of choice for holidays and daytrips.	A large and successful market for the tourist attractions in North Wales is Northwest England and the North Midlands. This generates a large movement of people between these English regions and North Wales, particularly in the summer months. The evidence of this movement can be seen on the strategic road network and our rail network at key holiday change over times. This often causes congestion on routes such as the A494 at Deeside, which causes frustration to those travelling. The Welsh Government is planning to give local authorities the ability to charge a visitor levy on overnight stays in their communities. This contribution will be paid by visitors and invested in sustainable tourism, helping to grow our economy, support our communities and preserve the beauty of North Wales for future generations. One option to help encourage sustainable travel by tourists could be to introduce a 'KONUS card' or similar, providing an unlimited travel ticket for those staying in the area and paid for by the visitor levy. This option should be explored by local authorities where managing high volumes of visitors and the way they get around is important, such as at Eryri.

Focus Area	Policy No.	Policy	Further description/explanation
	CB23	A partnership approach will be taken to develop a plan for further improvement to rail services in North Wales that better supports the visitor economy	Our rail service could also better serve the visitor economy. Rail services can be unattractive to visitors due to timetabling, or overcapacity and lack of luggage storage at peak season and change-over times. Reduced services at weekends plays a detrimental role in supporting the visitor economy. There is opportunity to introduce seasonal service changes to increase capacity and/or frequency on the North Wales Main Line, Cambrian Coast Line, and Conwy Valley Line. Helping people choose rail for their trips will in turn help reduce congestion on our roads.
Bus franchising	PT1	The Corporate Joint Committee and partners will work with TfW and Welsh Government to support the roll-out of bus franchising in North Wales, which should include multi-year funding that would provide certainty for the travelling public, authorities, and operators.	The Welsh Government is working to introduce legislation for franchising bus service provision. This will enable bus networks to be designed and operated to target local needs, for example areas of deprivation, and meet the needs of customers rather than the current situation where the emphasis is often on competition considering routes are profitable. The change will also enable integration of timetabling and ticketing, making integration easier. Bus services will be planned and specified within available funding limits by local authorities, the North Wales Corporate Joint Committee, Transport for Wales and the Welsh Government. An improved bus network requires significant additional funding compared to current service provision, and a franchise model would require multi-year funding agreements, which has not been offered for bus subsidy to date. Such multi-year funding would provide certainty for the travelling public, authorities and operators.
Decarbonising the bus fleet	PT2	All new buses introduced in North Wales should be Zero Emission. Where new buses are a long term improvement, opportunity should be sought to re-power the existing fleet.	It is crucial that all parties work to reduce carbon emissions from our entire transport network, including the bus fleet. Alternative fuels for buses that are becoming increasingly common worldwide include battery electric, and hydrogen.
	PT3	The Corporate Joint Committee will work with partners to seek opportunities to complement the development of hydrogen hubs in North Wales by exploring the introduction of a hydrogen bus fleet.	In North Wales, work is ongoing on two projects to introduce hydrogen as a more readily available fuel source. These are the future Hydrogen Hubs at Deeside and Holyhead.
Bus transformation network	PT4	The Bus Service Transformation Network will be rolled out in North Wales. This will include a core network of services between and within major settlements and employment sites with a frequency of two to four buses an hour extending into the evenings.	Transport for Wales has been working with the local authorities in North Wales to develop a bus transformation network that considers the existing network and patronage, in seeking the creation of a single unified network of services which is intuitive, easy to understand, and coordinated. Optimisation of routes and rationalisation of services will help to achieve higher frequencies and more consistent timings.

Focus Area	Policy No.	Policy	Further description/explanation
	PT5	Future bus services in North Wales will: • have a high frequency and long operating hours • have consistent/regular departure times • have Sunday timetables as close as possible to weekday frequency to support commuting, leisure and visitor economy demand • be coordinated to provide a well-spaced timetable • minimise journey times between the origins and destinations with the most demand • take direct routes that remain the same throughout the day • be routed via transport interchanges and railway stations • be integrated with local bus services and dynamic demand responsive transport • be comfortable for long journeys	The development of core services with higher frequencies, longer operating hours, and with better connections to other buses and to rail will help attract people to travel by bus where they may current choose to take their car. The development of secondary and feeder services with regular, consistent 'clockface' departure times where possible will further help give certainty to people wanting to travel by bus.
Improving bus infrastructure	PT6	A partnership approach involving local highway authorities, NMWTRA and TfW will be taken to identifying and implementing bus priority measures that support the roll out of the bus transformation network in North Wales. This may include the re-allocation of road space.	Priority infrastructure for buses is an important element in helping bus journey times be as short as possible and as reliable as possible to help make travel by bus competitive with the private car. There are locations where traffic congestion has an impact on bus services, causing delays which leads to longer journey times and unreliability. Providing bus priority in these locations would improve the attractiveness of travelling by bus. A joined-up partnership approach will help identify where targeting bus priority measures across the network and across local authority boundaries in North Wales will have the most impact. The creation of bus priority measures may require the reallocation of road space away from private vehicles, particularly in more urban areas, and this should be carefully managed as part of a step change in modal shift.
	PT7	All bus stop waiting facilities will be well maintained as far as this can be achieved through local authority revenue budgets	The other element of bus infrastructure that is important for passengers are the facilities that are provided at bus stops and interchanges. These facilities can make bus travel more attractive for passengers, and crucially can also make passengers feel safer whilst waiting for their bus.
	PT8	Key bus tops, such as those in village centres, those with high usage, and those where interchange between modes or services is common, will be prioritised for enhancement to include: • Dropped kerbs to access the stop • Raised kerbs to aid boarding • Lighting, or nearby street lighting • Shelters • Seating • Real time information and onward connection information • Cycle storage	

Focus Area	Policy No.	Policy	Further description/explanation
Making bus travel easier	PT9	The Corporate Joint Committee supports Welsh Government's Vision of 'One Network, One Timetable, One Ticket' for a bus system which is governed and designed to serve the public interest, with the widest possible geographic coverage, fully integrated connections between different services, the highest possible service frequencies, and simple unified easy-to-use ticketing and information.	Things that can help attract people to travel by bus include clear and up-to-date timetable and route information, clear fare structures (especially when interchanging between services and operators), and short waiting times when wanting to change bus services or modes (for example when connecting to another bus route, or rail service).
	PT10	The Corporate Joint Committee will work with partners including local authorities and operators to make bus travel more accessible for people with restricted mobility or disabilities. Improvements should draw from best practice across the world but should include: • Dropped kerbs to access the stop • Raised kerbs to aid boarding • Shelters and Seating at stops • On-board Audio-Visual announcements Information in accessible formats	Accessibility of bus stops and vehicles for those with restricted mobility or disabilities is important to helping ensure all groups of people can choose to travel by bus. We must consider the needs of disabled persons (within the meaning of the Equality Act 2010), of persons who are elderly or have mobility problems, those with pushchairs, and more widely consider overcoming barriers to access. This will make bus travel a fairer and more attractive option for all.
Fflecsi and Ring and Ride services	PT11	Successful pilot Fflecsi services should be made permanent, and additional Fflecsi services should be designed with local community involvement and rolled out in other areas in line with bus transformation network proposals	The rural nature of much of North Wales means that fixed route bus services are not always commercially viable. Where this is the case, more flexible alternatives should be provided so that residents and visitors can travel more sustainably. Transport for Wales and local authorities across North Wales have been running a series of 'Fflecsi' pilot services, including in Buckley, Conwy Valley, Denbigh, Holywell, Llyn Peninsula, Prestatyn, and Ruthin. These are flexible services that provide shared transport to people who specify their journey and required time of pick-up and drop-off. Such services can be effective in providing access to key destinations and the rest of the public transport network for people living in more isolated communities.
	PT12	The Corporate Joint Committee, local authorities and TfW will collaborate with communities, particularly in rural areas, to help fund and deliver community transport services that meet otherwise unmet needs.	Community transport services are locally run and managed transport services for specific groups or communities. The services are flexible and accessible and often are community-led initiatives that are satisfying a need that is unmet by conventional transport provision. In some cases, this provision is the only means of transport available for vulnerable and isolated people. Examples include Ring and Ride Services, coordinated by local authorities as door-to-door services for people who are unable to use public transport.
Taxis	PT13	We will work with taxi and private hire vehicle providers to promote safety for passengers and drivers and help increase the availability of low emissions or non-motorised vehicles	Taxis play a crucial role in providing access to services, opportunities and leisure for people in North Wales, particularly for those with no or limited access to a private car, or for those journeys that are currently difficult using public transport.

Focus Area	Policy No.	Policy	Further description/explanation
Longer distance coach services	PT14	Where funding is available, opportunities will be taken to progress longer distance coach travel, both to connect North Wales and South Wales, and also east-west to connect with economic centres in England.	A need has been identified to improve connectivity between North and South Wales, particularly from areas in the west of our region. To address this need, Transport for Wales is considering plans for scheduled coach services between Bangor and Carmarthen. A 'Traws Cymru Express' coach service on this route could deliver a one-and-a-half-hour journey time saving compared to the current five hours and fifty minutes that the Traws Cymru T1 and T2 bus services take. East-west cross-border coach services will also help to complement the rail offer by serving different communities and better connecting key employment and markets such as the Liverpool City Region and its airport.
Community involvement in rail	PT15	The Corporate Joint Committee is supportive of community groups who aim to enhance the rail travel experience for existing and new passengers	A need has been identified to improve connectivity between North and South Wales, particularly from areas in the west of our region. To address this need, Transport for Wales is considering plans for scheduled coach services between Bangor and Carmarthen. A 'Traws Cymru Express' coach service on this route could deliver a one-and-a-half-hour journey time saving compared to the current five hours and fifty minutes that the Traws Cymru T1 and T2 bus services take. East-west cross-border coach services will also help to complement the rail offer by serving different communities and better connecting key employment and markets such as the Liverpool City Region and its airport.
Further improving active travel infrastructure	AT1	The quality and extent of infrastructure that is provided for walking, cycling and wheeling in North Wales will continue to be improved in line with the Active Travel Network Map. These could be new or upgraded existing facilities and may include the re-allocation of road space to prioritise sustainable modes.	Encouraging more people to walk, cycle, or use other active modes can have wide-reaching benefits for our communities, such as increasing town centre viability, placemaking and improving health and well-being. Local cycling parking strategies and stand provision should continue to help integrate cycling with bus and rail stations, as well as support cycling for short trips to local facilities, schools and shops.
	AT2	In non-rural areas, priority will be given to upgrading active travel infrastructure where there is greatest potential for maximising use of the network.	Walking, cycling and wheeling in our urban areas is sometimes unattractive, not convenient, and perceived as not being safe, especially at night. It is vital that we improve the extent and quality of our active travel infrastructure so that residents and visitors in North Wales are encouraged to rely less on cars especially for short trips.
	AT3	Where possible, walking and cycling infrastructure should be accessible for all people, including those with mobility impairments, people in wheelchairs, and people pushing prams.	Our local authorities will continue to plan and design networks of walking and cycling routes, ensuring they are safe and accessible. In our more urban areas, local reviews of pedestrian facilities will help ensure safe crossings and routes within our towns, and street clutter will be considered to make it easier for all groups of people to get around. For example, street furniture plays a crucial role in providing comfort, convenience, and safety to pedestrians, but items like benches, streetlamps, traffic signs, bus stops, post boxes, and litter bins can cause obstructions for those with visual impairments. Inadequate lighting can leave women feeling vulnerable when walking at night. We need more well-designed public spaces taking a place-based approach, that consider the needs of the whole community.

Focus Area	Policy No.	Policy	Further description/explanation
Making active travel more attractive in rural areas	AT4	In rural areas, active travel infrastructure improvement will focus on the community benefit of schemes; improving safety and routes that connect smaller communities with larger settlements and services.	Small improvements to active travel infrastructure can make a significant difference to improving links between communities and services. In more rural areas there is also the opportunity to make use of former railway lines for leisure trips and connecting towns, which should be explored as complementary measures to the delivery of the Active Travel Network Maps
	AT5	Where there is an active travel benefit, routes forming part of the Rights of Way network will be improved to a standard suitable for everyday active travel journeys.	Across North Wales there is a large network of Public Rights of Way, which have a key role in supporting people to travel more sustainably. However, the network is not as fully connected as it could be, some routes cross or follow high speed roads and others are not suitably surfaced, lit or signposted for use for everyday journeys. Local authorities should first focus on routes with the most opportunity to connect communities to local destinations, bringing them up to a standard that could help increase walking, cycling, wheeling and horse-riding in rural areas.
	AT6	The introduction of Quiet Lanes in North Wales in line with national guidance will be investigated.	The Active Travel Act Guidance allows the creation of Quiet Lanes in Wales. These are intended to enable walkers, cyclists, horse riders and people with mobility impairments to enjoy country lanes in safety by encouraging slower traffic speeds and lower traffic volumes. Each local authority in North Wales should consider such opportunities.
Leadership and funding	AT7	The Corporate Joint Committee will work with partners to investigate the establishment of a North Wales Active Travel Unit	Much of the responsibility for the delivery of walking and cycling schemes sits with local authorities. There are a number of different organisations involved in improving walking and cycling infrastructure, including Transport for Wales, the Corporate Joint Committee, Sustrans and the North and Mid Wales Trunk Road Agent, with funding from the Welsh Government. The introduction of an Active Travel Unit for North Wales could facilitate joint working and streamline the delivery of active travel schemes, share expertise and best practice, and better coordinate the resourcing of multi-year delivery and funding programmes.
	AT8	The Corporate Joint Committee support multi-year funding agreements for active travel infrastructure that would facilitate the development and delivery of a multi-year programme of improvements.	The main source of funding for active travel schemes in North Wales is the Welsh Government, currently via the Active Travel Fund, which provides grants to local authorities on an annual basis. The number of active travel schemes supported by the Active Travel Fund in rural areas is limited each year, making it difficult to deliver enhancements between rural communities, links to rural attractions, and links supporting leisure cycling.
	AT9	The Corporate Joint Committee support changes to active travel funding criteria that would place more emphasis on schemes in rural areas and in residential areas.	
	AT10	The Corporate Joint Committee will investigate funding streams additional to the Active Travel Fund that support the delivery of active travel infrastructure improvements in rural area.	

Focus Area	Policy No.	Policy	Further description/explanation
	AT11	The Corporate Joint Committee will work with partners to develop templates and tool kits to support local communities to develop and implement their own projects where government plays a facilitating and supporting rather than doing or delivering role.	There is a greater role that communities could play in creating and enhancing local routes should they be empowered to do so. This is especially the case in rural areas where community-led informal connections between villages and hamlets could help connect to community facilities and bus stops on main roads. This could be achieved through agreements with local landowners.
Cycle hire, e-bikes and e-scooters	AT12	The Corporate Joint Committee will work with partners including the community and voluntary sectors to support community cycle and e-cycle hire schemes that support access to employment or education.	Cycle hire schemes are an effective way of making cycling available to people who do not own a bike, who are considering cycling more frequently, or who are visiting an area. Cycle hire can take a number of forms, such as long-term hire for accessing employment or education. There is a strong link between e-bikes and active travel as more people get comfortable using bikes, and particularly in North Wales where there are also specific benefits in rural communities where longer distances are more common, with e-bikes making cycling more viable for more people. There are already examples of community hire schemes of this nature in North Wales, such as the E-Move scheme operated by Sustrans and Pedal Power's 'See Cycling Differently' and its bike hub in Rhyl.
	AT13	The Corporate Joint Committee will work with partners including the commercial sector to introduce a public cycle and e-cycle hire scheme at large transport interchanges or other suitable locations, and at locations where such a scheme supports the visitor economy.	E-cycle ownership can transform the way people travel for everyday journeys, allowing people to travel further by bike, or making rolling terrain less exerting. There are barriers to ownership and use including cost, lack of secure storage, a greater maintenance requirement and lack of active travel infrastructure. Short term cycle hire for one off trips from a transport interchange to an attractor, or for trips to tourist attractions, are more likely to be commercially operated. Options should be explored with a partnership approach, with potential value and viability at a regionally coordinated scale. The use of private e-scooters on public highways or footpaths is not currently legal, but these also have potential to transform personal travel in the future. E-scooters are considered "powered transporters" and are subject to the same laws and regulations as other motor vehicles. The UK Government has been running trials of e-scooters. You must have the category Q entitlement on your driving licence to use an e-scooters for specified locations in England for people with the correct licences as part of the trial. The Welsh Government and local authorities in Wales should continue to observe the results of the UK trials and provide any updated advice in the future as appropriate.
	AT14	The Corporate Joint Committee will work with partners to develop methods to increase e-cycle ownership, including loan and grant schemes.	

Focus Area	Policy No.	Policy	Further description/explanation
Mobility hubs and gateway stations	IN1	The Corporate Joint Committee supports the development and roll-out of Mobility Hubs and Gateway Stations to make it easier to change between sustainable transport modes on a journey.	If we are to see a sustainable transport network in North Wales that truly provides an attractive alternative to private car use it is vital that people can conveniently change between modes for different legs of their journey. Transport for Wales and local authorities in North Wales are working together to develop proposals for 'gateways' or 'mobility hubs' at locations such as railway stations and major bus stations and stops. Proposals are underway for locations including Wrexham General, Bangor, Colwyn Bay, and Holyhead stations. These locations will create a high-quality welcome to visitors to a town or city, but also make it easier for local people and visitors to change between modes by providing: • Good public Wi-Fi • Improved connectivity to town/city centres and bus and rail stations • Better signposting and information for travellers • More and better cycle parking • Improved accessibility
	IN2	Placemaking and wayfinding at stations and key bus stops will be improved. This should consider onward links to key attractors and be undertaken in consultation with local and community organisations, including groups representing communities with protected characteristics.	An important element in making sustainable travel easier for people is by ensuring that they can find their way to their destination using attractive, good quality infrastructure after arriving at a transport interchange such as a railway or bus station. Place-making and attractive wayfinding measures are key contributors to enhancing sustainable transport for people. Effective wayfinding helps people by reducing confusion and stress, making navigation more intuitive and easier. This can include clear and consistent signs that provide directions, identify locations, and offer information about distances and travel times. Use of colours, symbols, and lighting can help to guide people along their routes. Maps that are easy to read and understand can also help, often including landmarks and key points of interest. Digital tools can also be helpful, such as interactive kiosks and mobile apps. Importantly, inclusive design should be adopted, ensuring that wayfinding measures are accessible to everyone, including people with disabilities, by incorporating braille, audio guides, and other assistive technologies.
	IN3	Active Travel Infrastructure improvements identified on Station Network Plans will be delivered, and Station Network Plans will be developed for those stations that do not currently have one.	A series of Station Network Plans have been produced by local authorities and Transport for Wales. These identify a programme of walking and cycling infrastructure enhancements that, when delivered, will make walking, cycling and wheeling to stations easier and more attractive.

Focus Area	Policy No.	Policy	Further description/explanation
Improving bus and rail integration	IN4	The Corporate Joint Committee will support the roll-out of integrated ticketing across transport modes that provides best value for passengers.	The local authorities in North Wales have worked with bus operators to roll-out the '1bws' ticket in 2021, which allows travel on almost all bus services in the region. This ticket simplifies travel by allowing passengers to hop on and off buses without worrying about multiple tickets or fares. This is a significant improvement in cost and convenience for passengers whose journey requires multiple bus operators. A fully integrated transport system in North Wales requires people to be able to use one ticket for all of their travel, regardless of mode, or a contactless system that ensures passengers achieve best value fare for their journey.
Park and ride, and park and share	IN5	Any new park and ride schemes should first seek to encourage the whole journey to be undertaken by sustainable means, should be sited to reduce private vehicle mileage, and to be located at a place that can be served by public transport services with minimal impact.	Facilities such as park and ride, or park and share, are intended to intercept car trips in a manner that supports reducing congestion and minimising the impacts of parking at key destinations such as shopping centres, whilst reducing car mileage. For example, park and ride in Eryri utilising the Sherpa'r bus services can play a key role in reducing vehicle access to the National Park and reducing the impact of cars on the natural environment.
	IN6	Consideration for strategic park and share sites should be included in the Strategic Development Plan.	Park and share car parks are locations where people can meet, leave one car and share another for an onward journey. They can be of greater value in rural areas for longer onward journeys. Park and share car parks currently exist at Gaerwen and Llanfairpwll, on Ynys Môn. They should be considered for other locations, especially where it is known that informal car sharing already takes place.
Ports	PF1	The Corporate Joint Committee will work with partners to support the growth of our ports and nearby development sites in North Wales, recognising their role as a catalyst for co-location of manufacturing, energy, leisure distribution and tourism. In particular we will prioritise sustainable transport connections to the Anglesey Freeport and ports at Holyhead and Mostyn and support their plans for decarbonisation	The Port of Holyhead is identified by Future Wales as a Strategic Gateway for international connectivity. The creation of a Freeport site on Ynys Môn, one of two in Wales, will further enhance Holyhead's role as an international gateway. This will play an important role in strengthening the North Wales economy and creating jobs for local people, but there may be further implications of increased freight movements in North Wales. The Port of Mostyn also generates freight traffic, with much of its business now dedicated to the offshore renewable energy sector.
	PF2	The Corporate Joint Committee will work with partners to identify vehicle access improvements at Holyhead Port. This should improve access to the port for all vehicles, including freight, but also improve sustainable access to both the port and rail station.	Highway infrastructure used by vehicles accessing and egressing the port is constrained, notably the London Road/Black Bridge connection from the A55. As this particularly impacts HGVs using the port, there are significant impacts on the local environmental, and the journey time and reliability of freight movement is affected. By improving access to the port, there will be more opportunities for workers and visitors to get around more sustainably, whilst giving businesses more certainty about their operations and deliveries.

Focus Area	Policy No.	Policy	Further description/explanation
Road freight	PF3	The Corporate Joint Committee will work with partners to enhance facilities for HGV drivers, particularly on the approach to Holyhead port.	Highway infrastructure used by vehicles accessing and egressing the port is constrained, notably the London Road/Black Bridge connection from the A55. As this particularly impacts HGVs using the port, there are significant impacts on the local environmental, and the journey time and reliability of freight movement is affected. By improving access to the port, there will be more opportunities for workers and visitors to get around more sustainably, whilst giving businesses more certainty about their operations and deliveries.
Low emission HGVs	PF4	The Corporate Joint Committee will work with partners to seek opportunities to complement the development of hydrogen hubs in North Wales by supporting a shift to hydrogen fuels for freight operators in the region.	There are currently no facilities in North Wales that would support hauliers in the region who are seeking to switch to low emission vehicles. Supporting hauliers to make this switch would reduce the local impact of HGVs in North Wales. Menter Mon are progressing work to develop a Hydrogen Hub in Holyhead. This is proposed as a facility for the supply of hydrogen for transport. Holyhead is an excellent site for a production facility as it is a busy transport hub with proximity to renewable energy sources. There are also proposals for hydrogen production at Deeside.
Local deliveries	PF5	The Corporate Joint Committee will work with partners to identify opportunities for the electrification of vehicles for local deliveries.	We all rely on day-to-day deliveries to local areas, including those to our homes, places of work and town centre businesses. Those deliveries have resulted from an increase in online retail. There is a local environmental impact caused by emissions from, and size of, delivery vehicles. Helping shift to ultra-low or zero emissions vehicles will reduce the impacts of local deliveries on our climate, benefit air quality and reduce noise pollution.
	PF6	The Corporate Joint Committee will work with partners to identify solutions to the local impacts of HGV movements. This includes the development of a network of freight consolidation centre should it be demonstrated that one serving North Wales is economically viable.	Freight Consolidation Centres are distribution centres situated close to a town centre, shopping centre or construction sites. A number of loads are dropped at the centre to be consolidated onto one lorry for transfer to their final destination. This could potentially reduce congestion and the levels of HGV traffic in the town centre.
	PF7	The Strategic Development Plan should consider land requirements for a network of freight consolidation centres.	
	PF8	The Corporate Joint Committee will work with partners and the distribution sector to identify innovative solutions to reducing the environmental impact of local deliveries.	Other measures that can help to reduce the impact of local deliveries on communities, include e-cargo bikes, area delivery and servicing plans, micro-consolidation centres, and delivery lockers at key locations such as transport and/or mobility hubs.
Rail freight	PF9	The Corporate Joint Committee will work with partners in the rail industry to support a shift to rail for freight movement, including rail based light logistics.	There is a lot of potential for reducing the impact of freight on our roads, urban areas and natural environment through rail freight and logistics networks in North Wales, with capacity for a significant increase in the volume of freight carried on the North Wales Main Line. The desired service levels set out in our rail ambitions includes a freight path each hour. On the Wrexham-Liverpool Line , Padeswood Sidings creates a significant barrier to increased freight movement, as well as enhanced passenger services. Our rail ambitions will facilitate an increase in freight movement.

Focus Area	Policy No.	Policy	Further description/explanation
Maintenance	RS1	The Corporate Joint Committee will work with partners to secure adequate funding for surfacing and structure maintenance that ensures the ongoing operation and resilience of existing highway assets.	Local authorities are responsible for maintaining local roads, while the Welsh Government oversees motorways and trunk roads. The most important thing that can be done to support the resilience of the local highway network in North Wales is keep our roads and streets maintained to a good standard, recognising local authority budget constraints.
	RS2	The Corporate Joint Committee will work with partners to secure funding to adapt the existing road infrastructure to better cope with climate change and enhancing biodiversity.	If the highway network is to continue to be operational in the future, local highway authorities need to be sufficiently resourced to respond to the challenges of climate change and flood risk from extreme weather events, which requires ongoing drainage maintenance and improvements.
Road safety	RS3	The Corporate Joint Committee is supportive of Welsh Government's Vision Zero approach to road safety and will work with partners to secure adequate funding for road safety measures across North Wales	Road safety is a crucial consideration for the management of the highway network. The Welsh Government consulted on a Vision Zero approach to road safety. This has the long-term goal for a road traffic system, which is eventually free from death and serious injury, based on a guiding 'moral' principle to treat road deaths as unacceptable and avoidable, rather than accidents which we should tolerate. It involves an important shift from trying to prevent all collisions to preventing death and mitigating serious injury in road traffic collisions.
	RS4	The approach to road safety will include delivery of highway improvement schemes that increase safety or perceptions of safety for all road users, and continuing programmes of education aimed at encouraging safer use of the highway and transport networks	
Public car parking in towns and cities	RS5	The role of parking charges and controls will be considered in seeking to manage the demand for parking and discourage unnecessary single-occupancy car use.	The local authorities in North Wales manage and operate a range of public car parks that serve the town and city centres in our region. The amount of parking and the charge for parking is determined by the local authorities who must consider the balance between the amount of parking required to support local businesses, encouraging a shift to more sustainable travel, and the operational cost of the parking service. Local authorities have to develop an integrated strategy on parking to support the overall transport and locational policies of their local development plans. Local authorities should consider parking issues on a joint basis with neighbouring authorities. Parking standards should be used with flexibility, seeking lower levels of parking to support the development of high-quality places. Local authorities should implement charging policies for both on-street and off-street parking, where they have control, to align with their local planning policies and promote the uptake of electric vehicles.

Focus Area	Policy No.	Policy	Further description/explanation
	RS6	The Corporate Joint Committee will work with partners to explore options for the reallocation of existing road and car parking space in our key towns, bus stations and depots to enhance the local environment, create more attractive spaces for people to dwell, and make it easier for people to walk and cycle.	Provision of car parking can sometimes dominate our towns and cities, with car parks and on-street parking occupying large amounts of space. This is space could sometimes be better used to enhance placemaking and improve the local environment. The Placemaking Wales Charter emphasises the importance of creating well-designed, sustainable, and inclusive places. It encourages local authorities and developers to consider the broader impacts of car parking and to prioritise placemaking principles in town planning. Transforming underutilised parking areas or changing the way people access our places by car could see more spaces come into better community use as parks or gardens, which can enhance urban biodiversity, provide recreational spaces, and improve air quality. Reducing on-street parking can create more pedestrian-friendly areas, encouraging walking and cycling, which can boost local businesses and create a more vibrant community. By rethinking how car parking is integrated into our towns and cities in North Wales, we can create opportunities to benefit our local environments, promote sustainable travel, and create more attractive and functional public spaces.
Low emission vehicles	RS7	The Corporate Joint Committee will support the transition to electric vehicles in North Wales by ensuring that fair and equitable charging infrastructure is available in urban areas and help facilitate private or community-led installation in rural areas	Across North Wales there is increasing provision of the infrastructure and support for those drivers seeking a switch to plug-in vehicles. This is increasingly important, particularly in rural and remote areas where residents often have less choice about how they travel, making private vehicle use a necessity for many journeys
	RS8	Where possible, opportunities will be sought to unify EV charger providers – or the apps and memberships required - across North Wales to make EV charging more convenient	
	RS9	The Corporate Joint Committee will work with partners to develop a comprehensive communications campaign to encourage EVBuptake, learning from best practice	Across North Wales there is increasing provision of the infrastructure and support for those drivers seeking a switch to plug-in vehicles. This is increasingly important, particularly in rural and remote areas where residents often have less choice about how they travel, making private vehicle use a necessity for many journeys.
	RS10	The Corporate Joint Committee and partners will work with the Distribution Network Operator to seek opportunities to enhance grid capacity in locations where there is a barrier to EV charger roll-out. This should also be a key consideration of the Strategic Development Plan when identifying new developments.	Another important part of facilitating the shift to zero emission vehicles is changing residents' mindsets, and addressing some of the barriers or perceived barriers to changing vehicle, such as purchase cost, range anxiety, lack of charging infrastructure, charging time, and general uncertainty.
	RS11	The Strategic Development Plan and Local Development Plans should mandate that new residential and non-residential developments provide sufficient electric vehicle charging points to meet future demand and incentivise electric vehicle uptake.	To ensure that low emission vehicle use is increasingly convenient in the future, it is vital that new homes are built with adequate provision to support residents who choose to drive a plug-in vehicle.

Focus Area	Policy No.	Policy	Further description/explanation
Club cars and car sharing	RS12	Opportunities will be sought to increase the number of car clubs in North Wales 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.	For drivers who do not own a car, car clubs can provide access to a car to make those journeys that are not possible by public transport. Car clubs support a reduction in car ownership levels, providing an option for people who do not use their car often, or who may no longer need a second car. Lower car ownership reduces the number of trips by car and increases the number of trips made by other modes. In more urban areas, there are opportunities for car clubs to be located at railway stations, workplaces and mobility hubs, allowing people access to a car for a journey or onward part of a journey that may not be possible by more sustainable means. There are a number of car clubs in North Wales such as the Ogwen Valley (organised by Partneriaeth Ogwen), in rural Gwynedd (Arloesi Gwynedd Wledig), and in south Denbighshire (run by Partneriaeth Gymunedol De Sir Ddinbych). These examples from rural areas show that car clubs can be effective.
	RS13	The travel planning process should be used to encourage care share for commuting.	Another significant opportunity to reduce the number of miles driven by private cars is increasing car sharing, and the development of park and share sites. By sharing journeys for all or part of their journey, travellers can reduce the cost of car travel, reduce vehicle mileage, and reduce localised congestion. Minimising the number of people driving on their own to work can be supported through an increased number of car sharing schemes. Employers, via their travel plans, have a role to play in promoting and facilitating car sharing. Employers should be encouraged to promote and co-ordinate these schemes and incentivise those choosing to travel in multi-occupancy vehicles.
Surface access to aviation	AV1	The Corporate Joint Committee will support enhancements to surface access to domestic and international airports, focusing on improving public transport services	Access to airports is an important issue for people in North Wales for three main reasons: • Connecting businesses to international clients and markets • Connecting international visitors to North Wales attractions • Access to international leisure opportunities for residents We want to see sustainable travel connections between North Wales and nearby airports that are attractive to residents, businesses, and international visitors to our region. We recognise that if we are to maximise the economic activity and tourist potential of North Wales it is important that we have convenient, attractive and reliable connections to key airports serving our region. This includes opportunities for bus, coach and rail travel with more accessible, reliable and regular services connecting our key communities to regional airports.

Focus Area	Policy No.	Policy	Further description/explanation
Digital connectivity	DC1	Opportunities should be sought to work with communities and businesses to promote and facilitate remote working hubs.	Opportunities for remote working have increased in importance significantly since the Covid pandemic, have reduced the number of people that commute during the peaks, and have reduced the number of times that some people commute each week. This positive impact could be increased through the availability of remote working hubs in communities. These hubs provide a professional environment with amenities such as high-speed internet, meeting rooms, and collaborative spaces. Two examples in North Wales of different scales that all local authorities and private sector providers could consider include: • M-SParc: Located in Bangor and Pwllheli, offering modern facilities as part of the Menai Science Park. • Costigan's: Situated in Rhyl, providing a coworking space in partnership with Denbighshire County Council
	DC2	Digital literacy training and education should be widely available to assist North Wales residents to get online and find the information they need to make sustainable travel choices.	We all have an important role to play in informing people about the choices that are available for travel for each journey. That can include operator, Transport for Wales and Traveline Cymru websites and mobile apps for journey planning, as well as local authority information available online about community transport and other local services. It is vital that residents have the opportunity to improve their digital literacy, so they know where to access the information they need to help make travel choices. The digital literacy of people as well as businesses and service providers is also important to helping reduce the need to travel. For example, education, healthcare and other service providers can work to facilitate remote access to information and appointments to avoid unnecessary trips.
	DC3	A partnership approach will be taken to rolling out digital and real time information about public transport services, prioritising digital displays at key transport interchanges, and working towards real time information at bus stops across North Wales	Digital connectivity is also key to providing journey information to public transport passengers as they travel. Real time information provides up to date information to passengers, giving people more confidence to travel by bus or rail. Working with service and station operators including Transport for Wales and Network Rail, we want to see improved Wi-Fi for passengers on bus and rail services as well as at transport interchanges, to make it easier and more attractive for people to find their way around and improve the travel experience.
Transit-oriented development	LU1	The Corporate Joint Committee supports the principal of Transit-Orientated Development for new developments in North Wales.	If we are to encourage people that live or work in new developments to travel sustainably, it is crucial that sustainable transport is a key consideration in development planning. Mixed-use developments should combine residential, commercial and recreational spaces within easy walking distances of bus and rail stations. Building more homes nearer to stations will increase accessibility and reduce the reliance on the private car. This must be supported by wider policies and interventions involved in enhancing the frequency, reliability, and coverage of public transport services to make them a viable alternative to car travel, and making our roads, streets and public spaces to feel safe and convenient for walking, cycling and wheeling.

Focus Area	Policy No.	Policy	Further description/explanation
	LU2	The Sustainable Transport Hierarchy will be used to help ensure developments support walking and cycling, public transport and ultra-low emissions vehicles over other private motor vehicles	The Strategic Development Plan will set out proposals for progressing strategic regional areas for growth sites in North Wales including key employment sites at the Anglesey Freeport, Wylfa, and the Flintshire and Wrexham Investment Zone. It is important that the transport related policies in this Regional Transport Plan are considered and consistent with the emerging spatial planning at a regional level in North Wales to help join up transport, land use planning and economic development.
	LU3	Sustainable transport connections to key areas for future growth and economic activity will be introduced	
Breaking the dependency on the private car through sustainable development	LU4	Developments should only be supported where they promote active travel connectivity through safeguarding, enhancing and expanding on the Active Travel Network Maps.	To ensure that the right infrastructure is included in proposals for new developments it is vital that good quality, attractive, convenient, and safe walking and cycling routes are considered as part of any proposals. That will help reduce the reliance on the private car for short trips, and make active travel the preferred choice for accessing local facilities and services.
	LU5	Development should be encouraged close to public transport facilities, and developments should be designed to help facilitate and improve public transport connectivity in both urban and rural areas.	Building on the principles of transit-oriented development it is also crucial that new developments are served by convenient and attractive public transport services. This is most effective when a development is located close to rail station or can be served by an existing bus service.
	LU6	The Corporate Joint Committee supports reducing the parking standards for new developments (as required by the Welsh Government), particularly in urban areas where we will be actively improving sustainable transport alternatives.	It is crucial that new developments do not encourage unnecessary car use. Developments should be served by an appropriate level of parking provision and seek to reduce reliance on the private car, in combination with provision of active travel and public transport alternatives.

Appendix A – Internationally Important Sites

Table 18 - Internationally important sites within the study area

Site name	Site area (ha)	Representative local authority	Description
Ramsar Sites			
The Dee Estuary (Wales)	6636.01	Flintshire, Denbighshire	Designated for extensive intertidal mud and sand flats (20 km by 9 km) with large expanses of saltmarsh towards the head of the estuary; Breeding colony of Natterjack toad (*Bufo calamita*) present; Supports 20,000 or more waterbirds regularly; and Supports 1% of the individuals of the species/subspecies redshank (*Tringa tetanus*), shelduck (*Tadorna tadornaI*), teal (*Anas crecca*), pintail (*Anas acuta*), oystercatcher (*Haematopus ostralegus*), grey plover (*Pluvialis squatarola*), knot (*Calidris canutus islandica*), dunlin (*Calidris alpina*), black-tailed godwit (*Limosa limosa*), bartailed godwit (*Limosa lapponica*), and curlew (*Numenius arquata*) regularly.[26]
Midland Meres & Mosses Phase 2 (Wales)	772.21	Wrexham	The site comprises a diverse range of habitats from open water to raised bog; Supports a number of rare species of plants associated with wetlands, including the nationally scarce cowbane (*Cicuta virosaI)* and, elongated sedge (*Carex elongate*). Also present are the nationally scarce bryophytes (*Dicranum affine*) and (*Sphagnum pulchrum*). Also supports an assemblage of invertebrates including several rare species. There are 16 species of British Red Data Book insect listed for this site including the following endangered species: the moth (*Glyphipteryx lathamella)*, the caddisfly (*Hagenella clathrataI)* and the sawfly (*Trichiosoma vitellinae*).[27]
Corsydd Môn a Llyn / Anglesey and Llyn Fens	626.08	Isle of Anglesey, Gwynedd	The site supports a suite of base-rich, calcareous fens which is a rare habitat type within the United Kingdom's biogeographical zone. The site supports a diverse flora and fauna with associated rare species and is of special value for maintaining the genetic and ecological diversity of the region. Noteworthy flora include orchids such as *Dactylorhiza traunsteineri* and *Eriophorum gracile* and slender stonewort (*Nitella tenuissima*). Noteworthy fauna include otter (*Lutra lutra*), and invertebrates such as ground beetle (*Chlaenius tristis*), fly species *Asilus crabroniformis* and *Stratiomys chamaeleon* and leech species *Hirudo medicinalis*[28].

[26] https://naturalresources.wales/media/626250/RAMSAR_UK11082_Citation_EN001.pdf

[27] https://jncc.gov.uk/jncc-assets/RIS/UK11080.pdf

[28] RAMSAR_UK14005_Citation_EN001 (naturalresources.wales)

Site name	Site area (ha)	Representative local authority	Description
Llyn Tegid	481.40	Gwynedd	Largest natural lake in Wales, lying deep in a formerly glaciated trough. Plant species growing in or beside the lake are mudwort (*Limosa aquatica*), six-stamened waterwort (*Elatine hexandra*), water sedge (*Carex aquatilis*) and floating water plantain (*Luronium natans*), all of which are scarce in Britain. The latter species is regarded as vulnerable on a global scale. This site is also one of only six sites in Britain for the whitefish or gwyniad (*Coregonus lavaretus*); the Welsh population of this fish is genetically distinct. Llyn Tegid is also an unusual habitat for the normally riverine fish grayling (*Thymallus thymallus*). The Nationally Rare glutinous snail (*Myxas glutinosa*) has been rediscovered in the shallow gravels of the lake shore.[29]
Cors Fochno and Dyfi	402.46	Gwynedd	The site contains the largest expanse of primary raised mire in lowland Britain; the largest estuarine raised mire, and third-largest `active` raised mire in Britain[30].
Llyn Idwal	13.56	Gwynedd	A small, shallow, oligotrophic corrie lake. The semi-circular rock basin (or cwm) containing the lake is one of the finest examples in Snowdonia. Species-rich plant community, including almost all of the species typical of oligotrophic waters in Britain. Notable species include *Elatine hexandra* and *Subularia aquatica* (both nationally scarce) and *Pilularia globulifera* (vulnerable at a European level)[31].
The Dee Estuary (England) Ramsar	12.23	Flintshire, Denbighshire	Refer to The Dee Estuary (Wales) Ramsar description for qualifying features as they are the same.
Special Area of Conservation (SAC)			
Migneint-Arenig-Dduallt	19968.32	Conwy, Gwynedd	Annex I habitats are European dry heath and blanket bogs. Upland heath is predominantly *Calluna vulgaris – Vaccinium myrtillus* heath. Another form the Calluna – Vaccinium– Sphagnum heath supports the Red Data Book liverwort *Gymnocolea acutiloba*[32].
Eryri / Snowdonia	19736.23	Gwynedd, Conwy	Annex I habitats include alpine pioneer formations of the *Caricion colorisatrofuscae*, blanket bog, hard-water springs depositing lime and species-rich Nardus grassland on siliceous substrates in mountain areas. Annex II species are slender green feather-moss (*Drepanocladus vernicosus*) and floating water-plantain (*Luronium natans*)[33].

[29] RAMSAR_UK14008_Citation_EN001 (naturalresources.wales)

[30] RAMSAR_UK14004_Citation_EN001 (naturalresources.wales)

[31] RAMSAR_UK14007_Citation_EN001 (naturalresources.wales)

[32] Microsoft Word - Migneint-Arenig-Dduallt.doc (naturalresources.wales)

[33] Microsoft Word - Eryri - Snowdonia.doc (naturalresources.wales)

Site name	Site area (ha)	Representative local authority	Description
Berwyn a Mynyddoedd De Clwyd / Berwyn and South Clwyd Mountains	17340.46	Gwynedd, Denbighshire, Flintshire, Wrexham	Annex I habitats are European dry heaths, and blanket bogs[34].
Dee Estuary / Aber Dyfrdwy (Wales)	6215.32	Flintshire, Denbighshire	Annex I habitats present are estuaries, mudflats and sandflats not covered by seawater at low tide, annual vegetation of drift lines, vegetated sea cliffs of the Atlantic and Baltic coasts, Salicornia and other annuals colonising mud and sand, Atlantic salt meadows (*glauco-puccinellietalia maritimae*), embryonic shifting dunes, shifting dunes along the shoreline with ammophila arenaria ("white dunes"), fixed dunes with herbaceous vegetation ("grey dunes"), and humid dune slacks. Annex II species are sea lamprey (*Petromyzon marinus*), river lamprey (*Lampetra fluviatilis*), and petalwort (*Petalophyllum ralfsii*)[35].
Pen Llyn a'r Sarnau / Lleyn Peninsula and the Sarnau	4757.23	Gwynedd	Annex I habitats include sandbanks which are slightly covered by sea water all the time, estuaries, coastal lagoons, reefs, large shallow inlets and bays. Annex II species are bottlenose dolphin *Tursiops truncates*, otter, and grey seal *Halichoerus grypus*[36].
Cadair Idris	3784.63	Gwynedd	Annex I habitats are oligotrophic to mesotrophic standing waters with vegetation of the *Littorelletea uniflorae* and/or of the Isoëto Nanojuncetea, siliceous scree of the montane to snow levels (*Androsacetalia alpinae* and *Galeopsietalia ladani*), calcareous rocky slopes with chasmophytic vegetation, and siliceous rocky slopes with chasmophytic vegetation. Annex II species are marsh fritillary butterfly *Euphydryas (Eurodryas, Hypodryas) aurinia* and slender green feather-moss *Drepanocladus (Hamatocaulis) vernicosus*[37].
Rhinog	3144.78	Gwynedd	Annex I habitat are European dry heaths and old sessile oak woods with Ilex and Blechnum in the British Isles. Annex II species is floating water-plantain[38].

[34] _ Microsoft Word - Berwyn a Mynyddoedd De Clwyd - Berwyn and South Clwyd Moun... (naturalresources.wales)

[35] https://sac.jncc.gov.uk/site/UK0030131

[36] https://sac.jncc.gov.uk/site/UK0013117

[37] https://sac.jncc.gov.uk/site/UK0030104

[38] https://sac.jncc.gov.uk/site/UK0012945

Site name	Site area (ha)	Representative local authority	Description
Y Fenai a Bae Conwy / Menai Strait and Conwy Bay	2829.48	Gwynedd, Isle of Anglesey, Conwy	Annex I habitats are sandbanks which are slightly covered by sea water all the time, mudflats and sandflats not covered by seawater at low tide, and reefs[39].
Coedydd Derw a Safleoedd Ystlumod Meirion / Meirionnydd Oakwoods and Bat Sites	2813.02	Gwyned	Annex I habitats include old sessile oak woods, and alluvial forest with an extensive area of alder Alnus glutinosa Annex II species are lesser horseshoe bat (*Rhinolophus hipposideros*). The site includes most of the known maternity roosts in Meirionnydd and some hibernacula and comprises the centre of distribution for lesser horseshoe bats[40].
Y Twyni o Abermenai i Aberffraw / Abermenai to Aberffraw Dunes	1832.84	Gwynedd, Isle of Anglesey	Annex I habitats are embryonic shifting dunes, white dunes, grey dunes, dunes with Salix repens ssp. argentea (*Salicion arenariae*) and humid dune slacks. Annex II species are petalwort and shore dock (*Rumex rupestris*)[41].
River Dee and Bala Lake / Afon Dyfrdwy a Llyn Tegid (Wales)	1148.72	Denbighshire, Gwynedd, Flintshire, Wrexham	Annex I habitat are water courses of plain to montane levels with the Ranunculion fluitantis and Callitricho-Batrachion vegetation. Annex II species include Atlantic salmon (*Salmo salar*) and floating water-plantain[42].

[39] https://sac.jncc.gov.uk/site/UK0030202

[40] https://sac.jncc.gov.uk/site/UK0014789

[41] https://sac.jncc.gov.uk/site/UK0020021

[42] https://sac.jncc.gov.uk/site/UK0030252

Site name	Site area (ha)	Representative local authority	Description
Morfa Harlech a Morfa Dyffryn	1060.50	Gwynedd	Annex I habitats are embryonic shifting dunes, white dunes, dunes with Salix repens ssp. argentea (*Salicion arenariae*) and humid dune slacks. Annex II species is petalwort[43].
Clogwyni Pen Llyn / Seacliffs of Lleyn	1048.82	Gwynedd	Annex I habitats are vegetated sea cliffs of the Atlantic and Baltic coasts. An important feature of the site is that the cliffs are southfacing and the additional solar gain makes them very good for invertebrates, including some threatened and scarce species[44].
Glannau Mon: Cors heli / Anglesey Coast: Saltmarsh	959.18	Isle of Anglesey	Annex I habitats are salicornia spp. and other annuals colonizing mud and sand, and Atlantic salt meadows (Glauco-Puccinellietalia maritimae)[45].
Fenn's, Whixall, Bettisfield, Wem and Cadney Mosses (Wales)	690.27	Wrexham	Annex I habitats is active raised bogs. Mire vegetation includes *Sphagnum papillosum*, *Sphagnum magellanicum*, *Sphagnum pulchrum*, all three British species of sundew (*Drosera spp*.), cranberry (*Vaccinium oxycoccos*), bog asphodel (*Narthecium ossifragum*), royal fern (*Osmunda regalis*), white beak-sedge (*Rhynchospora alba*) and bogrosemary (*Andromeda polifolia*), together with the nationally scarce moss (*Dicranum affine*). Over 1,700 invertebrate species have been recorded here, including 29 nationally rare Red Data Book species[46].
Halkyn Mountain / Mynydd Helygain	609.97	Flintshire	Annex I habitats are Calaminarian grasslands of the *Violetalia calaminariae*. Annex II species are great crested newt (*Triturus cristatus*) where they breed in abandoned quarry workings and various other waterbodies across the site[47].

[43] https://sac.jncc.gov.uk/site/UK0030049

[44] https://sac.jncc.gov.uk/site/UK0030271

[45] https://sac.jncc.gov.uk/site/UK0020025

[46] https://naturalresources.wales/media/672011/fenns-and-whixhall-wes-english.pdf

[47] https://sac.jncc.gov.uk/site/UK0030163

Site name	Site area (ha)	Representative local authority	Description
Corsydd Mon / Anglesey Fens	467.34	Isle of Anglesey	Annex I habitats include hard oligo-mesotrophic waters with benthic vegetation of *Chara spp*, calcareous fens with *Cladium mariscus* and species of the *Caricion davallianae,* alkaline fens, Northern Atlantic wet heaths with *Erica tetralix* and Molinia meadows on calcareous, peaty or clayey-silt-laden soils (*Molinion caeruleae*) Annex II include Geyer's whorl snail (*Vertigo geyeri*), southern damselfly (*Coenagrion mercurial*) and marsh fritillary butterfly (*euphydryas (Eurodryas, Hypodryas) aurinia*)[48].
Glannau Ynys Gybi / Holy Island Coast	459.33	Isle of Anglesey	Annex I habitats are vegetated sea cliffs of the Atlantic and Baltic coasts and European dry heaths. The dry heathland is associated with small areas of wet heath and forms part of a complete zonation from maritime grassland through maritime heath to inland heath to inland heath with bracken (*Pteridium aquilinum*) to bramble (*Rubus fruticosus*) scrub. The heath is an important locus for spotted rock-rose (*Tuberaria guttata*)[49].
Coedydd Aber	346.02	Conwy, Gwynedd	Annex I habitat is old sessile oak woods with Ilex and Blechnum in the British Isles. Canopy consists of sessile oak (*Quercus petraea*) and downy birch (*Betula pubescens*), with intricate transitions to ash (Fraxinus excelsior), and alder (Alnus glutinosa) woodlands. Diverse ground flora present with rare mosses *Fissidens rufulus* and *Philonotis rigida*, and the lichens *Degelia plumbea* and *Lobaria amplissima*. The site is also important for its breeding bird assemblage[50].
Great Orme's Head / Pen y Gogarth	302.78	Conwy	Annex I habitats are European dry heath with a small area limestone pavements and semi-natural dry grasslands and scrubland facies on calcareous substrates (*Festuco-Brometalia*). Grassland consists of *Xerobromion* grassland type which is one of only three selected sites in the UK where this occurs[51].
Afon Eden - Cors Goch Trawsfynydd	284.65	Gwynedd	Annex II species are freshwater pearl mussel (*Margaritifera margaritifera*), and floating water-plantain[52].

[48] https://sac.jncc.gov.uk/site/UK0012884

[49] https://sac.jncc.gov.uk/site/UK0013046

[50] https://sac.jncc.gov.uk/site/UK0030118

[51] https://sac.jncc.gov.uk/site/UK0014788

[52] https://sac.jncc.gov.uk/site/UK0030075

Site name	Site area (ha)	Representative local authority	Description
Corsydd Llyn / Lleyn Fens	283.83	Gwynedd	Annex I habitat is alkaline fens. Annex II species is Desmoulin's whorl snail (*Vertigo moulinsiana*). They occur in stands of great-fen sedge (*Cladium mariscus*) in calcareous fen and is the only locality known for the species in Wales[53].
Deeside and Buckley Newt sites	207.12	Flintshire	Annex II species is great crested newt. Waterbodies created by the extraction of clay, sand and coal, as well as for agricultural purposes, provide breeding habitat for one of the largest populations of great crested newt in Great Britain. The site also supports considerable numbers of all the widespread amphibian species[54].
Glynllifon	188.77	Gwynedd	Annex II species is lesser horseshoe bat. A maternity and hibernation site comprises 6% of the UK population[55].
Alyn Valley Woods / Coedwigoedd Dyffryn Alun	168.46	Denbighshire, Flintshire	Annex I habitats are Tilio-Acerion forests of slopes, screes, and ravines. Rare or distinctive species include herb Paris (*Paris quadrifolia*), stinking hellebore (*Helleborus foetidus*), green-flowered helleborine (*Epipactis phyllanthes*), toothwort (*Lathraea squamaria*) and spurge laurel (*Daphne laureola*). The site also holds the region's largest population of wayfaring tree (*Viburnum lantana*)[56].
Corsydd Eifionydd / Eifionydd Fens	144.54	Gwynedd	Annex I habitats are transition mires and quaking bogs. Annex II species are marsh fritillary butterfly and slender green feather-moss[57].

[53] https://sac.jncc.gov.uk/site/UK0030187

[54] https://sac.jncc.gov.uk/site/UK0030132

[55] https://sac.jncc.gov.uk/site/UK0012661

[56] https://sac.jncc.gov.uk/site/UK0030078

[57] https://sac.jncc.gov.uk/site/UK0030121

Site name	Site area (ha)	Representative local authority	Description
Coedwigoedd Penrhyn Creuddyn / Creuddyn Peninsula Woods	118.77	Conwy	Annex I habitats are Tilio-Acerion forests of slopes, screes, and ravines. The canopy is primarily of ash and sycamore (*Acer pseudoplatanus*), with a calcicolous understorey and ground flora. Characteristic species include dog's mercury (*Mercurialis perennis*), hart's-tongue (*Phyllitis scolopendrium*) and spurge laurel (*Daphne laureola*). Yew (*Taxus baccata*) dominates locally, and there are gradations to oak woodland. In places there are mosaics with rich calcareous grassland containing many rare species[58].
Afon Gwyrfai a Llyn Cwellyn	114.20	Gwynedd	Annex I habitats are oligotrophic to mesotrophic standing waters with vegetation of the Littorelletea uniflorae and/or of the Isoëto-Nanojuncetea and water courses of plain to montane levels with the Ranunculion fluitantis and Callitricho-Batrachion vegetation. Annex II species are Atlantic salmon and floating water plantain[59].
Coedwigoedd Dyffryn Elwy / Elwy Valley Woods	82.69	Conwy, Denbigshire	Annex I habitats are Tilio-Acerion forests of slopes, screes, and ravines. The canopy is quite varied: ash is the commonest tree, but there is also occasional small-leaved lime Tilia cordata and wild service-tree (*Sorbus torminalis*). There is a rich, calcicolous understorey and ground flora, and rare bryophytes include *Bryum canariense*, *Cololejeunea rossettiana*, *Plagiochila britannica*, *Platydictya confervoides* and *Isothecium striatulum*[60].
Johnstown Newt Sites	69.72	Wrexham	Annex II species is great crested newt. One of the largest populations in the UK and Breeding sites are provided in part by a mining subsidence pool, and natural water-filled hollows on clay[61].
Bae Cemlyn / Cemlyn Bay	43.45	Isle of Anglesey	Annex I habitat is coastal lagoon. Cemlyn lagoon supports a relatively diverse set of species, several of which are specific to lagoons, including the bryozoan (*Conopeum seurati*), the lagoon cockle (*Cerastoderma glaucum*) and the lagoonal mud-snail (*Ventrosia ventrose*). Cemlyn lagoon is also the only site in Wales where the lagoonal isopod (*Idotea chelipes*) has been recorded. A number of uncommon plant species are found within the lagoon, including the brackish water-crowfoot (*Ranunculus baudotii*) and beaked tasselweed (*Ruppia maritima*).

[58] https://sac.jncc.gov.uk/site/UK0030124

[59] https://sac.jncc.gov.uk/site/UK0030046

[60] https://sac.jncc.gov.uk/site/UK0030146

[61] https://sac.jncc.gov.uk/site/UK0030173

Site name	Site area (ha)	Representative local authority	Description
Mwyngloddiau Fforest Gwydir / Gwydyr Forest Mines	39.78	Conwy	Annex I habitats are Calaminarian grasslands of the Violetalia calaminariae. The site is notable for the local frequency of the near-endemic moss *Ditrichum plumbicola*. Annex II species is lesser horseshoe bat[62].
Llyn Dinam	36.72	Isle of Anglesey	Annex I habitats are Natural eutrophic lakes with Magnopotamion- or Hydrocharition- type vegetation[63].
Llwyn	22.10	Denbighshire	Annex I habitats are Alluvial forests with alder and ash (Alno-Padion, Alnion incanae, Salicion albae)[64].
Glan-traeth	14.00	Isle of Anglesey	Annex II species is great crested newt. There is a viable and large population occupying water-filled depressions that have resulted from sand extraction from the dune system[65].
Dee Estuary / Aber Dyfrdwy (England)	12.23	Denbighshire, Flintshire	Refer to The Dee Estuary / Aber Dyfrdwy (Wales) description for qualifying features as they are the same.
West Wales Marine / Gorllewin Cymru Forol	9.88	Gwynedd	Annex II species is harbour porpoise (*Phocoena phocoena*)[66].

[62] https://sac.jncc.gov.uk/site/UK0030161

[63] https://sac.jncc.gov.uk/site/UK0030186

[64] https://sac.jncc.gov.uk/site/UK0030185

[65] https://sac.jncc.gov.uk/site/UK0030042

[66] https://sac.jncc.gov.uk/site/UK0030397

Site name	Site area (ha)	Representative local authority	Description
North Anglesey Marine / Gogledd Mon Forol	6.63	Isle of Angelsey	Annex II species is harbour porpoise[67].
River Dee and Bala Lake / Afon Dyfrdwy a Llyn Tegid (England)	1.53	Denbighshire, Gwynedd, Flintshire, Wrexham	Refer to River Dee and Bala Lake / Afon Dyfrdwy a Llyn Tegid (Wales) description for qualifying features as they are the same.
Fenn's, Whixall, Bettisfield, Wem and Cadney Mosses (England)	0.50	Wrexham	Refer to Fenn's, Whixall, Bettisfield, Wem and Cadney Mosses (Wales) description for qualifying features as they are the same.
Special Areas of Protection (SPA)			
Migneint-Arenig-Dduallt	19968.32	Conwy, Gwynedd	Breeding populations of hen harrier (*Circus cyaneus*), merlin (*Falco columbarius*) and peregrine (*Falco peregrinus*)[68].
Berwyn	12784.71	Denbighshire, Gwynedd, Wrexham	Breeding populations of two to three pairs of red kite (*Milvus milvus*) (over 1 % of the British population); 14 pairs of hen harrier (over 2% of the British population); 14 pairs of merlin (over 2% of the British population); and 18 pairs of peregrine (1.5%of the British population)[69].

[67] https://sac.jncc.gov.uk/site/UK0030398

[68] https://naturalresources.wales/media/672797/MigneintADd%20WES32%20plan%20English.pdf

[69] https://naturalresources.wales/media/632307/SPA_UK9013111_Register_Entry_EN001.pdf

Site name	Site area (ha)	Representative local authority	Description
The Dee Estuary (Wales)	6636.01	Flintshire, Denbighshire	Supports Annex I species of common tern (*Sterna hirundo*), and little tern (*Sterna albifrons*) during breeding season, sandwich tern (Sterna sandvicensis) on passage, and bar-tailed godwit over winter. Regularly occurring migratory species are redshank, shelduck, teal, pintail, oystercatcher, grey plover, knot, dunlin, black-tailed godwit, and curlew. Over winter, the area regularly supports 120,726 individual waterfowl (5 year peak mean 1994/951998/99) including: great crested grebe (*Podiceps cristatus*), cormorant (Phalacrocorax carbo), shelduck, wigeon (*Anas penelope*), teal, pintail, oystercatcher, grey plover, lapwing (*Vanellus vanellus*), knot, sanderling (*Calidris alba*), dunlin, black-tailed godwit, bar-tailed godwit, curlew and redshank[70].
Anglesey Terns / Morwenoliaid Ynys Môn	2620.92	Isle of Anglesey	Breeding populations of Annex I species roseate tern (*Sterna dougallii*) (5 % of the British breeding population), common tern (1.5 % of the British breeding population), Arctic tern (*Sterna paradisaea*) (2.9 % of the British breeding population), and sandwich tern (3.3 % of the British breeding population)[71].
Traeth Lafan / Lavan Sands, Conway Bay	2256.86	Conwy, Gwynedd	Qualifying species are 500 great crested grebes (*Podiceps cristatus*) (about 5% of the British population). In winter, supports oystercatcher (2% of the British wintering population), curlew (2% of the British wintering population), redshank (2% of the British wintering population), and red-breasted mergansers (*Mergus serrator*) (1% of the British wintering population)[72].
Glannau Ynys Gybi / Holy Island Coast	602.54	Isle of Anglesey	Qualifying species is chough (*Pyrrhocorax pyrrhocorax*) (6.4 % of the British breeding population and 7 % of the British non-breeding population)[73].

[70] https://naturalresources.wales/media/632171/SPA_UK9013011_Register_Entry001.pdf
[71] https://naturalresources.wales/media/681970/spa-uk9013061-register-entry001.pdf

[72] https://naturalresources.wales/media/675196/spa-uk9013031-register-entry.pdf

[73] https://naturalresources.wales/media/632245/SPA_UK9013101_Register_Entry_EN001.pdf

Site name	Site area (ha)	Representative local authority	Description
Glannau Aberdaron ac Ynys Enlli / Aberdaron Coast and Bardsey Island	507.49	Gwynedd	Annex I breeding population of chough (3.5 % of the British breeding population and 3.5% of the British non-breeding population over winter). Regularly occurring migratory species is manx shearwater (*Puffinus puffinus*) during the breeding season[74].
Dyfi Estuary / Aber Dyfi	422.71	Gwynedd	Supports Annex I Greenland white-fronted goose (*Anser albifrons flavirostris*) (1% of the British wintering population)[75].
Mynydd Cilan, Trwyn y Wylfa ac Ynysoedd Sant Tudwal	369.37	Gwynedd	Supports Annex I species chough (2.6 % of the British breeding population and 2.6% of the wintering British population)[76].
Liverpool Bay / Bae Lerpwl (Wales)	277.03	Conwy, Denbighshire, Isle of Anglesey, Gwynedd, Flintshire	Supports Annex I species little tern (6.8% of the British breeding population), common tern (1.8% of the British breeding population), red-throated diver (*Gavia stellata*) (6.89% of the British wintering population) and little gull (*Hydrocoloeus minutus*). Regularly occurring migratory species is common scoter (*Melanitta nigra*) over winter (at least 10.31% of the wintering northwest Europe population)[77].
Craig yr Aderyn (Bird's Rock)	89.43	Gwynedd	Supports Annex I species chough (1.8 % of the British breeding population and 8% of the wintering British population)[78].

[74] https://naturalresources.wales/media/632399/SPA_UK9013121_Register_Entry001.pdf

[75] https://jncc.gov.uk/jncc-assets/SPA-N2K/UK9020284.pdf

[76] https://jncc.gov.uk/jncc-assets/SPA-N2K/UK9020282.pdf

[77] https://naturalresources.wales/media/683488/spa-uk9020294-register-entry001.pdf

[78] https://naturalresources.wales/media/632719/SPA_UK9020283_Register_Entry001.pdf

Site name	Site area (ha)	Representative local authority	Description
Ynys Seiriol / Puffin Island	31.09	Isle of Anglesey	Supports regularly occurring migratory species cormorants (1.35% of the northwest European breeding population)[79].
The Dee Estuary (England)	12.23	Flintshire, Denbighshire	Refer to The Dee Estuary (Wales) description for qualifying features as they are the same.
Northern Cardigan Bay / Gogledd Bae Ceredigion	1.41	Gwynedd	Supports Annex I over winter population of red-throated diver (7% of the British wintering population)[80].

[79] https://naturalresources.wales/media/632762/SPA_UK9020285_Register_Entry001.pdf

[80] https://naturalresources.wales/media/681974/spa-uk9020327-register-entry001.pdf

Appendix A – Buffer Zones

Table 19: Buffer zones based on NFD's HRA

Receptor	Narrative	Buffer zone
Ramsar and SACs where bats (and birds) are not a qualifying feature	Effects in this category (beyond the obvious direct land-take) are primarily to do with hydrological effects on wetland habitat and potential effects of air quality changes, such as nitrogen deposition. Although the latter can occur over greater distances, especially where the habitat is particularly sensitive to nutrient enrichment, significant effects (e.g. such that individual plants are adversely affected physiologically or that plant communities are altered by increased competitiveness of the more robust species present) are extremely unlikely over greater distances, owing to the dispersal of emissions in the air.	5km
SACs where lesser horseshoe bats are a qualifying feature.	Whilst lesser horseshoe bats can fly distances greater than 10km to access foraging areas, the vast majority of the feeding habitat necessary to resource a roost (i.e. the 'roost sustenance zone (RSZ)') is much closer than this. Although bats can also fly large distances from summer roosts to hibernation sites and between maternity roosts, the risks associated with exposure to any form of development (e.g. wind farms, road schemes, etc.) are much lower given that these journeys tend to be taken less frequently than nightly foraging routes in the RSZs. The SACs which this would be relevant to are: Meirionnydd Oakwoods and Bat Sites; Gwydyr Forest Mines; and Glynllifon.	10km
SACs where barbasetelle and greater horsehose bats are a qualifying feature	Whilst the 10 km buffer is suitable for lesser horseshoe bats, it is considered insufficient to reduce risk to greater horseshoe and barbastelle bat SAC populations given these species regularly travel significant distances (the RSZ for barbastelles is at least 6 km). Many SAC bat populations are also critically supported by surrounding habitats and a range of 'annex' roosts that are not contained within the designation.	20km
SPAs / Ramsar sites where the qualifying feature includes bird species	Certain bird species associated with SPAs and Ramsar sites (e.g. raptors, wildfowl & waders etc.) tend to readily fly greater distances as part of their foraging behaviour. Thus, birds associated with a designated site are certainly not confined to the boundaries of that location and will often fly some distance from it to feed, roost or breed. This is the basis of the concept of 'functionally-linked land' and the fact that HRAs of SPAs/ Ramsar sites need to take into account the fact that birds from the designated population will often spend time outside the boundaries of the designated area. A number of water birds are migratory, and therefore fly much greater distances between their breeding and over-wintering grounds. Whilst it is clearly not practical to account for these distances in establishing buffer zones, it is nevertheless important to consider the potential implications of RTP-facilitated development on internationally important sites even if they are located some distance away (up to 20 km), given the potential for mobile qualifying species. This is because even if a proposal site is many kilometres from a SPA/ Ramsar site boundary, it could still be located directly on the migration flight path for a SPA/ Ramsar site species. That said, migration is often carried out at height, so the risks are likely to be small (other than for airport expansion), but this potential impact will at least need to be considered at screening.	20km
SPAs where qualifying features include chough	The Welsh SPA network supports approximately 30% of the whole of the UK's population), and the fact that juvenile birds are known to disperse over particularly large distances, meant that a larger buffer was required. Evidence suggests that 98% of males disperse up to 35km from the natal site, whilst approximately 82% of females disperse up to 40km. The SPAs where this would be relevant are as follows: Holy Island Coast; Craig yr Aderyn; Mynydd Cilan; Trwyn y Wylfa ac Ynysoedd Sant Tudwal; and Aberdaron Coast and Bardsey Island.	40km

Receptor	Narrative	Buffer zone
Riverine SAC (habitat and associated species)	Riverine SACs which comprise mobile species, such as migratory fish (shad, lamprey, salmon, sea trout and eel) and otter should also be considered beyond the 5km buffer. Where otters are a primary reason for site selection, SACs only support a proportion of the habitat utilised by this species. Whilst it is recognised that SACs encompass important areas of otter habitat, this species is wide-ranging and will use feeding and breeding habitat outside of the SAC. Therefore, wherever a riverine SAC is downstream of a proposed development, potential impacts should be assessed outside of the 5km buffer (i.e. where potential developments are taking place upstream of riverine SACs, watercourses throughout the catchment which includes the SAC must be considered).	N/A
Mobile species	These are species that are interest features of European sites in their own right, but which require consideration beyond European site boundaries because they are migratory, or forage or roost etc. 'off-site', or whose populations require movement and mixing across fragmented sites (at a meta-population scale). Species that fall into this category in Wales include: • Bats: • Migratory fish - shad, sea lamprey, river lamprey, salmon, sea trout and eel • Marsh fritillary • Otter • Hen harrier • Wintering birds • Great crested newt • Sea mammals • Seabirds Therefore, internationally important sites whose qualifying features include mobile species, such as those listed above, which may be affected by policies within the RTP, irrespective of the location of the plan's proposals or whether the species would be in or out of the site when they might be affected, may need to be considered through HRA.	N/A
Typical species	Includes those that are not qualifying features of the internationally important site in their own right, but which are the typical species of a habitat which is a qualifying feature, and which are often referred to in the conservation objectives. At the strategic level of the RTP HRA it is not possible to consider them, but it may be necessary to do so in future project-level HRAs.	N/A
Functionally linked land	Refers to the role or 'function' that land or sea beyond the boundary of an internationally important site might fulfil in terms of ecologically supporting the populations for which the site was designated or classified (typically this includes waterbirds associated with SPAs as described in relation to the buffer set for birds within this table, but is also applicable to other species such as great crested newts and bats). Such land is therefore 'linked' to the internationally important site because it performs an important role in maintaining or restoring the population of qualifying species at favourable conservation status. Land which has been identified as functionally linked to an internationally important site holds the same level of protection as the internationally important sites itself, and therefore any adverse effects on such land would need to be mitigated, as appropriate. Functionally linked land may fall within buffers, but it may also lie outside. At the strategic level of the RTP HRA it is not possible to identify specific areas of functionally linked land, but the potential need to consider it in future project-level HRAs has been highlighted, where relevant, to ensure no adverse effects on site integrity.	N/A

Appendix D

HIA/EqIA Screening for Vulnerable Groups and Protected Characteristic Groups

Integrated Well-being Appraisal

Appendix D: Health and Equalities Assessment - Screening

D.1 Introduction

The Integrated Wellbeing Appraisal (IWBA) for the North Wales Regional Transport Plan (NWRTP) includes the use of a set of objectives which are applied against each of the proposed NWRTP policies (or set of policies) to identify any adverse or positive social, cultural, environmental or economic effects of implementation. Health Impact Assessment (HIA) and Equality Impact Assessment (EqIA) are integrated into the IWBA and therefore a screening exercise has been undertaken to set out the health determinants deemed of relevance to the NWRTP and also to identify vulnerable groups within the population, including protected characteristic groups (as defined by the Equality Act 2010[1]).

A Health Impact Assessment (HIA) considers how the health and well-being of a population may be affected by a proposed action, be it a policy, programme, plan, project or a change to the organisation or delivery of a public service. The approach to this health assessment screening is based on the Wales Health Impact Assessment Support Unit (WHIASU) Practical Guide to HIA[2] which sets out a framework for evaluating policies, plans and projects under broad determinants of heath and provides a checklist of vulnerable/disadvantaged groups to help in the identification of groups within a specific population that are of relevance to the plan or policy being assessed.

Health determinants

Health determinants are the factors which influence health outcomes within a population and an important step in health impact screening is to consider how the implementation of the policies within the NWRTP are likely to result in changes to health determinants which may then subsequently affect health outcomes of the population. Based on an understanding of the NWRTP and its overarching ambitions, health determinants considered relevant to the NWRTP are identified in

[1] Equality Act, 2010. Available online at: https://www.legislation.gov.uk/ukpga/2010/15/contents [Accessed 25/11/24]

[2] Welsh Health Impact Assessment Support Unit. Health Impact Assessment – A Practical Guide. Available online at: https://whiasu.publichealthnetwork.cymru/files/1415/0710/5107/HIA_Tool_Kit_V2_WEB.pdf [Accessed 25/11/24]

Table 1. These health determinants have been used within the IWBA to consider how the policies of the NWRTP may impact the health of the population.

Table 1 Health determinants of relevance to the NWRTP

Health determinant	Justification
Provision of active travel/public transport between neighbourhoods and other destinations	Use of public transport and active travel (walking, cycling and wheeling) is known to increase levels of physical activity which has beneficial effects for health and wellbeing.
Social connectedness/ access to services and opportunities	Enhanced transport networks, including public transport and active travel infrastructure, offer more convenient, accessible, and cost-effective ways to reach social infrastructure like healthcare, leisure facilities, green spaces, cultural sites, educational institutions, and employment opportunities. This not only promotes physical and mental well-being but also encourages social engagement, helping to reduce loneliness.
Air quality and noise pollution	Enhanced public transport and active travel networks and services which encourage modal shift would support reductions in emissions and reduced levels of traffic, both of which contribute to improvements in air quality and also in levels of traffic noise.

Vulnerable groups and protected characteristic groups

In addition to the identification of relevant health determinants, it is also necessary to identify population groups within the wider population who are likely to be more vulnerable to changes in those health determinants. For example, people who are experiencing socio-economic disadvantage would be more adversely affected by any increases in travel costs than people who are not experiencing socioeconomic disadvantage. The identification of vulnerable groups for the health assessment has been combined with the identification of protected characteristic groups considered in an EqIA and who may be differentially or disproportionately affected by the NWRTP policies:

- Differential effects arise where people with protected characteristics could be **affected differently** from the rest of the population, due to a particular need or sensitivity.
- Disproportionate effects arise when an impact has a **proportionately greater** effect on people with protected characteristics than the rest of the population.

Protected Characteristic Groups are used to refer to specific attributes or characteristics that are legally safeguarded against discrimination in various contexts, such as employment, education, housing, and public services. The protected characteristics or groups considered within the scope of this impact screening are listed below as defined by the Equality Act 2010:

- Age (Older people, children and young people up to the age of 18)
- Disability, including people with long-term health conditions
- Low-income households/people experiencing socio-economic disadvantage
- Pregnancy and maternity
- Race
- Religion, belief, and non-belief
- Gender Reassignments (the act of transitioning and Transgender people)
- Sexual orientation (e.g. Heterosexual, Lesbian, Gay and Bisexual)

- Sex (male/female)
- Marriage and civil partnership (although this are only applicable in relation to discrimination and employment)

For the purpose of assessing health impacts, further vulnerable groups which should be considered include:

- Certain occupational groups (e.g., HGV drivers, bus/train drivers)
- People living in rural or coastal areas

D.2 Impact screening and evidence review

This section highlights potential impacts of changes to health determinants on various vulnerable groups and protected characteristics, considering social aspects such as equality of opportunity and fostering good relations between people who share protected characteristics and those who do not.

As described in Section D.1, there is an overlap between protected characteristic groups defined by the Equalities Act 2010 and vulnerable groups identified for the HIA. Therefore, within the scope of this impact screening, both groups have been merged to eliminate repetition of assessment.

Based on available literature, data, and the stage of impact screening, it is considered the NWRTP would not have disproportionate or differential impacts on some protected characteristics/vulnerable groups including Race, Religion, Belief and non-belief, and Marriage and civil partnership. These groups have therefore been scoped out of the assessment. This has also been noted in the impact screening table below (Table 2).

Table 2 outlines the possible impacts the NWRTP could have on the protected characteristic groups/ vulnerable groups and is based on a literature and evidence review.

Table 2 vulnerable groups and protected characteristics or groups for health and equalities impact screening

Vulnerable Groups / Protected Characteristic Groups		Baseline Summary	Impact Screening
Group	Sub-groups		
Age	Children (under the age of 16) and young people (between ages 16 to 24)	According to the ONS Census 2021[3], on average, 17.3% of the population in North Wales is under the age of 16, with the largest proportion in Wrexham (18.4%). The School Health Research Network finds that in Wales, the most common mode of travel to school reported were public transport and walking (34%)[4]. According to the National Survey for Wales[5], less than 10% of individuals use the bus to travel to primary school, however buses and active travel are the most popular transport options to travel to secondary schools. According to ONS Census 2021[6], overall, 1.28% of the population uses public transport and 3.84% uses active travel modes to travel to work. However, there are higher proportions of younger people (2.9%) in North Wales aged between 16-24 years old using public transport and 6.9% using active	Active travel, such as walking and cycling, and public transport such as buses and trains, can positively impact children's physical and mental well-being by increasing physical activity. Additionally, reducing car journeys to schools can lower emissions, thereby improving air quality. Use of public transport by young people (aged between 16-24 years) contributes towards their social connectedness and provides independent access to essential services and opportunities such as education and early employment. Active travel also contributes to the development of essential life skills in children such as navigation, road safety awareness and independence. In a survey by Public Health Wales[7], it was found that parents agreed that active school travel improves health and wellbeing of their children. However, respondents also highlighted concerns about traffic safety and previous negative experiences as well as the need to limit the potential for children to encounter any other forms of danger while travelling to school.

[3] Office for National Statistics (2021) TS007- Age by single year. Available online at: https://www.nomisweb.co.uk/query/select/getdatasetbytheme.asp?theme=93&subgrp=Topic+Summaries [Accessed 25/11/24]

[4] School Heal Research Network, Student Health and Wellbeing in Wales: Report of the 2021/22, Health Behaviour in School-aged Children Survey and School Health Research Network Student Health and Wellbeing Survey. Available online at: file:///C:/Users/Tarisha.Kaushik/Downloads/SHRN-2021-22-National-Indicators-Report-FINAL-en-V2_corrected_10.10.23.pdf [Accessed 03/12/2024]

[5] Welsh Government, National Survey for Wales: April 2022 to March 2023. Available online at: https://www.gov.wales/national-survey-wales [Accessed 03/12/2024]

[6] Office for National Statistics (2021) RM075- Method used to travel to work by age. Available online at: https://www.nomisweb.co.uk/query/select/getdatasetbytheme.asp?theme=93&subgrp=Topic+Summaries [Accessed 25/11/24]

[7] Active Travel Board by Public Health Wales, Active School Travel 'A route to improvement', 2021. Available at: https://publichealthnetwork.cymru/wp-content/uploads/2023/05/Active-School-Travel-National-Delivery-Plan-for-Wales-2021-ENGLISH-1.pdf [Accessed 25/11/24]

Vulnerable Groups / Protected Characteristic Groups		Baseline Summary	Impact Screening
Group	Sub-groups		
		travel modes (walking or cycling) as their mode of transport to travel to work.	Overall, NWRTP is considered to have the potential to have a positive impact on children and young people due to the improvement of active travel infrastructure and public transport services, which would make them more accessible, affordable and safer. This could have associated health benefits due to increased physical activity, as well as increased independence, socialisation, and access to facilities for children and young people.
	Older people (65 and above)	2021 Census data[1] shows that, on average 23.9% of the population in North Wales is over the age of 65. The local authority of Conwy particularly has the largest proportion of people aged 65+ (27.4%) and 3.9% aged 85 and over in North Wales. In comparison, Wales has a slightly lower proportion of people aged 65 and over (21.4%). A report by Age Cymru finds that 36% of older people in Wales do not hold a valid driver's license, 44% of retired households do not have access to a car and people aged 60+ are twice as likely to travel by bus as younger people[8].	Physical activity among older people has been linked to increased mental and physical wellbeing[10]. NWRTP would likely have a positive impact and improve the walking environment, resulting in more older people potentially choosing to walk in their neighbourhoods and to/from public transport services. This would contribute to an increase in the amount of physical activity undertaken by older people within the community, leading to improved health outcomes. The North Wales population assessment: Older people[11], identifies transport as an issue where people can no longer drive or have accessibility needs (such as using a wheelchair).

[8] Age Cymru, Buses – a lifeline for older people: older people's experiences of bus services in Wales, 2013. Available online at: https://www.agecymru.wales/siteassets/documents/policy/buses---a-lifeline-for-older-people/buses---a-lifeline-for-older-people.pdf [Accessed 03/12/2024]

[10] Greater Sport (2021) Active travel and older adults. Available online at: -evidence-review-active-travel-and-older-adults.pdf (gmmoving.co.uk) [Accessed 25/11/24]

[11] North Wales Regional Partnership Board (2017) North Wales Population Assessment: Older people. Available online at: https://www.northwalescollaborative.wales/wp-content/uploads/2017/04/3-Older-people-chapter.pdf [Accessed 02/12/2024]

Vulnerable Groups / Protected Characteristic Groups		Baseline Summary	Impact Screening
Group	Sub-groups		
		The community calculator survey by Age Cymru[9] indicates that 22.9% of respondents rated public seating and places to rest a score of three or less (out of ten), with a general lack of public seating in communities being a key issue. Older adults have also raised concerns about the frequency and reliability of bus services and the lack of bus and community transport in the evenings.	One million people aged 65 and over in the UK report that they are often or always lonely[12]. Accessible public transport therefore provides connectivity for maintaining community involvement, reducing loneliness while providing older people with an increased sense of agency. Improved active travel and public transport infrastructure would help older people feel safer while using it, encouraging them to use it more. The Centre for Aging Better states that fear of traffic, safety concerns, and lack of confidence among older people is a barrier to the uptake of walking and cycling[13]. However, evidence does show that older people are more likely to be involved in fatal road traffic collisions; Car occupant fatality rates per million population are particularly high for those age 75 and over and pedestrian fatality rates per million population are particularly high for those age 75 and over[14].

[9] Age Cymru in partnership with Swansea University (2021) Older people in Wales: Facts and Statistics. Available online at: age-cymru---older-people-in-wales---facts-and-statistics-2021.pdf [Accessed 02/12/2024]

[12] Social care institute for excellence (2022) Tackling loneliness and social isolation. Available online at: https://www.scie.org.uk/prevention/connecting/loneliness-social-isolation [Accessed 25/11/24]

[13] Centre for Ageing Better (2021) Walking and cycling 'not safe or attractive enough' for many in their 50s and 60s. Available online at: https://ageing-better.org.uk/news/walking-and-cycling-not-safe-or-attractive-enough-many-their-50s-and-60s [Accessed 25/11/24]

[14] Welsh Government (2020) Welsh 20mph task Force Group: Final Report. Available online at: https://www.gov.wales/sites/default/files/publications/2020-07/20mph-task-force-group-report.pdf [Accessed 25/11/24]

Vulnerable Groups / Protected Characteristic Groups		Baseline Summary	Impact Screening
Group	Sub-groups		
			Port areas around Holyhead and Mostyn (classified as a rural town[15]) attract HGV movements that would be further facilitated by the NWRTP. This could expose older people living in surrounding areas to disproportionate impacts of freight associated with amenity. However, a shift to cleaner fuels and rail for freight could help mitigate these effects in the long term.
Disability	People who are physically and/or mentally disabled	On average, 20.8% of the people in North Wales are disabled under the Equality Act as compared to 21.6% in Wales in 2021[16]. According to ONS Census 2021[17], 11.64% of disabled people in North Wales are in full-time employment (31+ hours) close to Wales' proportion of 12%. There is a considerable disability pay gap in Wales, although this has reduced in recent years. In 2022, the disability pay difference in Wales was 9.7%, compared to 11.4% in 2021. This means that disabled people in Wales earned, on average, 9.7% less per hour than non-disabled people[18].	Active travel, in the form of walking, cycling, and wheeling can contribute to overall health improvements, including cardiovascular fitness, muscle strength, and mental well-being. It can also foster community connections for disabled individual by providing opportunities for social interactions and engagement with the local environment. A recent nationwide study into walking and cycling found that only 12% of disabled people cycle weekly, compared to 19% of non-disabled people[20]. There are significant disparities between rural transport and urban transport in Wales. In the National Survey for Wales[21], it was reported that 86% of people in rural areas have use of a car.

[15] Welsh Government (2011) Data Map Wales – Rural-urban classification for LSOAs. Available online at: https://datamap.gov.wales/layers/geonode:rural_urban_classification_of_lsoa [Accessed 02/12/2024]

[16] Office for National Statistics (2021) TS038- Disability. Available online at: https://www.nomisweb.co.uk/query/select/getdatasetbytheme.asp?theme=93&subgrp=Topic+Summaries [Accessed 28/11/24]

[17] Office for National Statistics (2021) RM019- Economic activity status by hours worked by disability. Available online at: https://www.nomisweb.co.uk/query/select/getdatasetbytheme.asp?theme=93&subgrp=Topic+Summaries [Accessed 28/11/24]

[18] Welsh Government (2023) Wellbeing of Wales,2023. Available online at: https://www.gov.wales/wellbeing-wales-2023-more-equal-wales-html#:~:text=The%20disability%20pay%20difference%20in,hour%20than%20non%2Ddisabled%20people. [Accessed 25/11/24]

[20] Sustrans (2022) How can we tackle inequity in active travel? Available online at: https://www.sustrans.org.uk/our-blog/opinion/how-can-we-tackle-inequity-in-active-travel-an-inclusive-design-qa-with-tierney-lovell/ [Accessed 29/11/2024]

[21] Welsh Government (2014) National Survey for Wales – Transport. Available online at: https://statswales.gov.wales/Catalogue/Transport [Accessed 28/11/2024]

Vulnerable Groups / Protected Characteristic Groups		Baseline Summary	Impact Screening
Group	Sub-groups		
		Additionally, 6.6% of North Wales population are not disabled but have long term physical or mental health conditions. This is the same as the Welsh national proportion (6.6%). Around one third of people in North Wales are living with a chronic condition, such as high blood pressure, asthma, heart failure or diabetes[19].	In North Wales, of households using cars, 17.8% have individuals with physical or mental disabilities[22]. In Wales, disabled people, particularly those living in rural areas or experiencing socio-economic deprivation, face barriers in access to healthcare (and other social infrastructure) and also have more unmet care needs due to waiting lists or costs, resulting in increased psychological stress[23]. NWRTP has the potential to enhance connectivity between urban and rural areas as well as connection between major services such as health, education, and employment opportunities which would positively affect disabled people. Encouraging the option for remote working would be disproportionately beneficial for disabled people for whom travel it difficult, although this may also exacerbate social isolation for this group. The NWRTP would also improve the accessibility of public transport by improvements in design, safety and integration with other modes of transport. However, NWRTP could affect people with mental health difficulties negatively. A survey by Mental Health Foundation[24]

[19] North Wales Regional Partnership Board (2022) North Wales Population Needs Assessment. Available online at: https://www.northwalescollaborative.wales/north-wales-population-assessment/ [Accessed 29/11/2024]

[22] Office for National Statistics (2021) RM068 - Disability by car or van availability: Census 2021. Available online at: https://www.nomisweb.co.uk/query/select/getdatasetbytheme.asp?theme=93&subgrp=Topic+Summaries [Accessed 29/11/2024]

[23] Welsh Government (2021) A review of evidence of socio-economic disadvantages and inequalities of outcome (summary). Available online at: https://www.gov.wales/review-evidence-socio-economic-disadvantage-and-inequalities-outcome-summary-html [Accessed 28/11/2024]

[24] Mental Health Foundation (2022) Public Mental Health and Transport: the challenges and possibilities. Available online at: https://www.mentalhealth.org.uk/our-work/research/transport-and-public-mental-health [Accessed 29/11/2024]

Vulnerable Groups / Protected Characteristic Groups		Baseline Summary	Impact Screening
Group	Sub-groups		
			found that research participants talked about being overwhelmed by the 'human churn' of public transport. It is challenging for people with mental health difficulties and/or neurodivergent people to qualify for travel concessions. And those with hidden disabilities or conditions often do not feel comfortable asking for help or using priority seating.
Income-related groups	People within low-income households	Income deprived areas in North Wales include areas around Holyhead, Peblig, Marchog, Colwyn Bay, Rhyl, Shotton and Holywell that lie among the 10% most deprived areas.[25] Statistics from 2022[26] show that median gross weekly pay in the North Wales is £584.30 which is slightly lower than Wales value of £599.70. According to ONS Census 2021[27], on average, 17.3% of the households in North Wales have no cars or vans as compared to Welsh average (19.4%). The majority of people in employment in Wales drive to work by car or van (56.5%), 8.2% travel to work by walking or cycling, whilst 2.3% commute	Research suggests that rates of active travel and usage of public transport vary by socio-economic group, with higher rates generally observed among less affluent populations. A report by the Urban Transport Group[31] published in 2016 also highlights a low level of car ownership amongst the lowest earners in the UK, and that improved public transport services and active travel infrastructure have the potential to provide cost-effective ways of increasing mobility and improving access to local services and opportunities. In 2021, 18% adults in the UK on the lowest incomes report having 'bad' or 'very bad' health, compared to 1.7% on the

[25] Welsh Government (2019) Welsh Index of Multiple Deprivation, Income Deprivation Domain. Available online at: https://wimd.gov.wales/explore?lang=en#&domain=income&z=11&lat=53.1435&lng=-4.2125 [Accessed 28/11/2024]

[26] Stats Wales (2022) Average (median) gross weekly earning by Welsh local areas and year (£). Available online at: https://statswales.gov.wales/Catalogue/Business-Economy-and-Labour-Market/People-and-Work/Earnings/medianweeklyearnings-by-welshlocalareas-year [Accessed 28/11/2024]

[27] Office for National Statistics (2021) TS045- Car or van availability. Available online at: https://www.nomisweb.co.uk/query/select/getdatasetbytheme.asp?theme=93&subgrp=Topic+Summaries [Accessed 28/11/24]

[31] Urban Transport Group (2016) The Case for Active Travel: How walking and cycling can support more vibrant urban economies. Available online at: https://www.urbantransportgroup.org/system/files/general-docs/The%20Case%20for%20Active%20Travel_0.pdf [Accessed 29/11/2024]

Vulnerable Groups / Protected Characteristic Groups		Baseline Summary	Impact Screening
Group	Sub-groups		
		by bus in 2021[28]. There is no regional data for this statistic. According to ONS 2021[29], on average, North Wales (21.6%) has a higher percentage of people working outdoors[30] than Wales (20.3%).	highest incomes[32] . The NWRTP has the potential to improve direct access to healthcare as well as recreation activities and green spaces, encouraging physical activity to promote better health. NWRTP would likely have a positive impact on children from low-income households. A research study[33] found that children from less affluent backgrounds are likely to benefit disproportionately from improvements to public transport and active travel infrastructure. Since they are less likely to have access to a car, these improvements are crucial for accessing services and facilities and for enabling social interactions. Furthermore, the NWRTP is also likely to have a positive impact on older people (22.6%)[34] and disabled individuals (41.2%)[35] from low-income backgrounds by improving wheelchair

[28] Office for National Statistics (2021) TS061- Method used to travel to work. Available online at: https://www.nomisweb.co.uk/query/select/getdatasetbytheme.asp?theme=93&subgrp=Topic+Summaries [Accessed 28/11/24]

[29] Office for National Statistics (2021) TS064- Occupation-Minor groups. Available online at: https://www.nomisweb.co.uk/query/select/getdatasetbytheme.asp?theme=93&subgrp=Topic+Summaries [Accessed 28/11/24]

[30] Note: Occupations that include working outdoors include agriculture, metal industry, construction, drivers and transport operatives, shopkeepers and sales operatives among others.

[32] The Health Foundation (2024) Relationship between income and health. Available online at: https://www.health.org.uk/evidence-hub/money-and-resources/income/relationship-between-income-and-health [Accessed 28/11/2024]

[33] Government Office for Science (2019) Inequalities in Mobility and Access in the UK Transport System. Available online at: https://www.gov.uk/government/publications/future-of-mobility-inequalities-in-mobility-and-access-in-the-uk [Accessed 25/11/24]

[34] Office for National Statistics (2021) SG013EW – Approximated social grade by sex by age: Census 2021. Available online at: https://www.nomisweb.co.uk/query/select/getdatasetbytheme.asp?theme=93&subgrp=Approximated+Social+Grade [Accessed 29/11/2024]

[35] Office for National Statistics (2021) RM070 – Disability by NS-SEC by age. Available online at: https://www.nomisweb.co.uk/datasets/c2021rm070 [Accessed 03/12/2024]

Vulnerable Groups / Protected Characteristic Groups		Baseline Summary	Impact Screening
Group	Sub-groups		
			accessibility, seating, and waiting facilities, making public transport and active travel more accessible.
	People who are economically inactive and unemployed	According to ONS Census 2021[36], the economic inactivity rate in North Wales (43.7%) is consistent with Wales at 43.5%. The economically inactive population in North Wales includes students (4.6%), looking after family (3.9%), long-term sickness or disabled (5.0%), retired (27.5%) and other (2.8%).	Low car ownership is likely within the economically inactive group related to a lack of sufficient income to meet the initial high cost (including vehicle purchase and insurance) and running costs. The North Wales Population Needs Assessment[37] (2022) identified through consultation and engagement that accessibility of transport links to those with chronic health needs, physical disability and sensory impairment were especially an issue in more rural areas, where social isolation can be more profound due to lack of public transport infrastructure.
	People living in rural areas who are known to exhibit poor economic and/or health indicators	Welsh Index of Multiple Deprivation (WIMD) [38] overall deprivation finds areas around Sealand, Holywell, Rhyl, Colwyn Bay, Marchog and Holyhead to be among the 10% most deprived areas. Material deprivation, where people are not able to afford basic things like keeping the house warm, in Wales increased in 2022-23 compared to 2021-22,	Residential areas that are socio-economically deprived are more likely to be experiencing socio-economic disadvantages like educational and work opportunities. Figures from 2018[40] (most recent available) show that whilst 35% of households who are in the lowest income group own at least one car, that rises to 93% of households in the highest income group. People who are socio-economically disadvantaged

[36] Office of National Statistics (2021) TS066- Economic activity status. Available online at: https://www.nomisweb.co.uk/query/select/getdatasetbytheme.asp?theme=93&subgrp=Topic+Summaries [Accessed 28/11/24]

[37] North Wales Regional Partnership Board (2022) North Wales Population Needs Assessment. Available online at: https://www.northwalescollaborative.wales/north-wales-population-assessment/ [Accessed 29/11/24]

[38] Welsh Government (2019) Welsh Index of Multiple Deprivation. Available online at: https://wimd.gov.wales/explore?lang=en#domain=overall&&z=11&lat=53.2879&lng=-4.6061 [Accessed 28/11/2024]

[40] Office for National Statistics (2018) Percentage of households with cars by income group. Available online at: https://www.ons.gov.uk/peoplepopulationandcommunity/personalandhouseholdfinances/expenditure/datasets/percentageofhouseholdswithcarsbyincomegrouptenureandhouseholdcompositionuktablea47 [Accessed 28/11/2024]

Vulnerable Groups / Protected Characteristic Groups		Baseline Summary	Impact Screening
Group	Sub-groups		
		from 11% of adults to 16%[39].The proportion of people who said they had no difficulty keeping up with bills and credit card commitments fell to 63% from 76% during the same time period.	are therefore more likely to rely on active travel and public transport for journeys. Individuals in rural areas without a car have much poorer access to key services, compared with rural car owners and individuals residing in urban areas[41]. As such, rural public transport is vital to the development of rural areas because it has a pivotal role in helping ensure people, especially those on low incomes living in rural areas, to access community services, facilities employment opportunities, education and training, and leisure and recreation[42]. Therefore, NWRTP is considered likely to have a positive impact by providing improved access to public transport and active travel options. A study in London, looking to quantify socioeconomic and ethnic inequalities found that socioeconomic inequalities in road traffic noise were generally small. The odds of living within a 50dB contour of rail noise were 19% higher for black compared to white individuals[43]. According to

[39] Welsh Government (2023) National Survey for Wales headline results: April 2022 to March 2023. Available online at: https://www.gov.wales/national-survey-wales-headline-results-april-2022-march-2023-html#126275 [Accessed 25/11/2024]

[41] University College London, Transport and Poverty: A Review of Evidence, 2014. Available online at: https://www.ucl.ac.uk/transport/sites/transport/files/transport-poverty.pdf [Accessed 25/11/24]

[42] Powell, J., Keech, D and Reed, M., 2018. What Works in Tackling Rural Poverty: An Evidence Review of Interventions to Improve Transport in Rural Areas. Countryside and Community Research Institute, University of Gloucestershire. Available online at: https://www.wcpp.org.uk/wp-content/uploads/2018/06/An-evidence-review-of-interventions-to-improve-transport-in-rural-areas.pdf [Accessed 25/11/24]

[43] Tonne C, Milà C, Fecht D, et al. (2018) Socioeconomic and Ethnic Inequalities in Exposure to Air and Noise Pollution in London. Environ Int.115:170-179. doi:10.1016/j.envint.2018.03.023

Vulnerable Groups / Protected Characteristic Groups		Baseline Summary	Impact Screening
Group	Sub-groups		
			North Wales Regional Partnership Board[44], in 2022, the general trends indicate that people living in the most deprived areas have higher levels of hearing and visual impairment, and also long-term health problems, particularly chronic respiratory conditions, cardiovascular disease and arthritis. With potential reduced noise and air pollution levels achieved through modal shift and remote working, it is considered that NWRTP is likely to have a positive impact on people living in socio-economically deprived areas.
Pregnancy and maternity	People who are pregnant and/or going through first 2 years of maternity	According to Maternity and Birth Statistics[45], 23% of pregnant women in Wales do not receive their initial assessment with maternity services by the 10th completed week of pregnancy. Three out of ten pregnant women reported a mental health condition at initial assessment.	Access to health services is essential for supporting pregnant women, ensuring they receive timely prenatal care and medical advice. Safe and comfortable transportation options further enhance accessibility to healthcare facilities, reducing barriers to care. Additionally, a McKinsey report[46] found that remote working opportunities and flexible schedules play a significant role in improving maternal well-being by alleviating commute-related stress, reducing exposure to illnesses, and enabling better management of symptoms such as morning sickness for working mothers. Therefore, NWRTP is considered to have the potential to have a positive impact on pregnant individuals and working mothers.

[44] North Wales Regional Partnership Board (2022) Population Needs Assessment. Available at: https://www.northwalescollaborative.wales/wp-content/uploads/2023/04/Population-Needs-Assessment-April-2022-pub-20230418-eng.pdf [Accessed 28/11/2024]

[45] Welsh Government (2022) Maternity and birth statistics. Available online at: https://www.gov.wales/maternity-and-birth-statistics-2022-html [Accessed 25/11/24]

[46] McKinsey (2021) For mothers in the workplace, a year (and counting) like no other. Available online at: https://www.mckinsey.com/featured-insights/diversity-and-inclusion/for-mothers-in-the-workplace-a-year-and-counting-like-no-other [Accessed 29/11/24]

Vulnerable Groups / Protected Characteristic Groups		Baseline Summary	Impact Screening
Group	Sub-groups		
Race	Black, Asian and other racialised groups (such as Gypsies and Travellers and Migrants, Asylum seekers and Refugees)	According to ONS Census 2021, in North Wales, the largest global ethnic majority group prevalent is Asian, Asian British or Asian Welsh (1.3%). Other groups in the region include Black, Black British or Black Welsh (0.3%) and Mixed or Multiple ethnicities (1%)[47]. The ethnic mix in the Region is low compared to the national picture.	In Wales, 19% of households have no cars or vans in their household. However, this rises to 36% of Black, Black British, Black Welsh, Caribbean or African households and 29% of Mixed, or Multiple ethnic group households[48]. This suggest that Black, Asian and other racialised groups have higher rates of bus and coach travel than any other group. According to National Travel Survey[49], they reported to experience low confidence and concerns over safety in public transport. Therefore, NWRTP is considered to have the potential to have a positive impact on Black, Asian and other global ethnic majority groups in relation to feeling safe and comfortable in their neighbourhood while engaging in active travel activities and while using public transport.
Religion, belief, non-belief	People who have stated themselves from various religious groups or have no religion	ONS Census 2021 data[50] shows that 49.8% of people in North Wales are Christians, followed by 41.7% that identify with no religion. Other religious groups include Buddhists (0.3%), Hindus (0.2%), Jews (0.05%), Muslims (0.8%) and Sikhs (0.02%).	No evidence has been identified to suggest that a person would be differentially or disproportionately affected by NWRTP because of their religion or belief.

[47] Office of National Statistics (2021) TS022 – Ethnic group (detailed). Available online at: https://www.nomisweb.co.uk/query/select/getdatasetbytheme.asp?theme=93&subgrp=Topic+Summaries [Accessed 03/12/2024]

[48] Office of National Statistics (2021) RM130 – Tenure by car or van availability by ethnic group of Household Reference Person. Available online at: https://www.nomisweb.co.uk/datasets/c2021sg013ew [Accessed 29/11/2024]

[49] Department for Transport (2017) National Travel Survey. Available online at: https://www.gov.uk/government/collections/national-travel-survey-statistics [Accessed 29/11/24]

[50] Office for National Statistics (2021) TS030 – Religion. Available online at: https://www.nomisweb.co.uk/query/construct/submit.asp?forward=yes&menuopt=201&subcomp= [Accessed 03/12/24]

Vulnerable Groups / Protected Characteristic Groups		Baseline Summary	Impact Screening
Group	Sub-groups		
Sexual orientation	People who are LGBTQ+	ONS Census data[51] identifies that across England and Wales 89.4% of the population (aged over 16) identify as straight or heterosexual, with 3% identifying as lesbian, gay, bisexual or other. The remaining 7.6% of the population did not provide an answer. The data shows that 16-24-year-olds are the most likely to identify as lesbian, gay or bisexual and a slightly higher proportion of females identify as gay or lesbian 3% compared to 2.7%). There is no data specific to North Wales.	There is a higher propensity of people who are LGBTQ+ to feel less safe in their neighbourhoods than cisgender and heterosexual people[52]. According to a policy paper report[53], it was found that LGBTQ+ groups avoid using public transport out of fear of being harassed. Therefore, NWRTP is considered to have the potential to have a positive impact on people who are LGBTQ+ in relation to feeling safe and comfortable in their neighbourhood while engaging in active travel activities and while using public transport.
Gender reassignments	The act of transitioning and Transgender people	According to ONS Census 2021, 0.4% of people aged 16 and over in North Wales identify as non-cisgendered. This includes trans man, trans woman, non-binary, gender identity different from sex registered at birth and all other gender identities.	Similar impacts to those described above in relation to sexual orientation are expected for those experiencing gender reassignment. Additionally, some transgender and non-binary individuals engage in chest binding for gender affirmation. While this prevents mental health issues, it can lead to abnormal lung function, making these individuals more vulnerable to negative health impacts of air pollution.[54]

[51] Office for National Statistics (2021) RM122 – Sexual orientation by age and sex. Available online at: https://www.nomisweb.co.uk/query/select/getdatasetbytheme.asp?theme=93&subgrp=Topic+Summaries [Accessed 28/11/24]

[52] Sustrans (2022) Walking and Cycling index 2021. Available online at: https://www.sustrans.org.uk/media/10527/sustrans-2021-walking-and-cycling-index-aggregated-report.pdf [Accessed 28/11/24]

[53] Equality and Human Rights Commission, Government of United Kingdom (2018) Is Britain Fairer? The state of equality and human rights. Available online at: https://www.gov.uk/government/publications/is-britain-fairer-the-state-of-equality-and-human-rights-2018 [Accessed 29/11/24]

[54] American Journal of Public Health (2021) Queering Environmental Justice: Unequal Environmental Health Burden on the LGBTQ+ community. Available online at: https://ajph.aphapublications.org/doi/full/10.2105/AJPH.2021.306406 [Accessed 03/12/2024]

Vulnerable Groups / Protected Characteristic Groups		Baseline Summary	Impact Screening
Group	Sub-groups		
Sex/ Gender	Women	51.1% of the population of North Wales is female[55]. Of these, 16.8% are under the age of 16 and 8.9% are between ages 16 and 24. Moreover, 24.7% are aged 65 and above. ONS Census[56] data suggests 48.1% of women in North Wales are in employment. Carers UK[57] found that 14.3% of people in the UK struggle with juggling work and care. This is more likely to disproportionately impact women who become carers and provide more hours of unpaid care than men with 59% of unpaid carers in England and Wales being women.	According to National Travel Survey[58], while both men and woman made 61% of their trips by car in 2017, men made a higher share of trips as a driver than women (44% compared to 37%). Furthermore, between ages 30 and 50, women make more trips than men, the most notable difference being for escort education (mostly taking children to school). The second highest reason for travel in this age group is commuting to work and shopping-related activities. However, women in the UK have lower levels of car ownership than men[59]. Therefore, women are more reliant on active travel and public transport for their trips. National Survey for Wales[60] also found that women generally feel less safe using public transport particularly after dark. Through improvement in active travel infrastructure and public transport services, it is considered that NWRTP will have a positive impact on women in relation to feeling safe and comfortable and by providing better access to services.
	Men	48.9% of the population of North Wales is male[55].	According to National Travel Survey[62], older men (above the age 60) make more trips than women, with one-third of these trips being for shopping-related activities.

[55] Office for National Statistics (2021) TS008 – Sex; RM121 – Sex by age. Available online at: https://www.nomisweb.co.uk/query/select/getdatasetbytheme.asp?theme=93&subgrp=Topic+Summaries [Accessed 03/12/2024]

[56] Office for National Statistics (2021) RM024 – Economic activity status by sex by age. Available online at: https://www.nomisweb.co.uk/datasets/c2021rm024 [Accessed 03/12/2024]

[57] Carers UK, Key facts and figures about caring, 2021. Available online at: https://www.carersuk.org/policy-and-research/key-facts-and-figures/ [Accessed 03/12/2024]

[58] Department for Transport (2017) National Travel Survey. Available online at: https://www.gov.uk/government/collections/national-travel-survey-statistics [Accessed 29/11/24]

[59] Department for Transport (2021) Vehicle Licensing Statistics: Annual 2020. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/985555/vehicle-licensing-statistics-2020.pdf [Accessed 29/11/24]

[60] Welsh Government (2014) National Survey for Wales – Transport. Available online at: https://statswales.gov.wales/Catalogue/Transport [Accessed 29/11/24]

[62] Department for Transport (2017) National Travel Survey. Available online at: https://www.gov.uk/government/collections/national-travel-survey-statistics [Accessed 29/11/24]

Vulnerable Groups / Protected Characteristic Groups		Baseline Summary	Impact Screening
Group	Sub-groups		
		Wrexham 022D has a significantly larger proportion of male population (78.4%). According to the Annual Population Survey[61], 89.9% of HGV drivers in Wales are male.	As mentioned in Age-Older people section, they tend to engage in active travel and use public transport for their travel/trips. No evidence has been identified to suggest that working men would be differentially or disproportionately affected by NWRTP. However, it has been identified that NWRTP will have a positive impact on older men who are more reliant on active travel and public transport.
Marriage and civil partnership	People who are married and/or are in civil partnership in relation to employment law		No evidence has been identified to suggest that a person would be different or disproportionately affected by NWRTP because of their marriage and civil partnership.

[61] Office for National Statistics (2024) Annual Population Survey – SOC2020 Employment by occupation by sex, July 2023 – June 2024. Available online at: https://www.nomisweb.co.uk/datasets/aps218/reports/employment-by-occupation?compare=W92000004 [Accessed 03/12/24]

D.3 Welsh language

While language is not a vulnerable group or protected characteristics or groups, in line with Welsh Language Act 1993[63], the Welsh language and "other" language has been considered as part of this impact screening. The Welsh Language Act 1993 ensures that the Welsh language and the English language are treated on a basis of equality. Additionally, the Welsh government includes a strategy 'Cymraeg 2050: Welsh language strategy action plan 2024 to 2025'[64] to increase and encourage the use of Welsh. This incorporates inclusion of favourable conditions and infrastructure to support the Welsh language.

Policies in the NWRTP would likely improve connectivity between Welsh-speaking communities and to educational resources for learning Welsh, which are crucial for promoting the daily use of the Welsh language. Additionally, they help facilitate the use of Welsh language in social and community spaces such as transport interchanges, bus waiting areas, bus stops and buses themselves in verbal and written formats.

D.4 Intersectionality

It is important to note that a person may have several characteristics that have been described. This results in identities overlapping and interacting to compound any positive or negative effects they may experience as a result of a new policy being implemented. For example, a person who experiences socioeconomic disadvantage and is also a woman and disabled, may face distinct barriers that are not fully understood when considering each of the characteristics/vulnerabilities separately. Having an awareness of this intersectionality ensures that these overlapping identities and experiences are considered in the assessment and subsequent decision making.

D.5 Conclusion

In consideration of the evidence presented in this Health and Equalities Impact Screening, it is anticipated that, overall, there are likely to be some effects on vulnerable groups and/or protected characteristic groups. The NWRTP includes opportunities for stakeholder and community engagement, helping understanding of intersectional needs of people with protected characteristics such as older people from low-income backgrounds with physical and mental disabilities.

The benefits relate to more accessible and increased use of active travel and public transport services, and the subsequent increased accessibility to other social infrastructure such as healthcare, educational facilities, leisure opportunities and general access to resources (such as grocery shops), in addition to better access to employment opportunities and social networks. The likely encouraged modal shift which includes more use of public transport and more active travel (through improved safety and better connectivity and better services) would increase levels of physical activity and improve air quality or noise environments (through reduced use of the private vehicle).

Following the impact screening, the IWBA has taken these considerations of vulnerable groups and protected characteristic groups, embedding these in the narratives against each IWBA objective. Particular reference is made against IWBA Objective 2 (reducing inequalities and promoting community cohesion) and IWBA Objective 3 (Improve the health and wellbeing of

[63] Welsh Language Act, 1993. Available online at: https://law.gov.wales/culture/welsh-language/welsh-language-act-1993 [Accessed 29/11/24]

[64] Welsh Government (2024) Cymraeg 2050: Welsh language strategy action plan 2024 to 2050. Available online at: https://www.gov.wales/cymraeg-2050-welsh-language-strategy-action-plan-2024-2025-html [Accessed 29/11/2024]

the local population), but every IWBA Objective considers these groups, and comment is made where relevant.

Appendix E

Full IWBA outcomes

Integrated Well-being Appraisal

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1. Appraisal of Policies within the draft North Wales Transport Plan

1.1 Introduction

The draft North Wales Regional Transport Plan (RTP) sets out proposals for improvements to North Wales transport which aim to contribute to the delivery of national, regional and local transport strategies and priorities. This appraisal considers each of the policies within the draft RTP and assesses them against the Integrated Appraisal objectives which were developed during Scoping Stage of the appraisal process. The appraisal methodology is set out in the main part of the report.

IWBA Score	Definition
++	Likely significant positive effect
+	Likely minor positive effect
0	Likely negligible/neutral effect
-	Likely minor negative effect
--	Likely significant negative effect
?	Likely effect uncertain
+/-	Likely to be a mix of positive and negative effects

Table 1 – 1 Enabling changes to travel behaviour: North Wales residents will have a choice about how they travel

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.4.1 Providing people with a choice about how they commute (Policy CB1-CB7):		
1. Support the delivery of housing and local services to meet the needs of local communities	Policy CB1 – CB7: Enhancement of public transport services and active travel routes that provide access to large employment sites would support the needs of local communities by providing transport services that meet specific needs within the communities such as the travel needs of shift workers and seasonal working patterns. This would be particularly beneficial for cross border communities where sustainable travel to employment sites close to the border are enhanced. This includes the encouragement of sustainable transport options to employment sites such as Deeside Industrial Park, Wrexham Industrial Estate, Airbus Broughton, Chester Business Park, and Wrexham and Chester City Centres. The enhancement of sustainable travel options to the city centres would also enhance the access to other services such as education, healthcare, childcare, and grocery shopping options. While the delivery of housing would not be directly affected, improving public transport services between communities and employment sites would likely promote future housing growth in areas with housing needs. This enhancement would provide residents (existing and future) with sustainable transport options for commuting to their workplaces. The collaborative approach to transport planning across North Wales and cross border with neighbouring local and combined authorities (including Cheshire West and Chester, and the Liverpool City Region) would provide a joined-up planning approach that would contribute to the investment in local services.	++	Long term/ Direct

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.4.1 Providing people with a choice about how they commute (Policy CB1-CB7):		
2. Reduce inequality and promote community cohesion	Policy CB1 – CB7: Some groups of people are more likely to be reliant on public transport and/or walking for travel. This includes children and young people, older people, women, disabled people[1], socio-economically disadvantaged people, and people from global ethnic majority groups[2]. Enhancement of public transport services and active travel routes would therefore be beneficial for these groups of people, providing them with more choice. Enhancements should include improvements to accessibility which is not the same as enhancement of services which may only relate to increased provision rather than improvements in accessibility for disabled people (for example). This results in an uncertain impact in this regard. Engagement with stakeholders is identified in relation to partnerships with Local Authorities in North Wales, England, Transport for Wales and transport operators. However, opportunities for community participation and engagement is not identified within the policies CB1-CB7, which results in an uncertain impact in this regard.	?	Long term/ Direct

[1] Department for Transport, 2021. Transport: Disability and Accessibility Statistics, England 2020. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1019477/transport-disability-and-accessibility-statistics-england-2020.pdf

[2] Department for Transport, 2021. National Travel Survey 2017. This review noted that Asian and Ethnic minority groups have higher rates of bus and coach travel than any other group, corelated with low car ownership.

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.4.1 Providing people with a choice about how they commute (Policy CB1-CB7):		
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	Policy CB1 – CB7: Enhancement of public transport services and active travel routes which improves connectivity between residential areas and large employment sites, city centres and cross border areas is likely to increase the likelihood of people choosing to travel by sustainable modes. Whilst public transport itself does not encourage activity, people are required to reach the first access point for public transport, e.g. train station, bus stop, and this first part of the journey is often completed using active travel. Active travel which includes walking, cycling and wheeling increases activity levels by integrating activity into daily travel. This has a number of health benefits: - it encourages more people to be active which improves health and wellbeing (mental health) through reductions in risk of major illnesses such as coronary heart disease, stroke, type 2 diabetes and cancer[3]. - it would contribute to reducing social isolation of people who are more reliant on public transport (older people, disabled people, young people, women, global ethnic majority people) improving mental health. Indirectly the provision of enhanced sustainable travel options which provide people with access to services and employment opportunities would also improve health given that employment has a strong association with maintaining and promoting good health[4]. The policies of CB1-CB7 focus on improving public transport and active travel routes serving employment sites, therefore access to key health services, recreational activities and green spaces, particularly for areas experiencing multiple deprivation such as the coastal areas of Conwy and Denbighshire, the northern borders of Flintshire and areas of Wrexham, all of which contribute to improved health outcomes would experience a neutral effect.	++	Long term

[3] World Health Organisation, Physical Activity, June 2024; Available online at: https://www.who.int/news-room/fact-sheets/detail/physical-activity (Accessed 25/11/2024)

[4] The Health Foundation, Relationship between Employment and Health, July 2024; Available online at: https://www.health.org.uk/evidence-hub/work/employment-and-underemployment/relationship-between-employment-and-health (Accessed 25/11/2024)

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.4.1 Providing people with a choice about how they commute (Policy CB1-CB7):		
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	Policy CB1 – CB7: The physical location of any new infrastructure required for improvements to public transport and active travel routes is not known and therefore the impact is uncertain. Where new active travel routes are planned for, and where new public transport infrastructure (e.g. bus stops) is required, there is a possibility that these would require land take which could, if not done mindfully, adversely impact habitats and biodiversity. This would need to be assessed at project level.	?	
5. Protect and enhance local landscape character, designations and visual amenity	Policy CB1-CB7: Enhancement of public transport services and active travel routes is unlikely, by themselves, to affect the local landscape character, designations and visual amenity. However, indirectly the policies could contribute positively by displacing some of the tourist traffic that has become prevalent, particularly in areas of Eryri National Park where parking can impede on visual amenity. The enhancements would serve areas where there is likely to be employment growth (e.g. within the Flintshire and Wrexham Investment Zone) which itself may adversely affect these characteristics and designations if they are not delivered sensitively.	+/-	Long-term/Indirect
6. Protect and enhance the local cultural heritage, including the Welsh language	Policy CB1-CB7: These policies relate to providing and enhancing public transport service and active travel infrastructure which connect communities with areas of employment opportunities. Where these employment areas also include social infrastructure such as sports and leisure venues, tourist sites (including heritage sites), and other cultural venues such as theatres and music venues, these improvements would positively impact culture. This is because reduced traffic from private vehicles will make visiting the areas more attractive (due to quieter streets, less parked vehicles and improved air quality) and the enhancements will also enable people without access to private vehicles to access these resources more easily. The increase in patronage would therefore help keep cultural assets economically viable. The improved connectivity by public transport and active travel between Welsh speaking communities would help protect and enhance opportunities for day-to-day usage of the language.	+	

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.4.1 Providing people with a choice about how they commute (Policy CB1-CB7):		
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Policy CB1-CB7: Enhancement of public transport services and active travel routes would encourage modal shift which reduces the volume of vehicles of the roads. This can have a number of benefits for the health of water resources: - Fewer vehicles result in less oil, grease and other pollutants being washed into the waterways during rain events. This reduces the contamination of rivers, lakes and streams, leading to better water quality. - Reducing traffic decreases the volume of airborne pollutants that can settle on surfaces and be washed into waterbodies. This includes nitrogen oxides and sulphur dioxides, which can contribute to nutrient pollution[5].	+	Long-term/ Direct.
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	Policy CB1-CB7: Enhancement of public transport and active travel routes would encourage modal shift which reduces carbon emissions however, these policies do not speculate on whether this includes a shift to zero emission public transport options. There is opportunity to support decarbonisation of the transport sector where public transport upgrades include zero emission vehicles. There is no indication that these policies would have an impact on the resilience of transport infrastructure to the effects of climate change.	+	Long-term/ Indirect.

[5] Environmental Agency 2019, 2021 River basin management plans – Pollution from towns, cities and transport. Available online at: https://consult.environment-agency.gov.uk/++preview++/environment-and-business/challenges-and-choices/user_uploads/pollution-from-towns--cities [Accessed 25/11/24]

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.4.1 Providing people with a choice about how they commute (Policy CB1-CB7):		
9. Protect and enhance local air quality.	Policy CB1-CB7: Enhancement of public transport and active travel routes would encourage modal shift which would remove vehicles from the road and therefore contribute towards an overall trend in improved air quality. This would be particularly beneficial for communities in more urban centres including Wrexham and Bangor, although there are no recorded exceedances of NO_2, PM^{10}, $PM^{2.5}$ Air Quality Objectives in any of the Local Authority areas. Vulnerable groups which are more sensitive to changes air quality would benefit differentially. This includes children, people with respiratory disease, pregnant women and older people[6,7].	+	Long-term/ Direct
10. Reduce disturbance from transport related noise and vibration to local communities.	Policy CB1-CB7: Enhancement of public transport and active travel routes would encourage modal shift which would remove vehicles from the road and therefore contribute towards an overall trend of reduced noise from vehicles. This would be particularly beneficial for communities that are within noise priority areas in North Wales. This includes stretches of the A55, A47, A4087, A547, A5119, A494, A550, A483 and A5152[8]. More generally, any reductions in transport noise would also contribute to improvements in tranquillity, the measurement of which takes into account the sound environment (in addition to other factors such as visual amenity and night skies). Again, this would be particularly beneficial in areas along the main road network and within the urban centres of the North.	+	Long-term/ Direct
11. Incorporate circular economy principles to reduce the use of raw materials.	The policies support enhancement of public transport services and active travel routes, supporting a modal shift from private vehicles to sustainable transport. This would reduce consumption of raw materials (i.e. fuel).	+	N/A

[6] World Health Organisation, Health consequences of air pollution on populations, June 2024; Available online at: https://www.who.int/news/item/25-06-2024-what-are-health-consequences-of-air-pollution-on-populations [Accessed 14/11/2024]

[7] European Environment Agency, Health impacts of air pollution in Europe, 2022. Available online at: https://www.eea.europa.eu/publications/air-quality-in-europe-2022/health-impacts-of-air-pollution [Accessed 27/11/24]

[8] Extrium (2024) *Wales Noise and Air Quality Viewer*. Available at: http://www.extrium.co.uk/walesnoiseviewer.html (Accessed: 11/11/2024).

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.4.1 Providing people with a choice about how they commute (Policy CB1-CB7):		
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	Policy CB1-CB7: These policies aim to support equitable access to employment, education and training opportunities across the region through the provision of sustainable transport options. In particular, employment sites close to the border with England including Deeside Industrial Park, Wrexham Industrial Estate, Airbus Broughton, Chester Business Park and Wrexham and Chester City centres. This would be most beneficial for communities in the coastal towns or Conwy, Denbighshire and Flintshire, as well as the commuters to the Flintshire and Wrexham Investment Zone. This is because these areas experience higher levels social deprivation and would therefore benefit most from improved economic prosperity in the region. These policies relate predominantly to enhancing economic prosperity being generated from areas of employment in the region but does not specifically identify access to tourist locations or the rural economy.	++	Long-term/Indirect

Table 1 – 2 Enabling changes to travel behaviour – Providing people with choices about how they access services and education

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.4.2 Providing people with choices about how they access services and education (CB8 – CB12)		
1. Support the delivery of housing and local services to meet the needs of local communities	Policies CB8 - CB12 include initiatives to offer viable and sustainable transport options to life-enhancing local services such as education, healthcare, town centres and community facilities. This includes introduction of a total services contract to combine service access, practising funding schemes for improving public transport services and active travel infrastructure and encouraging use of active travel modes to travel to educational sites. These measures help meet local community needs through improved access to services. The actions of Policies CB8-CB12 would be especially beneficial given that according to WIMD Access to services deprivation domain, most areas lie among the 10% most deprived areas in Wales. Within the education deprivation domain, areas around Greenfield, Rhyl and Caernarfon rank among the 10% most deprived[9]. The policies would support delivery of housing in so far as access to services with a choice of travel from any new housing would help meet policy requirements and facilitate the planning process.	++	Long-term/ Indirect
2. Reduce inequality and promote community cohesion	By supporting public transport and active travel uptake that gives people a choice on how to access services, the policies contribute to reduced congestion and parking issues, reduced vehicle emission and improved air quality. This supports the needs of protected characteristics groups such as children, older people, people experiencing socio-economic deprivation and disabled people who are often more reliant on public transport to access key services.	++	Long-term/ Direct

[9] WIMD, Welsh Index of Multiple Deprivation, 2019; Available online at: https://wimd.gov.wales/ (Accessed 25/11/2024)

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.4.2 Providing people with choices about how they access services and education (CB8 – CB12)		
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	Policies CB8 – CB12 encourage an uptake in active travel for accessing key services like healthcare and educational sites, through improved infrastructure and safety. This would encourage an increase in physical activity leading to improved health outcomes (e.g. such as reduced obesity, reduced risks of cardiovascular diseases and enhanced physical, mental and social health[10]), whilst also making it easier for communities to access services that contribute to maintaining good health and wellbeing. The overweight and obesity rate in North Wales is 36% higher in the most deprived areas compared to the least deprived. Therefore, more deprived areas would particularly benefit from improved active travel infrastructure and access to recreation activities like sports facilities and open spaces. The policies would improve connectivity within the communities, with improved sustainable access to town centres and community facilities, resulting in reduced social isolation. By promoting a sense of community cohesion, the policies contribute to improved mental health and overall wellbeing for local communities.[11]	++	Long-term/ Indirect
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	Policies CB8 - CB12 are unlikely to cause harm or deterioration to the condition of designated sites or result in loss of valuable habitats. The policies do not deliver opportunities to restore or create semi-natural habitats. By encouraging sustainable access to services through public transport and active travel, the policies contribute to reduced transport emissions, improved air quality and reduced volumes of pollution being washed into water habitats. This helps protect biodiversity and geodiversity interests from pollution, contributing to ecosystem resilience[27, 5]. However, the land requirements for any infrastructure improvements are not yet known therefore the impacts are uncertain.	?	Long-term/ Indirect

[10] Public Health England, Cycling and walking for individual and population health benefits: a rapid evidence review for health and care system decision makers, 2018. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757756/Cycling_and_walking_for_individual_and_population_health_benefits.pdf [Accessed 12/11/24]

[11] Department for Culture, Media and Sport, Mental health and loneliness, June 2022; Available online at: https://www.gov.uk/government/publications/mental-health-and-loneliness-the-relationship-across-life-stages/mental-health-and-loneliness-the-relationship-across-life-stages (Accessed 18/11/2024)

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.4.2 Providing people with choices about how they access services and education (CB8 – CB12)		
5. Protect and enhance local landscape character, designations and visual amenity	Policies CB8 - CB12 are unlikely to have an effect on designated or protected landscapes or have an impact on BMV land.	0	
6. Protect and enhance the local cultural heritage, including the Welsh language	Policies CB8 - CB12 are unlikely to cause harm to designated heritage assets. Safe and sustainable access to education sites delivered by the policies, supports equitable access to services, Welsh medium education, and community engagement which provides communities with an opportunity to speak Welsh. Through this measure, the policies encourage continued use of Welsh language, supporting Welsh speaking communities.	+	Long-term/Indirect
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Policies CB8 - CB12 encourage sustainable access to services and education through public transport and active travel, contributing to reduced traffic and road runoff of pollutants into water bodies. This protects the water quality and health of aquatic ecosystems from the adverse impacts of pollution[5].	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.4.2 Providing people with choices about how they access services and education (CB8 – CB12)		
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	Policies CB8 – CB12 promote sustainable transport modes to access services, and education increasing modal shift from private cars to public transport and active travel. This supports decarbonisation of the transport sector and contributes to meet Wales targets to be net zero by 2050. Improved active travel infrastructure supported by the policies, contributes towards increasing resilience against effects of climate change by substituting motorised travel and helping reduce carbon emissions.[12]	++	Long-term/ Direct
9. Protect and enhance local air quality.	By supporting sustainable transport access to essential services and education, Policies CB8-CB12 contribute towards reducing emissions and improving air quality for local communities (which improves health outcomes)[6, 7].	+	Long-term/ Indirect
10. Reduce disturbance from transport related noise and vibration to local communities.	Enhanced sustainable transport options delivered through policy initiatives, would promote a shift from private car to public transport and active travel. This would reduce road traffic and disturbances from transport related noise to local communities.	+	Long-term/ Indirect
11. Incorporate circular economy principles to reduce the use of raw materials.	The policies support sustainable travel options, encouraging uptake in public transport and active travel. This would reduce use of raw materials like fuel.	+	

[12] BBC, How our daily travel harms the planet, March 2020; Available online at: https://www.bbc.com/future/article/20200317-climate-change-cut-carbon-emissions-from-your-commute (Accessed 19/11/2024)

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.4.2 Providing people with choices about how they access services and education (CB8 – CB12)		
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	Improved sustainable access to town centres and community facilities by CB8, contributes to an integrated transport system which accounts for the needs of active travel and public transport. This would encourage more movement (and more efficient movement) of people allowing better access to economic opportunities (principally for employment, but also for leisure, tourism and education). Better choice for travel also increases the attractiveness of the region for investment to be made. Policies CB8-CB12 therefore contribute to increased economic prosperity in the region. The policies have no impact on freight transport.	+	Long-term/ Indirect

Table 1 – 3 Enabling changes to travel behaviour – Providing people with choices in rural and semi urban areas

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.4.3 Providing people with choices in rural and semi urban areas (CB13)		
1. Support the delivery of housing and local services to meet the needs of local communities	Policy CB13 supports the delivery of socially necessary transport options in rural and semi-urban areas to encourage public transport and active travel use. The policy focuses on improving access to key services such as healthcare, education and transport interchanges as well as preventing rural isolation. This policy does not support delivery of housing services.	+	Long-term/ Indirect
2. Reduce inequality and promote community cohesion	Policy CB13 prioritises connecting rural communities to neighbouring communities, improving access to community facilities, key services and promoting community cohesion. Where bus services are less frequent, Fflecsi Demand Responsive Transport, community transport initiatives and car clubs will be used to improve connectivity. These measures contribute to improving the quality of life for residents of rural areas, particularly for deprived communities who may not have access to a car. The local authorities of Conwy, Denbighshire, Gwynedd and Isle of Anglesey are identified as predominantly rural areas. Due to geographical dispersion in rural areas, areas of deprivation are too small to be identified by WIMD domains, neglecting deprivation within rural areas. Therefore, it is important to ensure projects and programmes based on this policy account for statistical gap about deprived areas in rural areas.[13] Through these measures, the policy supports the needs of people who have protected characteristics such as people from low-income backgrounds or deprived areas. The policy also supports the needs of all members of society, particularly protected characteristics groups such as children, older people, people with disabilities and pregnant women by connecting them to key services like healthcare, education and employment. By prioritising connecting rural areas to neighbouring communities and community facilities, the policy creates opportunities for social interactions and participation in community events.	++	Long-term/Direct

[13] Public Policy Institute for Wales, Rural Poverty in Wales: Existing Research and Evidence Gaps, May 2016; Available online at: https://www.wcpp.org.uk/wp-content/uploads/2018/04/An-introduction-to-Rural-Poverty.pdf (Accessed 19/11/2024)

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.4.3 Providing people with choices in rural and semi urban areas (CB13)		
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	Policy CB13 encourages uptake in active travel through the delivery of pedestrian facilities as informal routes linking communities. This promotes safe and sustainable travel modes, resulting in increased physical activity. Further, the policy focuses on public transport initiatives that improves connectivity of rural areas to neighbouring communities, improving access to key health services, recreation activities, green spaces and other community facilities. These measures improve connectivity, reducing social isolation and promoting increased physical activity. This provides health benefits such as reduced obesity, reduced risks of cardiovascular diseases, type-2 diabetes, and anxiety, boosting overall physical, mental and social health of communities. [10,12]	++	Long-term/ Direct
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	The policy does not conserve or enhance biodiversity or geodiversity. However, the encouragement of a modal shift to sustainable transport from private car use in rural areas, Policy CB13 would contribute to a reduction in overall transport emission therefore improving air quality and reducing pollution run off from vehicles into water bodies[5,26]. This protects biodiversity and geodiversity interests, contributing to ecosystem resilience.	+	Long-term/ indirect
5. Protect and enhance local landscape character, designations and visual amenity	The policy is unlikely to cause harm to any designated or protected landscapes or impact BMV land.	0	
6. Protect and enhance the local cultural heritage, including the Welsh language	The policy is unlikely to cause direct or indirect harm to designated heritage assets. Improved connectivity of rural areas to neighbouring communities with transport interchanges would improve sustainable travel access to rural areas, encouraging tourism to local cultural heritage sites and supporting use of Welsh across the region (and between communities).	+	Long-term/ indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.4.3 Providing people with choices in rural and semi urban areas (CB13)		
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Increase in public transport services and active travel would reduce runoff pollutants from road traffic into water bodies. This would protect the water quality and health of aquatic ecosystems[5].	+	Long-term/ Indirect
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	Policy CB13 promotes a modal shift from private cars to public transport and active travel in rural areas, improving connectivity to neighbouring communities and key facilities. This helps reduce road traffic and transport related emissions thereby supporting decarbonisation of the transport sector and contributes to meeting Wales targets to be net zero by 2050.	+	Long-term/Direct
9. Protect and enhance local air quality.	By supporting sustainable transport access to essential services and education, Policy CB13 contributes towards reducing emissions and improving air quality for local communities (which improves health outcomes)[6,7].	+	Long-term/ Direct
10. Reduce disturbance from transport related noise and vibration to local communities.	Policy CB13 supports a shift from private vehicles to sustainable transport modes like public transport and active travel in rural areas. This helps reduce road traffic and reduce disturbance from transport related noise and vibration, improving local soundscapes.	+	Long-term/ Direct

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.4.3 Providing people with choices in rural and semi urban areas (CB13)		
11. Incorporate circular economy principles to reduce the use of raw materials.	The policy encourages public transport and active travel use in rural and semi-urban areas, resulting in reduced private vehicle use, thereby reducing consumption of raw materials like fuel.	+	Long-term/ Indirect
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	Initiatives like Fflecsi Demand Responsive Transport and car clubs supported by the policy improve the reliance and resilience of the transport network to better support businesses and workers. Improved connectivity to economic hubs can encourage regeneration and investment, particularly in more deprived areas by improving access to education and employment opportunities as well as by encouraging sustainable tourism to areas with tourism potential. Increased sustainable tourism to rural areas in North Wales, supported by initiatives like demand response transport and community transport can increase leisure related spendings, supporting rural economies. The policy does not impact freight transport.	+	Long-term/ Indirect

Table 1 – 4 Enabling changes to travel behaviour – Sustainable travel access

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.4.4 Sustainable travel access (CB14 – CB23)		
1. Support the delivery of housing and local services to meet the needs of local communities	Policies CB14 – CB23 focus on promoting sustainable transport options to travel, supporting visitors in accessing tourist destinations like national parks and coastal areas sustainably. The policies do not directly support the delivery of housing and local services to meet local community needs.	0	
2. Reduce inequality and promote community cohesion	Policies CB14-CB23 seek to increase the options for people to travel throughout the region more sustainably and includes consideration of travel costs. Options within the policies to make the cost of sustainable travel more attractive (affordable) would also be beneficial for those who experience socio-economic deprivation, reducing the cost of travel, but also removing the cost barrier to experiencing all that North Wales has to offer. The inclusion of e-bike and micro-mobility hire services within policy initiatives helps support needs of protected characteristics groups such as disabled people for whom even short distances can be a barrier to sustainable travel. Therefore, this service would enable more people to reach their destination without needing to use their car door-to door. Shorter journeys to destinations supported by reduced traffic with a shift to sustainable transport modes would reduce congestion on the strategic road network, enabling people with protected characteristics such as older people, people with disabilities, pregnant women and people with infants to travel with less congestion (and therefore more quickly) to tourist attractions. CB14 focuses on delivering communication campaign tailored to specific groups such as younger people, older people, tourists and people with disabilities to inform as many groups about sustainable travel that best suit or support their needs as possible.	++	Long-term/Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.4.4 Sustainable travel access (CB14 – CB23)		
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	The policies aim to improve connectivity to popular tourist destinations via public transport such as seasonal buses, improved rail access and as well as consideration of charging infrastructure for zero emission buses and cars. The availability of increased sustainable travel options would help reduce traffic congestion during peak tourism periods, reducing travel time of journeys. This would be beneficial for reducing stress caused by long driving hours. Through these measures, the policies help improve access to recreation activities, green spaces and coastal areas for leisure. Access to leisure opportunities, green spaces such as national parks and coastal areas contribute to reduced stress and anxiety, reducing risks of chronic conditions like obesity and diabetes and helping reduce social isolation through opportunities for social interactions and bonding.[14] This contributes towards improving overall physical and mental wellbeing.	+	Long-term/ Indirect
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	Policies CB14 – CB23 do not directly deliver opportunities to restore or create semi-natural habitats. The policies support the delivery of sustainable travel options to access tourist attractions including national parks and coastal areas, helping maintain air quality conditions and preventing ecological damage caused by inappropriate parking. This helps protect biodiversity and geodiversity interests and contributes to ecosystem resilience.	+	Long-term/ Indirect
5. Protect and enhance local landscape character, designations and visual amenity	Policies CB14 – CB23 are unlikely to cause harm to any designated or protected landscapes or have an impact on BMV land. Increased sustainable travel options - public transport and active travel, to tourist attractions at designated landscapes results in reduced road traffic and congestion. This can reduce adverse impacts of road traffic and inappropriate parking on visual amenity, particularly Eryri National Park (CB19), and improving air quality.	+	Long-term/ Indirect

[14] Cambridge University Press, The Handbook of Wellness Medicine, Chapter 48 – The Role of Leisure, Recreation and Play in Health and Wellbeing, September 2020; Available online at: https://www.cambridge.org/core/books/abs/handbook-of-wellness-medicine/role-of-leisure-recreation-and-play-in-health-and-wellbeing/7D71DED7477D77085654C7AF4E724AAA (Accessed 19/11/2024)

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.4.4 Sustainable travel access (CB14 – CB23)		
6. Protect and enhance the local cultural heritage, including the Welsh language	Policies CB14 – CB23 are unlikely to cause direct or indirect harm to designated heritage assets. The communication campaign delivered by CB14 to provide information about sustainable travel options includes opportunities to encourage and support use of Welsh language.	+	Long-term/ Indirect
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Policies CB14 – CB23 support sustainable transport access to attractions, including coastal areas, where policies CB21 – CB23 support initiatives like seasonal bus services and rail improvements, resulting in reduced road traffic. This would reduce runoff pollutants from roads into waterbodies near coastal areas, protecting water quality and the health of aquatic ecosystems[5].	+	Long-term/ Indirect
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	Policies CB14 – CB23 support a modal shift from private cars to public transport and active travel for travel and leisure. This would help reduce road traffic congestion and emissions, improving air quality. Policy CB16 specifically focuses on supporting decarbonising of the transport sector by considering charging infrastructure for zero emission vehicles near tourist attractions in North Wales. These measures contribute to meeting Wales targets to be net zero by 2050.	+	Long-term/ Direct
9. Protect and enhance local air quality.	By promoting sustainable travel options – public transport services like rail and bus as well as active travel modes and supporting zero emission vehicle use through e-bike hire and charging infrastructure initiatives, the policies CB14 – CB23 help reduce transport related emissions, contributing to the protection of air quality for local communities which improves health outcomes[6,7].	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.4.4 Sustainable travel access (CB14 – CB23)		
10. Reduce disturbance from transport related noise and vibration to local communities.	The policies support a modal shift from private car to sustainable transport options, helping reduce road traffic and disturbances from transport related noise to local communities. This contributes to improved local soundscapes, particularly for communities located near major roads in North Wales - A5, A55 and A487.	+	Long-term/ Indirect
11. Incorporate circular economy principles to reduce the use of raw materials.	The policies support a modal shift from private car to sustainable transport options, promoting sustainable tourism while reducing use of raw materials like fuel.	+	Long-term/ Indirect
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	Sustainable transport connectivity to tourist attractions would encourage investment and regeneration, particularly in rural areas. It would also contribute to more tourism spend within the region as more people are able to access tourist areas and facilities. The policies support multimodal travel through transport interchange facilities, improving access between England and North Wales and between North and South Wales to boost the visitor economy. The policies do not impact freight travel.	+	Long-term/ Direct

Table 2 – 1 Bus, Coach and Community Transport – Bus Franchising

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.5.1 Bus Franchising (Policy PT1)		
1. Support the delivery of housing and local services to meet the needs of local communities	Certainty of funding provision for bus services – including public, authorities and operators could support the functioning of reliable public transport services, improving access to local services. The integration of elements such as timetabling and ticketing could be beneficial for improving the frequency and reliability of services with improved communication, supporting the creation of communities within and between locations. However, this is subject to how effectively and accessibly timetabling of services is communicated as well as the costs determined by the ticketing system. Areas of relative deprivation such as Holyhead Town, Marchog, Peblig, Glyn and Rhyl that lie within the 10% most deprived areas would benefit most from improved bus services with fairer ticket pricing and more reliable public transport services.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.5.1 Bus Franchising (Policy PT1)		
2. Reduce inequality and promote community cohesion	Bus services in rural areas of North Wales are often infrequent and have been reducing in frequency in recent years. Franchising would contribute to the creation of an improved and integrated bus transport system for people that live in rural areas and who typically rely on the private car for travel. In the National Survey for Wales, it was reported that 86% of people in rural areas have use of a car[15]. More reliable bus services would create the opportunity for more people to use sustainable public transport, contributing to improved environmental conditions. It would also contribute towards improving the quality of life of individuals experiencing socio-economic disadvantage (more likely within deprived communities) by improving access to essential services like healthcare, education, employment as well as opportunities for socialising. This would create more opportunities for all people to participate in aspects of community life (employment, education, training, social, cultural and sporting activities), therefore reducing inequality of opportunity. Some groups of people are more likely to be reliant on public transport and/or walking for travel[15]. These include groups who share protected characteristics such as children, older people, women, global ethnic majority groups, people with disabilities, socio-economically disadvantaged and LGB and trans people. The policy does not outline any measures for ensuring safety and accessible features in buses, bus stops, service communication or ticketing methods for these groups, therefore equality of accessibility or how safe and comfortable people are likely to feel cannot be assessed. However, the policy does suggest that routes can be designed to meet the travel needs of customers. This would contribute towards improved access to essential services, especially for those protected characteristic groups listed above. It would also contribute to more routes being provided to rural and other areas that are not currently well or sufficiently served by bus services. This would reduce inequalities for these communities in relation to access to transport and the subsequent inequalities of opportunities that are associated with this lack of transport access. The policy suggests that measures such as route design will be suited to meet customer needs, however, it is unclear whether stakeholder engagement with local communities will be undertaken for route design or timetabling and ticketing integration. Where engagement does take place, this would likely improve a sense of community cohesion whilst also practically increasing the likelihood that routes will bring communities together through easy access between them.	+ +	Long-term/ Indirect

[15] Welsh Government (2014) National Survey for Wales – Transport. Available online at: https://statswales.gov.wales/Catalogue/Transport

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.5.1 Bus Franchising (Policy PT1)		
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	By providing a more connected and reliable bus network that offers affordable ticketing, Policy PT1 would improve access to key health services, recreation activities and green spaces thereby improving the health and wellbeing of the local population.[16] Improving direct access to physical exercise (gyms, parks, natural areas, etc.) would deliver health benefits. Indirectly bus travel has been associated with increased active travel. Improved service provision that meets a wider range of needs, could therefore contribute to more people choosing this mode of transport, increasing physical activity and resulting in associated health benefits. The policy would also contribute towards bettering mental health and wellbeing by reducing social isolation particularly of people who are more reliant on public transport (older people, disabled people, young people, women, global ethnic majority people, socio-economically disadvantaged). The policy does contribute towards improved connectivity between local communities. However, it is unclear how it impacts connectivity to and within more rural areas. The policy could improve the safety of those participating in active travel because more patronage of the buses would contribute to a shift away from private car use and therefore reduce the volume of traffic on the roads.	+	Long-term/ Indirect

[16] Office for National Statistics, Health benefits from recreation, natural capital, UK: 2022; Available online at: https://www.ons.gov.uk/economy/environmentalaccounts/bulletins/healthbenefitsfromrecreationnaturalcapitaluk/2022 [Accessed 29/11/2024]

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.5.1 Bus Franchising (Policy PT1)		
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	An improved bus network implemented through franchising would offer better connected routes to different destinations, encouraging people to use sustainable transport more frequently, leading to long term environmental benefits such as improved air quality, reduced levels of transport noise, and reduced levels of polluted surface water reaching water bodies (from oils, etc coming from vehicles)[17,18]. The physical location of any new infrastructure required for improvements to the bus network is not known and therefore the impact in relation to land take and associated impacts on biodiversity and geodiversity is uncertain. However, it is unlikely that significant infrastructure would be required, rather existing roads and bus stops would be utilised by franchising businesses. Unless the chosen bus routes pass through any designated sites or valuable habitats, Policy PT1 is unlikely to have a significant impact on biodiversity, geodiversity or protected habitats and species.	+	Long-term/ Indirect
5. Protect and enhance local landscape character, designations and visual amenity	Policy PT1 would not directly cause harm or result in the enhancement of the condition and character of any protected or designated landscapes. Improved bus networks would reduce the adverse impacts of road traffic on landscapes and designations, improving visual amenity with reduced private car use as more individuals use sustainable public transport instead. If bus routes provide timely services to tourist destinations such as Eryri National Park and coastal areas, it would reduce the adverse impacts of parking and contribute to more efficient management of travel in tourist areas during peak seasons. Eryri National Park observes illegal and inconsiderate parking problems during peak seasons, endangering pedestrians and other road users but also adversely impacting on visual amenity. This could be mitigated with the implementation of an improved bus network through bus franchising.[19]	+	

[17] Department of Transport, Transport and environment statistics 2022, October 2022; Available online at: https://www.gov.uk/government/statistics/transport-and-environment-statistics-2022/transport-and-environment-statistics-2022

[18] Climate Nexus, Climate benefits of public transportation, 2022; Available online at: https://climatenexus.org/climate-issues/energy/public-transit-climate-benefits/ [Accessed 29/11/2024]

[19] North Wales Live, Police warning over 'irresponsible' Easter parking after almost 40 cars towed in Snowdonia, 2023. Available online at: https://www.dailypost.co.uk/news/north-wales-news/police-warning-over-irresponsible-easter-26658115.amp [Accessed 04/12/2024]

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.5.1 Bus Franchising (Policy PT1)		
6. Protect and enhance the local cultural heritage, including the Welsh language	Policy PT1 would not cause direct or indirect harm to designated heritage assets, mitigate harm to non-designated heritage assets or influence their conditions. The policy does however have potential to implement and encourage use of the Welsh language by enabling better connectivity between Welsh speaking communities, and improved access to educational resources for learning Welsh for all members of society, especially children and younger people who are more reliant on public transport. The policy could also facilitate the use of Welsh language in social and community spaces such as bus waiting areas, bus stops and buses themselves.[20]	+	Long-term/ Direct
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Rainwater runoff from roads carries pollutants such as chemicals, metals, plastics (micro and litter), oils and lubricants, sediment, nutrients and pathogens into water environments, adversely impacting water quality. The improvement of the public transport network through bus franchising would encourage individuals to use buses more often, reducing the number of vehicles on the road. This would result in reduced pollution from roads to wash into water bodies[5].	+	Long-term/Indirect
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	Bus franchising aims to promote a modal shift from private car use to public transport but also increase the frequency of bus use by existing bus users. Where franchising results in improved bus connectivity, reliability, and a simple, unified and integrated ticketing system, Policy PT1 would encourage the modal shift from private cars to public transport thereby supporting the shift toward reduced carbon emissions. The policy would indirectly support the transition to zero emissions where franchising leads to the introduction of new buses to the network, because Policy PT2 requires that all new buses introduced in North Wales must be Zero Emission. The policy would not enhance the resilience of transport infrastructure to withstand the effects of climate change because franchising itself is unlikely to make significant changes to any infrastructure.	+	Long-term/ Indirect

[20] Welsh Government, 2024. Cymraeg 2050: Welsh language strategy action plan 2024 to 2025. Available online at: https://www.gov.wales/cymraeg-2050-welsh-language-strategy-action-plan-2024-2025-html [Accessed 13/11/24]

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.5.1 Bus Franchising (Policy PT1)		
9. Protect and enhance local air quality.	The highest number of pollutants to the air are contributed through vehicular emissions from major roads within the NWTP area which include the A55 "North Wales Expressway, A5, A55 and A483. Policy PT1 could improve air quality for communities where improvements made to bus services through franchising results in an increase in patronage of the buses and a reduction in private transport usage. This would help improve health, particularly for vulnerable groups who are more affected by poor air quality (children, older people, people with respiratory disease, pregnant women)[6,7]. The usage of zero emissions buses would enhance the effect further. This would be particularly beneficial for communities in more urban areas located near the A5, A55 and A483, including Wrexham and Bangor, although there are no recorded exceedances of NO_2, PM^{10}, $PM^{2.5}$ Air Quality Objectives in any of the Local Authority areas.	+	Long-term/ Direct
10. Reduce disturbance from transport related noise and vibration to local communities.	The main sources of noise pollution within the NWTP area are associated with noise from roads, namely the A55, A483, A494 and A487 as well as neighbouring routes. Noise complaints in the NWTP area have been predominantly associated with sections of the A55 and A483160 and there are a series of noise priority areas located along stretches of the A55, A4871, A4087, A547, A5119, A494, A550, A483 and A5152[8]. Policy PT1 could contribute to a decrease in noise disturbances to local communities from road transport where there is a modal shift from private car usage to public transport (buses). However, if franchising leads to changes in routes and/or intensification of usage for some routes, this could lead to an increase in noise from buses for some residents. However, in combination with the anticipated reduction in private car use (i.e. shift in transport mode), it is likely that any increase in noise from bus movement would be balanced by a decrease in private car movements.	+	Long-term/ Direct
11. Incorporate circular economy principles to reduce the use of raw materials.	The policy supports a shift to public transport, reducing the consumption of raw materials like fuels.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.5.1 Bus Franchising (Policy PT1)		
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	By delivering improved and extended connectivity through an improved bus network, Policy PT1 increases the region's economic and development opportunities. Bus franchising aims to create a network making transferring bus services more efficient, enabling travel on different services with one ticket, integrating real-time information about services on one platform, standardised fares and improved hours of operation, integrating with rail as well. Through these measures, Policy PT1 would improve the reliance and resilience of the transport network to better support economic prosperity by supporting businesses and workers. PT1 has the potential to create a more integrated bus network (including integrating with other transport modes such as rail), with a unified and integrated ticketed system. This, in combination with other policies of the RTP (e.g. PT4, PT5, PT6, PT9, PT14), would facilitate the movement of people between major areas of employment both in North Wales and adjacent areas of Northern England including Chester and Deeside, thereby contributing to the economic prosperity of the region. It also makes access to employment, education and training opportunities more equitable by increasing accessibility for people experiencing socio-economic deprivation and/or living in more deprived areas. Improved connectivity to more deprived areas would also encourage regeneration and investment in those areas.[21] Through franchising, routes can be better designed to meet customer needs. PT1 can therefore enhance sustainable access to tourist facilities and attractions, particularly in rural areas. This focus supports local economies by extending tourism geographies through improved connectivity. Investing in bus connectivity is crucial for rural community development plans, as it provides reliable and affordable transport to those who live in rural areas as well as those wishing to visit them. Additionally, spending by bus passengers on retail, leisure, and commuting services significantly contributes to local economies (both rural and urban) [22]. Bus franchising would not have any impact on the level of freight movements.	++	Long-term/ Direct

[21] S. Rawlinson and R. Jones, How transport infrastructure can unlock regeneration and levelling up; Building. March 2023. Available online at: https://www.building.co.uk/data/how-transport-infrastructure-can-unlock-regeneration-and-levelling-up/5122309.article [Accessed 12/11/24]

[22] The Economic Impact of Local Bus Services: A Significant Boost for Rural Communities; Rural Services Network, 2024. Available online at: https://rsnonline.org.uk/the-economic-impact-of-local-bus-services-a-significant-boost-for-rural-communities [Accessed 12/11/24]

Table 2 – 2 Bus, Coach and Community Transport – Decarbonising the Bus Fleet

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.4.2 Decarbonising the Bus Fleet (Policy PT2 – PT3)		
1. Support the delivery of housing and local services to meet the needs of local communities	Policy PT2 and PT3 do not have direct impact on the delivery of housing and local services to meet the needs of local communities.	0	N/A
2. Reduce inequality and promote community cohesion	Policy PT2 and PT3 contribute towards improving the environmental conditions by focusing on decarbonisation initiatives regarding the bus fleets. Decarbonisation initiatives implemented through PT2 and PT3 would benefit communities living in low-income and deprived areas, reducing health inequalities by improving air quality[23,7].Groups who would disproportionately benefit from improved air quality include older people, children, people with existing respiratory health conditions and those experiencing socioeconomic disadvantage who live in areas of higher physical environment deprivation (as described above). Decarbonisation would also marginally reduce transport related noise pollution, improving living conditions for residents living in high noise level areas around the main roads A5, A55 and A4807. These are often the same communities (and groups within communities) as described above for air quality benefits. Decarbonisation is not likely to contribute to improving social cohesion.	+	Long-term/ Direct
3. Improve the health and wellbeing of the local population, including with respect to	Decarbonisation of public transport would contribute to an improvement in air quality. This reduced pollution can encourage people to spend more time outdoors, in green spaces, walking, cycling or partaking in recreational activities.[24] Increased physical activities provide health benefits such as reducing obesity, reduced risks of cardiovascular diseases and boosts physical, mental and social health.[10]	+	Long-term/ Indirect

[23] Decarbonising transport, Let's get moving together. London Transport Museum, 2023. Available online at: https://www.ltmuseum.co.uk/interchange/decarbonising-transport#report [Accessed on 12/11/24]

[24] How the UK's push for net-zero could deliver key health benefits, World Economic Forum, 2023. Available online at: https://www.weforum.org/stories/2023/01/uk-net-zero-health-benefits-climate-change/ [Accessed 12/11/24]

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
physical and mental health	The overweight and obesity rate in North Wales is 36% higher in the most deprived areas compared to the least deprived. Thus, deprived areas like Greenfield 1, Rhyl and Sealand 2 would likely experience health benefit from decarbonisation measures. COVID-19 has also had an adverse impact on the mental wellbeing of the local populations of North Wales. Reduced air pollution, promoting outdoor, social activities would have beneficial effects on the mental wellbeing of individuals.[25] Through supporting active travel, PT2 and PT3 contribute towards improving the physical and mental health of local populations.		
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	Decarbonisation of public transport would contribute to an improvement in air quality and reduce the harmful exposure of habitats and species to nitrogen oxides (NOx) and nitrogen dioxide (NO2) associated with vehicle emissions[26,27]. Policy PT2/PT3 would therefore contribute towards protecting biodiversity loss and support ecosystem resilience. Policy PT2/PT3 do not directly deliver opportunities to restore or create semi-natural habitats or geodiversity.	+	Long-term/ Indirect
5. Protect and enhance local landscape character, designations and visual amenity	Policies PT2 and PT3 do not cause harm to or result in the enhancement of any designated or protected landscapes.	0	N/A

[25] Twohig-Bennet, C., & Jones, A. The health benefits of the great outdoors: A systematic review and meta-analysis of greenspace and health outcomes. *Environmental Res. 2018. October; 166: 628-637.*

[26] The ecological effects of air pollution from road transport: an updated review. Natural England Commissioned Report NECR199, 2016. Available online at: https://publications.naturalengland.org.uk/file/5064684469223424 [Accessed 12/11/24].

[27] Air quality impacts in Europe 2022. Impacts of air pollution on ecosystems. Available online at: https://www.eea.europa.eu/publications/air-quality-in-europe-2022/impacts-of-air-pollution-on-ecosystems [Accessed 12/11/24]

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
6. Protect and enhance the local cultural heritage, including the Welsh language	Decarbonization would not have an impact on cultural heritage.	0	N/A
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Fossil fuel powered vehicles contribute to road runoff, carrying pollutants like oil and heavy metals into nearby water bodies. Decarbonisation of bus fleets would contribute to a reduced volume of pollutant road runoff into water bodies, improving the health of aquatic ecosystem and water quality. Policy PT3 has potential to negatively impact water resources as the development of hydrogen hubs would require water for hydrogen production as well as other services like cooling. Hydrogen production, specifically via electrolysis, requires large amounts of water. If this is drawn from freshwater sources, it could add stresses to the local water supply. Ammonia, an energy carrier for hydrogen is highly toxic for humans as well as for aquatic life if leakages occur in water sources. It is also a potential source of nitrogen oxide emissions, if combustion is not perfectly optimised. Hence, there are some associated risks of contamination.[28]	+/-	Long-term/ Indirect
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	With the introduction of new zero-emission buses and exploring the introduction of a hydrogen bus fleet (including re-powering of existing fleet to zero-emissions), policies PT2 and PT3 support decarbonisation of the transport sector and an uptake in cleaner fuels use. Where new fleets are commissioned, it is assumed that these fleets will be more suitable to mitigate the changes in climate (warmer conditions) than the existing fleet. Therefore, these policies would contribute to the resilience of transport infrastructure to the effects of climate change.	++	Long-term/ Direct.

[28] Hydrogen: A renewable energy perspective. A report prepared for the 2nd Hydrogen Energy Ministerial Meeting in Tokyo, Japan. 2019. International Renewable energy Agency. Available online at: https://www.irena.org/-/media/Files/IRENA/Agency/Publication/2019/Sep/IRENA_Hydrogen_2019.pdf [Accessed 12/11/24]

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
9. Protect and enhance local air quality.	The largest contribution of emissions within the NWTP area are vehicle emissions from the surrounding main roads. Major roads within the NWTP area include the A55 "North Wales Expressway, A5, A55 and A483. Decarbonisation measures of PT2 and PT3 for the bus network system, would contribute to reduced air emissions, leading to positive impacts for human health and wellbeing, especially populations living around the major road areas[6,7].	+	Long-term/ Direct
10. Reduce disturbance from transport related noise and vibration to local communities.	These policies are not likely to affect the noise environment.	0	N/A
11. Incorporate circular economy principles to reduce the use of raw materials.	Policies PT2 and PT3 support the transition to cleaner fuels and the development of hydrogen hubs at Deeside and Holyhead would support the use of locally sourced materials and resources.	+	Long-term/ Indirect
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	Policies PT2 and PT3 would not have an effect on this objective.	0	N/A

Table 2 – 3 Bus, Coach and Community Transport – Bus Transformation Network

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.5.3 Bus Transformation Network (Policies PT4 and PT5)		
1. Support the delivery of housing and local services to meet the needs of local communities	Policies PT4 and PT5 aim to create an improved bus service network with more frequent and consistent services and better connections to other buses and rail. This would improve access to local services with optimised journeys and direct routes. The policies include a core network of services within and between major settlements and employment sites, supporting the creation and/or expansion of communities where routes and bus services are designed to serve these communities. This would increase economic opportunities for individuals living in these settlements. The Welsh Index of Multiple Deprivation (WIMD) finds that the most deprived areas in North Wales are the coastal areas of Conwy and Denbighshire, the northern borders of Flintshire and areas of Wrexham[9]. Targeting these areas for the improvement of bus services would be particularly beneficial in relation to access to employment, education, recreation and social opportunities, thereby contributing the to the needs of these local communities who are more likely to be reliant on public transport.	+	Long-term/ Indirect
2. Reduce inequality and promote community cohesion	Some groups of people are more likely to be reliant on public transport for travel. This includes children and young people, older people, women, disabled people[1], socio-economically disadvantaged people, and people from global ethnic majority groups[2]. The development of a bus transformation network (i.e. enhancement of public transport services) would therefore be beneficial for these groups of people, improving their quality of life and providing them with more choice and flexibility in when they choose to travel. Enhancements would aim to be intuitive, easy to understand and with increased frequency of services and better connectivity. With the introduction of longer operating hours, (and along with PT7 which covers introduction of appropriate lighting at bus stops), the policies address customer safety concerns especially for protected characteristics groups such as women, racialised people, children, LGB and trans people[15]. Opportunities for community participation and engagement is not identified within the policies PT4-PT5. However, Engagement with stakeholders is identified in relation to partnerships with Local Authorities in North Wales, England, Transport for Wales and transport operators. Where engagement does take place, this would likely improve a sense of community cohesion, bringing communities together through improved and reliable connectivity between them.	+	Long term/ Direct
3. Improve the health and wellbeing of the local population,	Policy PT4 outlines the inclusion of bus services between and within major settlements and employment sites. Subject to the settlements selected for the bus services, this could improve connectivity between rural and urban areas. Whether it will improve connectivity between local communities in rural areas is unclear.	++	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
including with respect to physical and mental health	The policies will improve the frequency and journey times of public transport services to leisure and visitor centres, providing access for individuals to engage in social activities and promoting community participation, reducing social isolation. Increased use of public transport would also result in reduced air pollution and fewer road accidents due to reduced traffic, increasing safety of transport services. This would also increase safety for walking and cycling, encouraging uptake of active travel, further contributing to the health and wellbeing of the population. Transformation of the bus network would improve access to key health services, recreation activities and green spaces through the introduction of new routes, more frequent services and longer operating hours. This would contribute towards improving the health and wellbeing of the population as a result of more participation in activity. Physical activities and active travel provide health benefits such as reducing obesity, reduced risks of cardiovascular diseases and boosts physical, mental and social health.[10] Improving the bus network would also improve access to employment, training and education which are factors that contribute to maintaining and improving mental and physical health. This would be particularly beneficial in areas which experience socio-economic disadvantage and for population groups which rely more on public transport (i.e. children and young people, older people, women, disabled people[1], socio-economically disadvantaged people, and people from global ethnic majority groups).		
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	There is no additional information regarding the locations of the bus routes, so the direct impact of designated sites and valuable habitats is unknown. While policies PT4 and PT5 do not directly deliver opportunities to restore or create semi-natural habitats, an improved bus network would offer better connected routes to different destinations, encouraging people to use sustainable transport more frequently, leading to long term environmental benefits such as improved air quality, reduced levels of transport noise, and reduced levels of polluted surface water reaching water bodies (from oils, etc coming from vehicles)[17,18].	+	Long-term/ Indirect
5. Protect and enhance local landscape character, designations and visual amenity	The locations of the bus network are unknown, but an assumption is made that no new road infrastructure would be delivered under PT4 and PT5. No physical harm is therefore expected to designated or protected landscapes and impact on Best and Most Versatile (BMV) land. Improved bus connections to tourist areas would help mitigate parking issues within landscapes such as Eryri National Park. More frequent and better-connected services through PT4 and PT5 would contribute to the	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	efficient management of travel in tourist areas during peak periods (due to modal shift to buses reaching these popular tourist areas). This would improve the visual amenity and local landscape character of sites, protecting them from visual impacts of parking problems.		
6. Protect and enhance the local cultural heritage, including the Welsh language	The location of places effected by the bus routes are unknown so the impact on designated heritage assets is unknown. The bus network transformation has the potential to support Welsh speaking communities through the inclusion of initiatives to implement and encourage use of Welsh language by including verbal and written translations for instructions, communication and announcements. A coordinated and reliable bus timetable would also enable more children and young people to access educational resources for learning Welsh, especially as they are more dependent on public transport to access services.	+	Long-term/ Direct
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Rainwater run off roads carries pollutants such as chemicals, metals, plastics (micro and litter), oils and lubricants, sediment, nutrients and pathogens into water environments, adversely impacting water quality. The improvement of the public transport network through a transformed bus network would encourage individuals to use buses more often, reducing the number of vehicles on the road. This would result in reduced pollution from roads to wash into water bodies.[5] Through these measures, PT4 and PT5 would protect the health and quality of water bodies and resources from road run off pollutants.	+	Long-term/Indirect
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	Policies PT4 and PT5, in collaboration with PT2 and PT3 support the transition to zero emission public transport sector, helping meet Wales target to be net zero. The policies facilitate increased bus use and a modal shift from private cars to public transport with an improved bus network offering more frequent, connected services and longer operating hours. This would improve air quality and reduced noise pollution through reduced road traffic, improving road safety for active travel routes like walking and cycles. In collaboration with PT2 and PT3, increased use of decarbonised bus fleets over private cars would support decarbonisation of the transport sectors, reducing carbon emissions and enhancing resilience against adverse effects of climate change. PT4 and PT5 would facilitate a modal shift from private car use to public transport but also increase the frequency of bus use by existing bus users. Where there is improved bus connectivity, reliability, and a simple,	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	unified and integrated ticketing system, Policies PT4 and PT5 would encourage the modal shift from private cars to public transport thereby supporting the shift toward reduced carbon emissions. The policies would indirectly support the transition to zero emissions where, in combination with PT2 and PT3 there is introduction of new zero emission buses to the network. The policies would not enhance the resilience of transport infrastructure to withstand the effects of climate change because these policies relate only to service provision rather than any physical changes.		
9. Protect and enhance local air quality.	The highest number of pollutants to the air are contributed through vehicular emissions from major roads within the NWTP area which include the A55 "North Wales Expressway, A5, A55 and A483. Policies PT4 and PT5 could improve air quality for communities where improvements made to bus services results in an increase in patronage of the buses and a reduction in private transport usage. This would be particularly beneficial for communities in more urban areas located near the A5, A55 and A483, including Wrexham and Bangor, although there are no recorded exceedances of NO_2, PM^{10}, $PM^{2.5}$ Air Quality Objectives in any of the Local Authority areas. This would help improve health, particularly for vulnerable groups who are more affected by poor air quality (children, older people, people with respiratory disease, pregnant women)[6,7]	+	Long-term/ Direct
10. Reduce disturbance from transport related noise and vibration to local communities.	The main sources of noise pollution within the NWTP area are associated with noise from roads, namely the A55, A483, A494 and A487 as well as neighbouring routes. Noise complaints in the NWTP area have been predominantly associated with sections of the A55 and A483160 and there are a series of noise priority areas located along stretches of the A55, A4871, A4087, A547, A5119, A494, A550, A483 and A5152[8]. Policies PT4 and PT5 could contribute to a decrease in noise disturbances to local communities from road transport where they result in a modal shift from private car usage to public transport (buses). However, if the bus transformation network leads to changes in routes and/or intensification of usage for some routes, this could lead to an increase in noise from buses for some residents. However, in combination with the anticipated reduction in private car use (i.e. shift in transport mode), it is likely that any increase in noise from bus movement would be balanced by a decrease in private car movements.	+	Long-term/ Direct
11. Incorporate circular economy principles to reduce the use of raw materials.	The policies encourage a shift to public transport, reducing the consumption of raw materials like fuels.	+	Long-term/ Indirect
12. Create an integrated transport system	By delivering improved and extended connectivity through an improved (transformed) bus network, Policies PT4 and PT5 increases the region's economic and development opportunities.	++	Long-term/ Direct

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	A bus transformation network would create bus services that are more efficient, enabling travel on different services with one ticket, integrating real-time information about services on one platform, standardised fares and improved hours of operation, integrating with rail. Through these measures, Policy PT1 Policies PT4 and PT5 would improve the reliance and resilience of the transport network to better support economic prosperity by supporting businesses and workers. PT4 and PT5 have the potential to create a more integrated bus network (including integrating with other transport modes such as rail). This, in combination with other policies of the RTP (e.g. PT1, PT6, PT9, PT14), would facilitate the movement of people between major areas of employment both in North Wales and adjacent areas of Northern England including Chester and Deeside, thereby contributing to the economic prosperity of the region. It also makes access to employment, education and training opportunities more equitable by increasing accessibility for people experiencing socio-economic deprivation and/or living in more deprived areas. Improved connectivity to more deprived areas would also encourage regeneration and investment in those areas[21]. A transformed bus network can design routes and services to meet customer needs. PT4 and PT5 can therefore enhance sustainable access to tourist facilities and attractions, particularly in rural areas. This focus supports local economies by extending tourism geographies through improved connectivity. Investing in bus connectivity is crucial for rural community development plans, as it provides reliable and affordable transport to those who live in rural areas as well as those wishing to visit them. Additionally, spending by bus passengers on retail, leisure, and commuting services significantly contributes to local economies (both rural and urban) [22]. Improved bus networks would not have any impact on the level of freight movements.		

Table 2 – 4 Bus, Coach and Community Transport – Improving Bus Infrastructure

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.5.4 Improving Bus Infrastructure (PT6 – PT8)		
1. Support the delivery of housing and local services to meet the needs of local communities	The creation of bus priority infrastructure (PT6) focusing on areas of localised congestion to improve bus journey timings would encourage more people to adopt sustainable transport use within and between locations. This would improve access to key local services, particularly for people who are more reliant on public transport. Focused on other bus infrastructure, like facilities provided at bus stops and interchanges, Policies PT7 and PT8 would improve the experience of using sustainable public transport like buses, promoting the shift from private car use to public transport. Key bus stops in village centres with high usage will be focused on for enhancement, supporting the delivery of local services to local communities. These policies would not contribute towards the delivery of housing.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.5.4 Improving Bus Infrastructure (PT6 – PT8)		
2. Reduce inequality and promote community cohesion	Reducing bus journey times and creating safer experiences of bus use, Policies PT6, PT7 and PT8 contribute towards improving environmental conditions and therefore encouraging a modal shift to public transport. As some people are more reliant on public transport like members of protected characteristics groups such as children, older people, people with disabilities, Creating bus waiting areas that are more accessible (through the addition of features like dropped and raised kerbs, shelters, seating areas and lighting) is beneficial for all people, but differentially and disproportionately beneficial for some groups including older people, parents and carers using pushchairs, disabled people (particularly those who have difficultly standing, or are blind or partially sighted). Certain protected characteristics groups such as woman, racialised groups, LGB and trans people are more vulnerable in public spaces like public transport. The policies include the addition of the following features for the enhancement of bus infrastructure: improving lighting, or nearby street lighting and shelters which enhances safety, benefiting all, especially these more vulnerable protected characteristics groups. These feature along with real time information about services and onward connection makes public transport more accessible and supports protected characteristic groups in accessing key services and participate in community events, promoting community cohesion. Wrexham and Conwy in North Wales accommodate dispersal centres for refugees and asylum seekers. An improved, accessible and safe bus network would be beneficial for them, enabling them to access healthcare services, education, employment opportunity and participate in community activities. Reducing bus journey timings and improving the safety of using the bus improves accessibility of public transport. Increased sustainable public transport use also reduces road traffic and air pollution and with the addition of cycle storage at bus stops, encourages active travel for all members of society.	++	Long-term/ Direct

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.5.4 Improving Bus Infrastructure (PT6 – PT8)		
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	Policies PT6, PT7 and PT8 contribute towards promoting the use of sustainable public transport, reducing road traffic and air pollution, improving road safety and encouraging uptake in active travel (as people usually travel by foot or bike to the bus stops). Reduced bus journey timings and safer bus waiting infrastructure would encourage the use of buses to travel to community spaces, key health services, recreation activities and green spaces. This would contribute to reducing social isolation, especially for people more reliant on public transport including children, older people, racialised people, people with disabilities and people from low-income backgrounds. Access to these services and resources contributes towards improving the physical and mental health wellbeing for all members of the local population.	+	Long-term/ Indirect
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	Improved bus infrastructure would likely encourage people to use sustainable transport more frequently, leading to long term environmental benefits such as improved air quality, reduced levels of transport noise, and reduced levels of polluted surface water reaching water bodies (from oils, etc coming from vehicles)[26,27]. The physical location of any new infrastructure required under PT6-8 is not known and therefore the impact in relation to land take and associated impacts on biodiversity and geodiversity is uncertain. However, it is unlikely that significant infrastructure would be required, rather existing roads and bus stops would be utilised by franchising businesses. Unless the chosen bus routes pass through any designated sites or valuable habitats, Policies PT6-8 are unlikely to have a significant impact on biodiversity, geodiversity or protected habitats and species.	+	Long-term/ Indirect
5. Protect and enhance local landscape character, designations and visual amenity	The locations of infrastructure upgrades are unknown, but an assumption is made that no new road infrastructure would be delivered under PT6, PT7 or PT8. Rather, any bus priority measures would involve existing road footprints. No physical harm is therefore expected to designated or protected landscapes and impact on Best and Most Versatile (BMV) land. This would improve the visual amenity and local landscape character of sites, protecting them from visual impacts of parking problems.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.5.4 Improving Bus Infrastructure (PT6 – PT8)		
6. Protect and enhance the local cultural heritage, including the Welsh language	The location of places the bus routes are unknown so the impact on designated heritage assets is unknown. The bus infrastructure has the potential to support Welsh speaking communities and include initiatives to implement and encourage use of Welsh language by including verbal and written translations for instructions, communication and announcements. It is noted that Anglesey's proximity to Gwynedd has fostered a close relationship between the two areas. Ynys Môn and Gwynedd share deep economic, social and cultural connections and are Welsh language strongholds. Therefore, there are a large number of local trips that use the Menai crossings. Well-connected bus routes between these locations would hence enhance local cultural values, including the Welsh language.	+	Long-term/ Direct
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Rainwater run off roads carries pollutants such as chemicals, metals, plastics (micro and litter), oils and lubricants, sediment, nutrients and pathogens into water environments, adversely impacting water quality. The improvement of the public transport network through improved bus infrastructure would encourage individuals to use buses more often, reducing the number of vehicles on the road. This would result in reduced pollution from roads to wash into water bodies[5]. Through these measures, PT6-PT8 would protect the health and quality of water bodies and resources from road run off pollutants. Any development works required to introduce new physical infrastructure (e.g. road engineering works for bus lane introductions) has the potential to result in adverse effects during construction if not mitigated.	+/-	Long-term/Indirect
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	The policies contribute to encouraging a modal shift from private cars to public transport through improved bus journey timings, safer and more accessible bus use, plus enhancements which improve accessibility for many groups of people. This modal shift would remove some private vehicle journeys, shifting them to buses which will be reduced (including zero) carbon emission vehicles. An assumption is made that any infrastructure improvements would be designed to allow for predicted climate change therefore climate resilience would be built into the improvements.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.5.4 Improving Bus Infrastructure (PT6 – PT8)		
9. Protect and enhance local air quality.	Policy PT6 aims to reduce bus journey times whilst PT7 and PT8 aim to improve safety and accessibility; these improvements encourage a modal shift to sustainable public transport from private car use, resulting in reduced air pollution caused by road traffic. This would help improve health, particularly for vulnerable groups who are more affected by poor air quality (children, older people, people with respiratory disease, pregnant women)[6,7]	+	Long-term/ Indirect
10. Reduce disturbance from transport related noise and vibration to local communities.	The main sources of noise pollution within the NWTP area are associated with noise from roads, namely the A55, A483, A494 and A487 as well as neighbouring routes. Noise complaints in the NWTP area have been predominantly associated with sections of the A55 and A483160 and there are a series of noise priority areas located along stretches of the A55, A4871, A4087, A547, A5119, A494, A550, A483 and A5152[8]. Policies PT4 and PT5 could contribute to a decrease in noise disturbances to local communities from road transport where they result in a modal shift from private car usage to public transport (buses). However, if PT6-PT8 lead to changes in routes and/or intensification of usage for some routes, this could lead to an increase in noise from buses for some residents (i.e. where bus stops are enhanced with shelters, etc). However, in combination with the anticipated reduction in private car use (i.e. shift in transport mode), it is likely that any increase in noise from bus movement would be balanced by a decrease in private car movements.	+	Long-term/ Direct
11. Incorporate circular economy principles to reduce the use of raw materials.	Information about materials and resources to be used for the bus infrastructure is unknown so the incorporation of circular economy principles is unknown. However, reduced private car use would reduce overall fuel usage.	?	N/A

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.5.4 Improving Bus Infrastructure (PT6 – PT8)		
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	Policies PT6, PT7 and PT8 create a more attractive bus network with improved journey timings and improved safety and accessibility, thereby making travel by bus more attractive to a wider group of people. This includes for groups who are more reliant on public transport (i.e. children, older people, racialised people, people with disabilities and people experiencing socio-economic disadvantage), but also is likely to attract people new to bus travel (i.e. modal shift for some or all journeys). These improvements will encourage greater connectivity by a sustainable transport mode for communities across the region to employment opportunities. This will be beneficial for economic prosperity across North Wales, and particularly for areas which experience deprivation. Where journey times and frequency to and from rural areas are improved this will benefit economic growth in rural areas, particularly in relation to tourist areas. However, the location of bus routes is unknown and thus, the impact is unclear. The policies have no impact on movement of freight.	+	Long-term/ Indirect

Table 2 – 5 Bus, Coach and Community Transport – Making Bus Travel Easier

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.5.5 Making Bus Travel Easier (PT9 - PT10)		
1. Support the delivery of housing and local services to meet the needs of local communities	Policies PT9 and PT10 aim to make bus travel easier by mitigating issues of accessibility and offering updated, clear timetables, clear fare structures and improved wait times. Making bus use easier and more accessible (inclusive) for everyone, including non-frequent or first-time users, would improve access to local services for all, especially those more reliant on public transport, like people with disabilities (particularly people with restricted mobility), older people, pregnant women and people travelling with infants. Denbighshire and Conwy have the highest proportion of people claiming disability allowance[29] therefore these communities would benefit most from these policies (although people across the region would benefit). The policy would not impact the delivery of housing.	+	Long-term/ Indirect
2. Reduce inequality and promote community cohesion	More accessible bus services (through clearer ticketing and inclusive design) would reduce inequality of access to public transport (buses) therefore increasing the opportunity for the whole of society to use sustainable public transport. This would particularly apply to children, older people, disabled people (particularly those with restricted mobility, visual impairments), and people who are not confident in the Welsh or English language because the policies would address access issues experienced disproportionately by these groups. For people who are more reliant on public transport, improvements to how easy it is to use buses would also improve people's access to essential services like healthcare, education, employment as well as opportunities for socialising. This would create more opportunities for all people to participate in aspects of community life (employment, education, training, social, cultural and sporting activities), therefore reducing inequality of opportunity.	+ +	Long-term/ Indirect

[29] Disability benefit claimants, February 2023. House of Commons Library, 2023. ONS data from 2021.

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.5.5 Making Bus Travel Easier (PT9 - PT10)		
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	Policies PT9 and PT10 contribute towards promoting an integrated bus network that has a simple unified, easy-to-use ticketing and information. These improvements would likely encourage the use of buses to travel to community spaces, key health services, recreation activities and green spaces. This would contribute to reducing social isolation, especially for people more reliant on public transport including children, older people, racialised people, people with disabilities and people from low-income backgrounds. Access to these services and resources contributes towards improving the physical and mental health wellbeing for all members of the local population. PT9 has potential to improve frequency of bus connectivity between rural and urban areas, as well as between local communities in rural areas. However, no information on this is provided at the time so the impact is unknown. The North Wales Population Needs Assessment (2022) identified through consultation and engagement that accessibility of transport links to those with chronic health needs, physical disability and sensory impairment were especially an issue in more rural areas, where social isolation can be more profound due to lack of public transport infrastructure. Thus, PT9 and PT10 have the potential to significantly improve accessibility of these transport links and reduce social isolation by focusing on more rural areas.	+	Long-term/ Indirect
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	PT9 and PT10 are unlikely to cause harm or any deterioration in the condition of any designated sites. However, by contributing to increased public transport use instead of private vehicles, they contribute to protecting valuable habitats and protected species from the adverse impacts of air and noise pollution. Making buses easier to use would likely encourage people to use sustainable transport more frequently, leading to long term environmental benefits such as improved air quality, reduced levels of transport noise, and reduced levels of polluted surface water reaching water bodies (from oils, etc coming from vehicles)[26,27].	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.5.5 Making Bus Travel Easier (PT9 - PT10)		
5. Protect and enhance local landscape character, designations and visual amenity	Policies PT9 and PT10 do not directly result in the enhancement of protected or designated landscapes but by promoting the shift to sustainable public transport they contribute towards reducing the adverse impacts of road traffic and parking on landscapes and designations, improving visual amenity and local soundscapes. Improved bus timetables, ticketing system, wait times and accessibility features through the policies would make bus travel easier for first time users like tourists, contributing to increased sustainable public transport use and efficient management of travel in tourist areas during peak periods.	+	Long-term/ Indirect
6. Protect and enhance the local cultural heritage, including the Welsh language	Policies PT9 and PT10 are unlikely to have an impact on designated heritage assets. The policy would facilitate the use of Welsh language in social and community spaces such as bus waiting areas, bus stops and buses themselves.[20]	+	Long-term/ Direct
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Increased public transport use through the implementation of PT9 would reduce road runoff of pollutants into water bodies, improving the health of aquatic ecosystem and water quality. It is unlikely that PT10 would have an impact on the quality and general health of water resources.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.5.5 Making Bus Travel Easier (PT9 - PT10)		
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	Policies PT9 and PT10 encourage increased sustainable public transport use through improved accessibility and enabling easier bus use practices. This helps meet Wales net zero targets (when considered alongside policies for the introduction of zero and reduced emission buses).	+	Long-term/ Indirect
9. Protect and enhance local air quality.	The highest number of pollutants to the air are contributed through vehicular emissions from major roads within the NWTP area which include the A55 "North Wales Expressway, A5, A55 and A483. Policies PT9 and PT10 could improve air quality for communities where improvements to ease of use and accessibility result in an increase in patronage of the buses and a reduction in private transport usage. This would be particularly beneficial for communities in more urban areas located near the A5, A55 and A483, including Wrexham and Bangor, although there are no recorded exceedances of NO_2, PM^{10}, $PM^{2.5}$ Air Quality Objectives in any of the Local Authority areas. This would help improve health, particularly for vulnerable groups who are more affected by poor air quality (children, older people, people with respiratory disease, pregnant women)[6,7]	+	Long-term/ Indirect
10. Reduce disturbance from transport related noise and vibration to local communities.	Policies PT9 and PT10 could contribute to a reduction of road traffic because of the shift from private cars to public transport. This would reduce the disturbances from transport related noise and vibration to local communities, specifically for populations living in areas near major roads like A5, A55 and A4807, mitigating health impacts like stress and disturbed sleep caused by noise pollution.	+	Long-term/ Indirect
11. Incorporate circular economy principles to reduce the use of raw materials.	The policies encourage a shift to public transport, reducing the consumption of raw materials like fuels.	+	

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.5.5 Making Bus Travel Easier (PT9 - PT10)		
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	Through the delivery of an improved, reliable and efficient bus network, PT9 could increase access to employment opportunities for populations living in previously isolated areas, rural areas or deprived areas that rely on public transport to access essential services. The installation of accessibility features through PT10 would support equitable access to employment, education and training opportunities, especially for people with disabilities. By improving the reliance and resilience of the transport network, supported by other policies as well, PT9 and PT10 better support businesses and workers by providing accessible, timely and affordable transport. By focusing on target areas of concerns like the Menai crossings, the policies could better support local economies and communities. Better transport links to more deprived areas and rural areas could encourage regeneration and investment in the areas as well as support their residents in accessing employment opportunities through reliable and affordable commuting services. This, in combination with other policies of the RTP (e.g. PT4, PT5, PT6, PT14) would facilitate the movement of people between major areas of employment both in North Wales and adjacent areas of Northern England including Chester and Deeside, thereby contributing to the economic prosperity of the region. By creating affordable, easy to use, integrated bus services, the policies encourage sustainable access to tourist facilities and attractions. For rural areas in particular these policies would promote tourism to rural areas, supporting the rural economy through leisure and tourism related spendings.	+	Long-term/ Indirect

Table 3 – 1 Demand Responsive and Community Transport

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.6 Demand Responsive and Community Transport (PT11 – PT12)		
1. Support the delivery of housing and local services to meet the needs of local communities	TfW and local authorities in North Wales run a series of Fflecsi Dynamic Demand Responsive Transport pilots in rural areas including Buckley, Conwy Valley, Denbigh, Holywell, Llyn Peninsula, Prestatyn, and Ruthin. PT11 and PT12 aim to make the successful pilots permanent and offer funding for community led initiatives, supporting the creation of communities by supporting viable transport options between locations based on community needs. Since these policies enable flexible services designed by community involvement and are locally run and managed, they would improve access to local services and help meet community needs.	++	Long-term/Direct
2. Reduce inequality and promote community cohesion	These flexible and accessible services delivered by community led initiatives are the only mode of transport for some groups, especially for vulnerable and isolated people. This would include protected characteristics groups like people living in deprived areas (such as some of the locations where the pilots were run for Fflecsi Dynamic Demand Responsive Transport), older people and people with disabilities. These policies support the transport options delivered by community led initiatives, designed by community involvement, improving accessibility to essential services and helping create more opportunities of community participation. These measures delivered through PT11 and PT12 contribute towards improving the quality of life for all members of society, providing agency by supporting community led and flexible transport initiatives in rural areas.	++	Long-term/Direct

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.6 Demand Responsive and Community Transport (PT11 – PT12)		
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	Policies PT11 and PT12 would significantly improve connectivity between local communities in rural areas as well as improve their access to key healthcare services. As the transport links will be designed through community involvement, it will reduce social isolation, resulting in improved mental health for local populations. Through increased public transport use, a decrease in road traffic is expected, improving air quality and road safety. These measures could encourage uptake in active travel such as walking and cycling which are known to increase levels of physical activity and therefore improve health. This flexible demand responsive transport system could also improve access to open, green spaces and recreational activities, which also contribute to increased physical activity. Increased physical activities provide health benefits such as reducing obesity, reduced risks of cardiovascular diseases and boosts physical, mental and social health.[10] The overweight and obesity rate in North Wales is 36% higher in the most deprived areas compared to the least deprived. Some rural areas where the pilots were run fall within the most deprived areas in North Wales and hence, through increased active travel and improved connectivity to open spaces and recreational activities in these areas, PT11 and PT12 help reduce obesity rates.	+	Long-term/Direct
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	It is unlikely that PT11 and PT12 will cause any harm to designated sites or result in protected habitat. Fflecsi Dynamic Demand Responsive Transport has the potential for contributing to ecosystem resilience through the incorporation of zero emission buses or cleaner fuel use. However, since there is no information available about this, the impact is unknown. Introduction of affordable public transport links in these areas would contribute to reduced private car use, improving air and noise quality and contributing towards protecting biodiversity and geodiversity.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.6 Demand Responsive and Community Transport (PT11 – PT12)		
5. Protect and enhance local landscape character, designations and visual amenity	The locations of the bus routes are unknown but are unlikely to require additional road space (rather reallocation of existing road space). Harm to designated or protected landscapes and impact on Best and Most Versatile (BMV) land is therefore unlikely.	0	
6. Protect and enhance the local cultural heritage, including the Welsh language	By improving connectivity between local Welsh speaking communities in rural areas, the policies PT11 and PT12 encourage continued use of the Welsh language.	+	Long-term/Direct
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Through the introduction of reliable and affordable public transport links, Policies PT11 and PT12 could reduce private car use, resulting in reduced road traffic and run off of pollutants into waterbodies.	+	Long-term/Indirect

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.6 Demand Responsive and Community Transport (PT11 – PT12)		
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	Fflecsi Dynamic Demand Responsive Transport delivered through PT11 and PT12 would support the development of a public transport system designed to meet community needs. Where the transport is reduced (or zero) emission, this would contribute to the transition to zero/low emissions across Wales. It is not clear whether community transport will be zero/low emissions, and the impact is therefore uncertain.	?	
9. Protect and enhance local air quality.	As PT11 and PT12 deliver a public transport system that meets community needs, it would encourage more people to shift to public transport use, reducing transport related emissions and improving local air quality. The highest number of pollutants to the air are contributed through vehicular emissions from major roads within the NWTP area which include the A55 "North Wales Expressway, A5, A55 and A483. Policies PT11 and PT12 could improve air quality for communities where community transport results in a reduction in private transport usage. This would be particularly beneficial for communities in more urban areas located near the A5, A55 and A483, including Wrexham and Bangor, although there are no recorded exceedances of NO_2, PM^{10}, $PM^{2.5}$ Air Quality Objectives in any of the Local Authority areas. As the emissions from community transport are not specified (and can be quite high if older community vehicles are used) the impact on air quality is uncertain.	?	
10. Reduce disturbance from transport related noise and vibration to local communities.	A shift from private cars to public transport delivered through PT11 and PT12, would lead to reduced disturbance from transport related noise and vibration to the local communities. However, this is likely to be marginal.	+	Long-term/ Direct

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.6 Demand Responsive and Community Transport (PT11 – PT12)		
11. Incorporate circular economy principles to reduce the use of raw materials.	Delivery of demand responsive transport and community led initiatives would encourage sustainable travel use, particularly in areas with reduced public transport connectivity. This would contribute to reduced use of raw materials like fuels.	+	Long-term/ Indirect
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	Community involvement in designing the transport network, would ensure their reliance for local communities and improve resilience through community led management. This would better support businesses and workers by enabling individuals from rural areas to commute to workplaces and contribute to local economies. Improved links to rural areas, including those that lie within more deprived areas would encourage regeneration and investment in those areas through increase in tourism and leisure related spending and increased employment opportunities for residents. The policies have potential to improve access between North and South Wales, subject to community needs. As there is no more information about this, the impact is unclear. Improved public transport links to and between rural areas would encourage tourism to cultural heritage sites and attractions due to easier access to the locations. This would support rural economies while protecting the natural beauty of the area by mitigating any adverse impacts of transport related air pollution by providing reliable public transport links.	+	Long-term/ Direct

Table 3 – 2 Demand Responsive and Community Transport – Taxis

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.6.1 Demand Responsive and Community Transport - Taxis (PT13)		
1. Support the delivery of housing and local services to meet the needs of local communities	By promoting safety for passengers and drivers, and improving taxi provisioning, PT13 supports access to essential services, employment opportunities and leisure activities, particularly for people who with no access to a private car and for those for whom travel by public transport is difficult. This includes disabled people and vulnerable people such as children, people with cognitive disabilities and mental health challenges. Through these measures, PT13 contributes towards meeting the needs of the local communities.	+	Long-term/ Direct
2. Reduce inequality and promote community cohesion	Improved safety for taxi passengers will be disproportionately beneficial for people who do not have access to a private car. This includes those experiencing socio-economic disadvantage, and for groups who find using other forms of public transport challenging such as people with mobility difficulties or those who experience social anxiety. Taxis can also be a preferred form of transport (especially at night) for vulnerable groups who have experienced hate crimes on other forms of public transport. This includes the LGBTQ+ community[30], but also applies to women and young people. This would improve access to employment, education and training opportunities and enhance community cohesion. PT13 also aims increase the availability of low emissions or non-motorised vehicles, improving environmental conditions reduced air and noise pollution which is often experienced more in deprived areas.	+	Long-term/Indirect
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	PT13 supports improved access to healthcare services for individuals who do not have access to a private car. It also includes increasing the availability of low emissions or non-motorised vehicles which would contribute to improved air quality. This would contribute towards mitigating the adverse health impacts of air pollution which includes respiratory infections, heart disease, stroke, and lung cancer, that disproportionately affects some protected characteristics groups such as people who are already ill, children, older people, and people living in deprived areas (which are disproportionately affected by poor air quality).[6,7] Improving air quality could encourage uptake in active travel such as walking and cycling, contributing to improved physical and mental health. Increased physical activity provide health benefits such as reducing obesity, reduced risks of cardiovascular diseases and boosts physical, mental and social health.[10]	+	Long-term/Indirect

[30] Out in London: LGBTQ+ People's Safety on London's Transport Network. London Travel Watch, 2023. Available online at: https://www.diversitytrust.org.uk/2023/11/new-study-lgbtq-people-feel-threatened-and-face-abuse-on-london-public-transport/ [Accessed 15/11/24]

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.6.1 Demand Responsive and Community Transport - Taxis (PT13)		
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	It is unlikely that PT13 will cause any harm to designated sites or result in valuable habitat loss. Through the provisioning of low-emission or non-motorised taxis, PT13 would contribute to improved air quality, contributing towards protecting biodiversity and geodiversity.	+	Long-term/ Indirect
5. Protect and enhance local landscape character, designations and visual amenity	P13 would have a neutral effect on protected landscapes and adversely impact Best and Most Versatile (BMV) land.	0	N/A
6. Protect and enhance the local cultural heritage, including the Welsh language	P13 would improve connectivity for areas where public transport routes are scarce or in circumstances were public transport use is difficult. This would contribute towards improved connectivity between local Welsh speaking communities, especially in areas of Gwynedd and Anglesey that consist of the highest proportion of Welsh speaking people, encouraging continued use of the language.	+	Long-term/ Indirect
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	This policy is unlikely to have any effect on the health of groundwater, surface and coastal waterbodies, water quality and water resources.	0	N/A

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.6.1 Demand Responsive and Community Transport - Taxis (PT13)		
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	PT13 promotes the use of low emission or non-motorised vehicles for taxi services, contributing towards reducing transport related carbon emissions. The use of low emission vehicles would also improve the climate resilience of the transport infrastructure, as it is not be impacted by disruptions caused to fossil fuel value chains[31].	+	Long-term/ Indirect
9. Protect and enhance local air quality.	PT13 promotes the use of low emission or non-motorised vehicles for taxi services, contributing towards reducing transport related emissions and therefore contributing to improved air quality. This would be particularly beneficial for communities in more urban centres including Wrexham and Bangor, and for areas of the WIMD which have high deprivation in relation to the physical environment[9], although there are no recorded exceedances of NO_2, PM^{10}, $PM^{2.5}$ Air Quality Objectives in any of the Local Authority areas. This would help improve health, particularly for vulnerable groups who are more affected by poor air quality (children, older people, people with respiratory disease, pregnant women).[6,7]	+	Long-term/ Direct
10. Reduce disturbance from transport related noise and vibration to local communities.	This policy is unlikely to have any impact on transport related noise and vibration.	0	N/A
11. Incorporate circular economy principles to	PT13 supports the use of low emission or non-motorised vehicles for taxi services, supporting the transition to cleaner/renewable fuels which reduces the use of raw materials.	+	Long-term/Indirect

[31] International Renewable Energy Agency (IRENA), Bracing for Climate Impact: Renewables as a Climate Change Adaptation Strategy, August 2021; Available online at: https://www.irena.org/publications/2021/Aug/Bracing-for-climate-impact-2021 (Accessed 25/11/2024)

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.6.1 Demand Responsive and Community Transport - Taxis (PT13)		
reduce the use of raw materials.			
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	Improved safety for taxi passengers and drivers would encourage more patronage of taxis, enhancing accessibility to economic opportunities for both drivers (due to more fares), for passengers (to reach employment, training), and the wider economy (more people being economically active and spending). This would be particularly beneficial for people without access to private cars. Promotion of low-emission or non-motorised vehicles strengthens the transport network's resilience, mitigating risks from fossil fuel disruptions[31]. Safer taxi and PHV services encourage sustainable tourism, benefiting rural economies through increased leisure spending.	+	Long-term/Indirect

Table 3 – 3 Demand Responsive and Community Transport – Longer Distance Coach Services

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.6.2 Demand Responsive and Community Transport - Longer Distance Coach Services (PT14)		
1. Support the delivery of housing and local services to meet the needs of local communities	PT14 aims to improve connectivity for longer distance coach services between North and South Wales, saving one-and-a-half-hour journey time. This would be beneficial for local communities who wish to travel between areas of North Wales providing better connectivity for educational and employment opportunities, as well as leisure, also helping support tourism economies. However, without having a clear understanding of what the interregional travel needs are it is not possible to conclude whether this would meet local needs. The policy would not support the delivery of housing.	0	
2. Reduce inequality and promote community cohesion	By reducing coach journey times between North and South Wales, PT14 would contribute to a reduced reliance on private car journeys. This would contribute to improved air quality for communities living along the main roads connecting North and South Wales. Additionally, it improves accessibility for those that don't have access to private vehicles or those that rely more on public transport modes. This includes protected characteristics groups such as older people, young people, racialised people, people with disabilities, people from low-income or more deprived areas. PT14 has the potential to improve accessibility of the public transport services, however the inclusion of accessibility features is not outlined in the policy, thus the impact is uncertain. Better connectivity between areas would contribute to community cohesion as people are able to build relationships more easily though the improved public transport links.	+	Long-term/ Indirect
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	Better coach connectivity (through greatly reduced travel times) between areas would contribute to people being able to travel more easily, facilitating relationships people have with people in different areas of the country. This would contribute to better mental and social health. Some people may need to travel by public transport to access medical services that are not available in their area. Improved access to tertiary health centres for resources, specialised health services in other areas of Wales and in England (where relevant) would therefore contribute to improved health for this group of patients. Better connectivity by coach would contribute to a reduced number of private car journeys. This would reduce emissions and result in fewer vehicles on the roads which could encourage uptake in active travel such as walking and cycling, contributing to improved physical and mental health. Increased physical activity provide health benefits such as reducing obesity, reduced risks of cardiovascular diseases and boosts physical, mental and social health.[10]	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	PT14 would have a neutral effect on designated sites or result in valuable habitat loss.	0	
5. Protect and enhance local landscape character, designations and visual amenity	P14 would have a neutral effect on protected landscapes and adversely impact Best and Most Versatile (BMV) land.	0	
6. Protect and enhance the local cultural heritage, including the Welsh language	P14 aims improve connectivity between North and South Wales and connections to major economic centres in Northern England. This would contribute towards improved connectivity between Welsh speaking and non-Welsh speaking communities, providing opportunities for increased exposure to the Welsh language and other local cultural heritage sites. This could also increase tourism to sites of cultural significance, enhancing local cultural heritage by fuelling the tourism economy.	+	Long-term/Indirect
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Better connectivity by coach would contribute to a reduced number of private car journeys which could contribute to the reduction of pollution from roads washing into water bodies[5].	+	Long-term/Indirect

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	Improving journey timings for long distance coach services connecting North and South Wales and connections to England could increase coach use over private vehicle. This would result in reduced emissions. It is uncertain whether this policy would encourage the transition to zero emission coaches.	+	Long-term/Indirect
9. Protect and enhance local air quality.	As PT14 delivers more efficient and fast long-distance services, it contributes to reducing transport related emissions caused by private vehicles and improving local air quality. This would be particularly beneficial for communities in more urban centres including Wrexham and Bangor, and for areas of the WIMD which have high deprivation in relation to the physical environment[9], although there are no recorded exceedances of NO_2, PM^{10}, $PM^{2.5}$ Air Quality Objectives in any of the Local Authority areas. This would help improve health, particularly for vulnerable groups who are more affected by poor air quality (children, older people, people with respiratory disease, pregnant women)[6,7]	+	Long-term/ Indirect
10. Reduce disturbance from transport related noise and vibration to local communities.	This policy is unlikely to have an effect on transport related noise and vibration for local communities.	+	Long-term/ Indirect
11. Incorporate circular economy principles to reduce the use of raw materials.	The provision of improved longer distance coach services would encourage sustainable transport use over private vehicles. This would reduce the use of raw materials like fuels.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	Through improved coach journey timings between North and South Wales and better connections to England's economic centres provided through PT14, more individuals would be able to access employment opportunities, especially people from low-income backgrounds or deprived areas that don't have access to a private vehicle. By enabling people without access to a private car to commute for employment, it would support the economies of more deprived areas. By supporting people to access employment and improving links to major economic hubs, PT14 supports the regeneration of more deprived areas. Improved coach journey timings delivered through PT14 would also make them an attractive travel option for tourism and leisure, encouraging sustainable access to tourist facilities and attractions in North Wales, particular in areas such as Eryri National Park, Anglesey AONB, Llŷn AONB, and Clwydian Range and Dee Valley AONB. Sustainable access to tourist attractions in rural areas would also support rural economies through leisure related spending.	+	Long-term/ Indirect

Table 3 – 4 Demand Responsive and Community Transport – Community Involvement in Rail

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.6.3 Demand Responsive and Community Transport - Community Involvement in Rail (PT15)		
1. Support the delivery of housing and local services to meet the needs of local communities	Policy PT15 aims to connect communities in North Wales to their railways and promote rail as a way of visiting North Wales. This would be delivered through community groups who aim to enhance the rail travel experience for existing and new passengers. This would support the creation of communities for enhancing the rail travel experience and also provide more opportunities for community building through the improved rail travel experience. It would also improve access to key services within and between local communities for employment, education and training opportunities. Given the collaborative nature of this policy with heavy community involvement, PT15 is likely to meet the needs of local communities well.	+	Long-term/ Indirect
2. Reduce inequality and promote community cohesion	Improved rail services would also support members of society with protected characteristics such as those more reliant on public transport such as people from more deprived and low-income backgrounds. This would improve accessibility for all and support equitable access to employment, educational and training opportunities. Through these measures, PT15 could improve the quality of life for deprived communities. The cost of rail travel can make it inaccessible for low-income groups that would benefit from it the most. However, this could be mitigated through community involvement initiatives supported by PT15. PT15 creates more opportunities for community participation through stakeholder participation of community groups in enhancing rail travel experiences and further, creating more opportunities for community participation by connecting communities in North Wales through improved rail services.	+	Long-term/ Indirect
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	Improved rail travel experiences through PT15 would encourage rail travel over private vehicle use, reducing air and noise pollution caused by road traffic. On the assumption that trains are low emissions, this would contribute towards mitigating the adverse health impacts of transport related air pollution, by reducing respiratory infections, heart disease, stroke, and lung cancer, that disproportionately affects some protected characteristics groups such as people who are already ill, children, older people, and people living in deprived areas[6,7]. Improved rail travel experiences which encourage people to engage with social activities would also bring mental health benefits. This is also the case for the people who contribute their time to the community groups who support their railways.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	It is unlikely that PT15 will cause any harm to designated sites or result in valuable habitat loss. The natural environment is being enhanced at 25 railway stations in Wales through the Transport for Wales Green Routes project, creating green spaces and enhancing biodiversity.[32] Through PT15, community groups could advocate for their local railway stations to be included in the project, enhances biodiversity and geodiversity interests.	+	Long-term/Direct
5. Protect and enhance local landscape character, designations and visual amenity	P15 is unlikely to cause harm to designated or protected landscapes and adversely impact Best and Most Versatile (BMV) land.	0	
6. Protect and enhance the local cultural heritage, including the Welsh language	Policy PT15 is unlikely to cause any direct or indirect harm to designated heritage assets. In some circumstances, community groups may be able to improve the appreciation of the heritage value of railway stations. Improving rail connectivity within local Welsh speaking communities in North Wales, would support the continued use of Welsh language. Community participation opportunities supported by PT15 would also encourage and support the use of Welsh language in areas with larger Welsh speaking communities such as of Gwynedd and Anglesey.	+	Long-term/ Indirect
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	PT15 is unlikely to have any effect.	0	

[32] Welsh Government, Climate Action Wales - Green Travel Choices, June 2024; Available online at: https://www.climateaction.gov.wales/green-travel-choices/ (Accessed 27/11/2024)

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	PT15 supports the improvement of rail travel services by community involvement, ensuring rail services are well suited to the needs of local communities. This could encourage more people to travel by rail instead of cars, resulting in reduced emissions (assuming the trains are low emissions). This would improve air quality and local soundscapes of communities affected by road traffic. Through these measures, PT15 supports the transition to a sustainable public transport sector with reduced carbon emissions.	+	Long-term/ Indirect
9. Protect and enhance local air quality.	PT15 supports increased rail travel by bettering rail experiences, leading to reduced road traffic. This reduces the negative impacts of road traffic which includes traffic related emissions. This effect would be particularly beneficial along the communities along the coastal roads (A55) of North Wales which represents the journeys which the rail would displace. This would help improve health, particularly for vulnerable groups who are more affected by poor air quality (children, older people, people with respiratory disease, pregnant women)[6,7]	+	Long-term/ Indirect
10. Reduce disturbance from transport related noise and vibration to local communities.	PT15 is unlikely to have an effect on transport related noise.	0	
11. Incorporate circular economy principles to reduce the use of raw materials.	By encouraging rail travel, the policy contributes to reduced road traffic and reduced consumption of raw materials like fuels. Community groups could advocate for locally and sustainably sourced material use, where required supporting the inclusion of circular economy principles.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	Improved rail services within and between locations in North Wales could enable more individuals to access employment opportunities, especially people experiencing socio-economic deprivation who do not have access to a private vehicle. Rail services can provide a reliable commute for individuals to access workplaces. This would support equitable access to employment, education and training opportunities. By enabling people without access to a private car to commute for employment, it would support the economies of more deprived areas. Improving rail links to locations that lie within more deprived areas could drive investment and the regeneration of these deprived areas. It would also support the local economies by providing access for residents to travel to workplaces efficiently. PT15 provides the potential to improve access between England and North Wales and North and South Wales through improved rail connectivity, subject to local community needs. Improved rail journeys through PT15 would also be an attractive travel option for tourism and leisure, encouraging sustainable access to tourist facilities and attractions in North Wales, although lines only serve a limited number of tourist destinations. Increased sustainable tourism to these areas would also support rural economies through leisure related spending.	+	Long-term/ Indirect

Table 4 – 1 Walking, Cycling and Wheeling – Further improving infrastructure

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.7.1 Walking, Cycling and Wheeling – Further improving infrastructure (AT1 – AT3)		
1. Support the delivery of housing and local services to meet the needs of local communities	AT1 aims to improve infrastructure in accordance with the Active Travel Network Map, including new or upgraded existing facilities and may include the re-allocation of road space to prioritise sustainable modes. AT2 focuses on prioritising the upgrade of active travel infrastructure in non-rural areas where there is greatest potential for maximising network use. AT3 addresses accessibility concerns surrounding active travel infrastructure for people with mobility impairments, people in wheelchairs, and people pushing prams. Policies AT1-AT3 support improving access to local services, especially in rural areas where people use active travel modes to access further public transport services. Additionally, active travel delivers viable and sustainable transport options within and between local communities and services. The policies would not support the delivery of housing but would contribute to providing any new housing with appropriate active travel connections.	+	Long-term/ Indirect
2. Reduce inequality and promote community cohesion	Active travel is a cost-effective mode of transport, making it accessible to people from low-income or more deprived communities. AT3 is specifically focused on improving accessibility of active travel for people with disabilities or mobility impairment, older people and other wheelchair users and people with infants in prams. Therefore, active travel infrastructure improvement supports the needs of all members of society, especially benefitting protected characteristics groups such as children, those from deprived communities, carers, and disabled people. A recent nationwide study into walking and cycling found that only 12% of disabled people cycle weekly, compared to 19% of non-disabled people.[33] The implementation of policy AT3 is therefore essential for creating equity in active travel. Through these measures, the policies make active travel accessible for all, creating equitable access to employment, education and training opportunities as well as opportunities for community participation.	++	Long-term /Direct
3. Improve the health and wellbeing of the local population,	The improvement of active travel infrastructure through improved facilities, better network connectivity and improved accessibility, would strongly encourage uptake in active travel in all areas of North Wales, but particularly in urban areas/within rural settlements where shorter journeys are more likely to be undertaken using active travel (if the infrastructure is considered appropriate and safe).	++	Long-term /Direct

[33] Sustrans, How can we tackle inequity in active travel? (2022); Available online at: https://www.sustrans.org.uk/our-blog/opinion/how-can-we-tackle-inequity-in-active-travel-an-inclusive-design-qa-with-tierney-lovell/ [Accessed 29/11/2024]

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.7.1 Walking, Cycling and Wheeling – Further improving infrastructure (AT1 – AT3)		
including with respect to physical and mental health	Improved infrastructures for active travel like walking and cycling, especially with better links to further public transport, would result in improved access to key health services, recreational activities and open, green spaces. Implementation of AT3 would improve accessibility for people with infants in prams, people in wheelchairs, people with disabilities and mobility impairments, promoting active travel modes, increasing agency and community interaction, associated with mental and social health benefits. Increased physical activity through walking or cycling provides health benefits such as reducing obesity, reduced risks of cardiovascular diseases and boosts physical, mental and social health.[10] This has significant implications for communities in deprived areas of North Wales, where the overweight and obesity rate is 36% higher in comparison. By improving active travel accessibility through AT1, AT2 and especially AT3, the policies increase accessibility for people without access to private vehicles to community centres and social opportunities. These include protected characteristics groups such as children, older people, people with disabilities and people from low-income or deprived areas. This provides more equitable access to economic and social engagement opportunities, reducing social isolation and improving physical and mental health.		
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	AT1, AT2 and AT3 are unlikely to cause any harm or deterioration to any designated sites or result in valuable habitat loss. By delivering an improved active travel infrastructure, the policies encourage a switch from private vehicle use to active travel modes such as walking and cycling. This would reduce the adverse impacts of road traffic related air and noise pollution. North Wales identifies areas of significant natural heritage with internationally important wetlands, blanket bogs, ancient woodlands and meadows that support unique biodiversity. Improved air quality and local soundscapes would contribute towards protecting species and their habitats, contributing to ecosystem resilience. It is not known whether any active travel infrastructure would require land take which may lead to detrimental impacts on biodiversity and geodiversity if not sensitively designed. The overall impact is therefore considered to be mixed.	+/-	Long-term/ Indirect
5. Protect and enhance local landscape	Policies AT1-AT3 are unlikely to have an impact on landscape and visual amenity. Whilst improvements to active travel infrastructure make active travel easier and more accessible, even to tourists, the policies are unlikely to reduce vehicle usage in more remote areas which are noted for their special landscape character. This includes	0	

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.7.1 Walking, Cycling and Wheeling – Further improving infrastructure (AT1 – AT3)		
character, designations and visual amenity	tourist areas such as Blaenau Ffestiniog, Creuddyn and Conwy, Dinorwig, Hollywell Common and Halkyn Mountain, Lleyn and Bardsey Island and Lower Conwy Valley among others.		
6. Protect and enhance the local cultural heritage, including the Welsh language	The policies are unlikely to cause any harm to designated heritage assets across North Wales. Active travel modes such as walking and cycling can be social activities, supporting increased community engagement and continued use of the Welsh language among Welsh speaking communities such as in Gwynedd and Anglesey. Providing opportunities for social interactions among Welsh speaking local communities encourages a continued use of the language.	+	Long-term/ Indirect
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Enhancement of active travel infrastructure would encourage modal shift which reduces the volume of vehicles of the roads. This can have a number of benefits for the health of water resources: - Fewer vehicles result in less oil, grease and other pollutants being washed into the waterways during rain events. This reduces the contamination of rivers, lakes and streams, leading to better water quality. - Reducing traffic decreases the volume of airborne pollutants that can settle on surfaces and be washed into waterbodies. This includes nitrogen oxides and sulphur dioxides, which can contribute to nutrient pollution.[5]	+	Long-term/ Direct.
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the	AT1-AT3 encourage a modal shift from private cars to active travel, by delivering improved infrastructure, connectivity and accessibility. Through policy implementation, they support the decarbonisation of the transport sector by reducing transport related emissions. This helps to meet Wales targets to be net zero by 2050, by supporting the development of a transport system that promotes active travel and road safety, and which minimises pollution.[34] While the policies do not include direct measures to increase the resilience of infrastructure of the effects of climate change, they contribute towards improving environmental conditions and reducing effects of climate change by lowering harmful emissions.	++	Long-term/ Direct

[34] Climate Change Committee, Advice Report: The Path to a Net Zero Wales, December 2020; Available online at: https://www.theccc.org.uk/wp-content/uploads/2020/12/Advice-Report-The-path-to-a-Net-Zero-Wales.pdf

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.7.1 Walking, Cycling and Wheeling – Further improving infrastructure (AT1 – AT3)		
effects of climate change.			
9. Protect and enhance local air quality.	Uptake in active travel supported by AT1-AT3 policies could improve air quality for local communities. Increase in active travel through increased accessibility, better infrastructure and potentially re-allocated road space would reduce road traffic related emissions. This would be particularly beneficial for communities in more urban centres including Wrexham and Bangor, although there are no recorded exceedances of NO_2, PM^{10}, $PM^{2.5}$ Air Quality Objectives in any of the Local Authority areas.	+	Long-term/ Direct
10. Reduce disturbance from transport related noise and vibration to local communities.	Reduced road traffic as a result of increased active travel uptake could result in a decrease in traffic related noise and vibration disturbances. This would be particularly beneficial for communities that are within noise priority areas in North Wales. This includes stretches of the A55, A47, A4087, A547, A5119, A494, A550, A483 and A5152[8]. More generally, any reductions in transport noise would also contribute to improvements in tranquillity, the measurement of which takes into account the sound environment (in addition to other factors such as visual amenity and night skies). Again, this would be particularly beneficial in areas along the main road network and within the urban centres of the North.	+	Long-term/ Direct
11. Incorporate circular economy principles to reduce the use of raw materials.	The development of new infrastructure or improvements to old active travel infrastructure could use locally sourced materials to incorporate circular economy principles but there is no additional information provided on the subject, so the impact is uncertain. New infrastructure developments could however result in an active travel uptake, reducing use of raw materials like fuels.	+	
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic	Active travel infrastructure improvements alone are unlikely to facilitate the mass movement of people from communities to the large-scale employment sites because of the larger distances may people who work there need to travel. However, improvements to active travel routes that people use to reach public transport hubs/stops is likely to encourage more active travel (including more public transport uptake). These improvements therefore contribute to increased economic prosperity where it improves options for people across the region to travel to economic, education and training opportunities. Policies AT1-AT3 will have no impact on movement of freight.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.7.1 Walking, Cycling and Wheeling – Further improving infrastructure (AT1 – AT3)		
prosperity in the region.			

Table 4 – 2 Walking, Cycling and Wheeling – Active Travel Infrastructure in Rural Areas

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.7.2 Walking, Cycling and Wheeling – Active Travel Infrastructure in Rural Areas (AT4 – AT6)		
1. Support the delivery of housing and local services to meet the needs of local communities	Policies AT4-AT6 would support viable and sustainable transport options within and between locations, especially connecting rural areas to larger settlements for access to services like healthcare, employment or education opportunities. It also improves access to local services for all by enabling safer and more accessible travel by improving surfaces, lighting and sign postage which would encourage a wider range of people to use the routes. The policies would not support the delivery of housing but would contribute to providing any new housing with appropriate active travel connections.	+	Long-term/ Indirect
2. Reduce inequality and promote community cohesion	Delivering better lighting, sign postage and suitable surfaces for active travel routes, makes the experience of walking, cycling or other active travel modes safer and more accessible. This has benefits for all, especially protected characteristics groups like women, children, older people, people with disabilities, people with mobility impairments, people with infants in prams, people who use wheelchairs and people from low-income or deprived communities who rely more on public transport and active travel[1,2]. Where possible, engagement with community stakeholders would create opportunities for community participation and ensure equitable considerations of accessibility for all members.	++	Long-term /Direct

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.7.2 Walking, Cycling and Wheeling – Active Travel Infrastructure in Rural Areas (AT4 – AT6)		
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	The improvement of active travel rural infrastructure would strongly encourage uptake in active travel within and between rural areas, where shorter journeys are more likely to be undertaken using active travel (if the infrastructure is considered appropriate and safe). Improved infrastructure for active travel like walking and cycling, especially with better links to further public transport, would result in improved access to key health services, recreational activities and open, green spaces. Implementation of AT4-AT6 would improve accessibility for people with infants in prams, people in wheelchairs, people with disabilities and mobility impairments, promoting active travel modes, increasing agency and community interaction associated with mental and social health benefits. The policies would also improve the standard of Rights of Way where these can be used for everyday active travel journeys, and introduce Quiet Lanes, therefore increasing uptake of active travel. Increased physical activity through walking or cycling provides health benefits such as reducing obesity, reduced risks of cardiovascular diseases and boosts physical, mental and social health[10]. This has significant implications for communities in deprived areas of North Wales, where the overweight and obesity rate is 36% higher in comparison to other areas. By improving active travel infrastructure in rural areas Policies AT4-AT6 increase access to community centres and social opportunities for people without access to private vehicles. These include protected characteristics groups such as children, older people, people with disabilities and people from low-income or deprived areas. This provides more equitable access to economic and social engagement opportunities, reducing social isolation and improving physical and mental health. The North Wales Population Needs Assessment (2022) identified through consultation and engagement that accessibility of transport links to those with chronic health needs, physical disability and sensory impairment were especially an issue in more rural areas, where social isolation can be more profound due to lack of public transport infrastructure. Thus, by improving accessibility of active travel, AT4 – AT6 help mitigate negative impacts of social isolation. However, active travel may be considered inaccessible to people with certain chronic health conditions, excluding them from the benefits delivered by the policies.	++	Long-term /Direct

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.7.2 Walking, Cycling and Wheeling – Active Travel Infrastructure in Rural Areas (AT4 – AT6)		
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	Policies AT4 – AT6 are unlikely to cause any harm or deterioration to designated sites or result in valuable habitat loss. The policies deliver opportunities to contribute to ecosystem resilience through improved air quality and local soundscapes through the reduction of traffic related air and noise pollution. This is estimated to be a result of active travel uptake. This helps mitigate negative impacts of air pollution and noise disturbances from road traffic on protected species and valuable habitats, helping protect biodiversity. It is not known whether any active travel infrastructure would require land take which may lead to detrimental impacts on biodiversity and geodiversity if not sensitively designed. The overall impact is therefore considered to be mixed.	+/-	Long-term/ Indirect
5. Protect and enhance local landscape character, designations and visual amenity	Policies AT4 – AT6 are unlikely to have an impact on landscape and visual amenity or on BMV agricultural land. Whilst improvements to active travel infrastructure make active travel easier and more accessible, even to tourists, the policies are unlikely to reduce vehicle usage in more remote areas which are noted for their special landscape character. This includes tourist areas such as Blaenau Ffestiniog, Creuddyn and Conwy, Dinorwig, Hollywell Common and Halkyn Mountain, Lleyn and Bardsey Island and Lower Conwy Valley among others.	0	
6. Protect and enhance the local cultural heritage, including the Welsh language	Policies AT4 – AT6 are unlikely to cause any harm to designated heritage assets. The social opportunities provided by active travel modes in rural areas, especially delivered through the introduction of Quiet Lanes, could encourage the continued use of Welsh among Welsh speaking communities.	+	Long-term / Indirect

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.7.2 Walking, Cycling and Wheeling – Active Travel Infrastructure in Rural Areas (AT4 – AT6)		
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Enhancement of active travel infrastructure would encourage modal shift which reduces the volume of vehicles of the roads. This can have a number of benefits for the health of water resources[5]: - Fewer vehicles result in less oil, grease and other pollutants being washed into the waterways during rain events. This reduces the contamination of rivers, lakes and streams, leading to better water quality. - Reducing traffic decreases the volume of airborne pollutants that can settle on surfaces and be washed into waterbodies. This includes nitrogen oxides and sulphur dioxides, which can contribute to nutrient pollution[5].	+	Long-term/ Direct.
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	AT4-AT6 encourage a modal shift from private cars to active travel, by delivering improved infrastructure in rural areas, and improved connectivity and accessibility. Through policy implementation, they support the decarbonisation of the transport sector by reducing transport related emissions. This helps to meet Wales targets to be net zero by 2050, by supporting the development of a transport system that promotes active travel and road safety, and which minimises pollution[34]. While the policies do not include direct measures to increase the resilience of infrastructure of the effects of climate change, they contribute towards improving environmental conditions and reducing effects of climate change by lowering harmful emissions.	++	Long-term/ Direct
9. Protect and enhance local air quality.	Uptake in active travel supported by AT4-AT6 policies could improve air quality for local communities. Increase in active travel through increased accessibility, better infrastructure and potentially re-allocated road space would reduce road traffic related emissions. Although there are no recorded exceedances of NO_2, PM^{10}, $PM^{2.5}$ Air Quality Objectives in any of the Local Authority areas, air quality would still improve in rural areas, albeit marginally.	+	Long-term/ Direct

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.7.2 Walking, Cycling and Wheeling – Active Travel Infrastructure in Rural Areas (AT4 – AT6)		
10. Reduce disturbance from transport related noise and vibration to local communities.	Reduced road traffic as a result of active travel uptake promoted by policies AT4 – AT6, could lead to reduced noise and vibration disturbances from transport related noise to rural communities. This improvement in local soundscapes could be particularly beneficial for people who live in communities located near main roads.	+	Long-term/ Direct
11. Incorporate circular economy principles to reduce the use of raw materials.	The policies support active travel infrastructure development in rural areas, supporting a shift from private vehicles to active travel modes. This would reduce use of raw materials like fuels. However, there is no information available about the materials and resources to be used for infrastructure improvements, so the impact is unknown.	?	
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	Active travel infrastructure improvements alone are unlikely to facilitate the mass movement of people from communities to the large-scale employment sites because of the larger distances may people who work there need to travel. However, improvements to active travel routes that people use to reach public transport hubs/stops is likely to encourage more active travel (including more public transport uptake). These improvements therefore contribute to increased economic prosperity where it improves options for people across the region to travel to economic, education and training opportunities. Policies AT1-AT3 will have no impact on movement of freight.	+	Long-term/ Indirect

Table 4 – 3 Walking, Cycling and Wheeling – Leadership and Funding

IWBA Objective	Appraisal	Score	Duration/Direct or Indirect
	4.7.3 Walking, Cycling and Wheeling – Leadership and Funding (AT7 – AT11)		
1. Support the delivery of housing and local services to meet the needs of local communities	Policies AT7-AT11 support the creation of communities, offering sustainable transport options within and between locations. They deliver this by establishing an active travel unit, supporting multi-year funding for multi-year infrastructure development, supporting changes to funding criteria to emphasise on active travel schemes in residential areas, investigated additional funding streams and developing toolkits to support local communities in developing and implementing their own projects. This would contribute towards meeting the needs of local communities through the delivery of an improved active travel network and by supporting community involvement in developing and implementing projects to improve local transport and meet developing community needs. Through these measures, the policies also improve access to essential local services.	+	Long-term/ Indirect
2. Reduce inequality and promote community cohesion	By improving active travel network and infrastructure, the policies encourage an uptake in active travel, helping reduce road traffic related air pollution and contributing to improved environmental conditions. Policies AT9, AT10 and AT11, specifically contribute towards improving connectivity and accessibility of active travel infrastructure in rural areas and in residential areas, supporting the needs of all members of society, particularly those who do not have access to a private vehicle. Infrastructure improvements could result in increased safety, accessibility and better connectivity within and between locations, such as larger settlements, providing more opportunities for employment, education and training. It could also improve access to key health services and open, green spaces. Policies AT7 and AT11 include working with partners and supporting community involvement in developing local initiatives and establishing an active travel unit. AT11 particularly aims to create opportunities for community participation in areas where governments play a more supporting and facilitating role than a developing role, especially in rural areas. This would support community cohesion.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/Direct or Indirect
	4.7.3 Walking, Cycling and Wheeling – Leadership and Funding (AT7 – AT11)		
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	Policies AT7 – AT11 aim to improve funding and infrastructure development for active travel, encouraging uptake in active travel through improved connectivity and accessibility. The policies could improve connectivity between local communities, particularly in rural areas (AT9, AT10) by supporting changes to funding criteria as well as exploring additional funding opportunities for infrastructure improvements. Infrastructure improvements could result in increased safety, accessibility and better connectivity within and between locations, such as larger settlements, providing more opportunities for employment, education and training which are determinants of health. It could also improve access to key health services, recreational opportunities, open/green spaces, as well as opportunities for increased levels of recreational. Increased physical activities provide health benefits such as reducing obesity, reduced risks of cardiovascular diseases and boosts physical, mental and social health[10]. The overweight and obesity rate in North Wales is 36% higher in the most deprived areas compared to the least deprived. Thus, individuals in these areas would especially benefit from the active travel infrastructure improvements delivered through AT9 and AT10. The social nature of active travel modes and improved accessibility could contribute to increased opportunities for socialisation and community interaction, reducing social isolation. With infrastructure improvements delivered by the policies, these benefits would extend to those more likely to experience social isolation due to inaccessibility issues such as older people, people with disabilities, people with mobility impairments and people who use wheelchairs. It would also benefit those who rely on public transport or active travel as they do not have access to private transport such as people from experiencing socio-economic disadvantage.	+	Long-term/ Indirect
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	Policies AT7 – AT11 are unlikely to have an impact on this objective.	0	

IWBA Objective	Appraisal	Score	Duration/Direct or Indirect
	4.7.3 Walking, Cycling and Wheeling – Leadership and Funding (AT7 – AT11)		
5. Protect and enhance local landscape character, designations and visual amenity	Policies AT7 – AT11 are unlikely to cause harm to any designated or protected landscapes or impact BMV agricultural land. Whilst improvements to active travel infrastructure make active travel easier and more accessible, even to tourists, the policies are unlikely to reduce vehicle usage in more remote areas which are noted for their special landscape character. This includes tourist areas such as Blaenau Ffestiniog, Creuddyn and Conwy, Dinorwig, Hollywell Common and Halkyn Mountain, Lleyn and Bardsey Island and Lower Conwy Valley among others.	0	
6. Protect and enhance the local cultural heritage, including the Welsh language	Policies AT7 – AT11 are unlikely to cause any harm to designated heritage assets. The social opportunities provided by active travel modes in rural areas, especially delivered through the introduction of Quiet Lanes, could encourage the continued use of Welsh among Welsh speaking communities.	+	Long-term / Indirect
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Funding for the enhancement of active travel infrastructure would indirectly encourage modal shift which reduces the volume of vehicles of the roads. This can have a number of benefits for the health of water resources[5]: - Fewer vehicles result in less oil, grease and other pollutants being washed into the waterways during rain events. This reduces the contamination of rivers, lakes and streams, leading to better water quality. - Reducing traffic decreases the volume of airborne pollutants that can settle on surfaces and be washed into waterbodies. This includes nitrogen oxides and sulphur dioxides, which can contribute to nutrient pollution	+	Long-term/ Indirect.

IWBA Objective	Appraisal	Score	Duration/Direct or Indirect
	4.7.3 Walking, Cycling and Wheeling – Leadership and Funding (AT7 – AT11)		
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	AT7-AT9 would indirectly encourage a modal shift from private cars to active travel, by delivering funding and leadership that delivers improved infrastructure, and improved connectivity and accessibility. Through policy implementation, this indirectly supports the decarbonisation of the transport sector by reducing transport related emissions. This helps to meet Wales targets to be net zero by 2050, by supporting the development of a transport system that promotes active travel and road safety, and which minimises pollution[34]. While the policies do not include direct measures to increase the resilience of infrastructure of the effects of climate change, they contribute towards improving environmental conditions and reducing effects of climate change by lowering harmful emissions.	+	Long-term/ Indirect
9. Protect and enhance local air quality.	Increased uptake in active travel supported by funding and leadership of AT7-AT9 policies that deliver active travel schemes could improve air quality for local communities. Increase in active travel through increased accessibility, better infrastructure and potentially re-allocated road space would reduce road traffic related emissions. Although there are no recorded exceedances of NO_2, PM^{10}, $PM^{2.5}$ Air Quality Objectives in any of the Local Authority areas, air quality would still improve.	+	Long-term/ Direct
10. Reduce disturbance from transport related noise and vibration to local communities.	Reduced road traffic as a result of active travel uptake due to improved active travel networks and infrastructure delivered by policies AT7 – AT11, could lead to reduced noise and vibration disturbances from transport related noise to local communities. This improvement in local soundscapes could be particularly beneficial for people who live in communities located near main roads and routes with heavy traffic congestions such as A5, A55 and A4807.	+	Long-term/ Direct
11. Incorporate circular economy principles to reduce the use of raw materials.	Policies AT7 – AT11 support infrastructure development for active travel, supporting a modal shift from private vehicles to active travel, resulting in reduced use of raw materials like fuels.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/Direct or Indirect
	4.7.3 Walking, Cycling and Wheeling – Leadership and Funding (AT7 – AT11)		
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	Active travel infrastructure improvements alone are unlikely to facilitate the mass movement of people from communities to the large-scale employment sites because of the larger distances may people who work there need to travel. However, improvements to active travel routes that people use to reach public transport hubs/stops is likely to encourage more active travel (including more public transport uptake). These improvements therefore contribute to increased economic prosperity where it improves options for people across the region to travel to economic, education and training opportunities. Policies AT1-AT3 will have no impact on movement of freight.	+	Long-term/ Indirect

Table 4 – 4 Walking, Cycling and Wheeling – Cycle hire, E-bikes and E-scooters

IWBA Objective	Appraisal	Score	Duration/Direct or Indirect
	4.7.4 Walking, Cycling and Wheeling – Cycle hire, E-bikes and E-scooters (AT12 – AT14)		
1. Support the delivery of housing and local services to meet the needs of local communities	These policies would provide sustainable transport options within and between locations and improve access to key local services. Through these measures and collaboration with partners, the policies contribute towards meeting the needs of local communities. The policies would not support the delivery of housing but would contribute to providing any new housing with appropriate cycling and wheeling options.	+	Long-term/ Indirect
2. Reduce inequality and promote community cohesion	Fair cycle hires costs (AT12) and the provisioning of loans and grants for cycle purchase, delivered through AT14 could mitigate cost barriers for people experiencing socio-economic disadvantage, and for those who are unwilling to make an initial investment in bike equipment before trying it out through hiring options. It is also beneficial for young people who may also not have the financial means to purchase a bike/scooter. This would make cycling and wheeling more accessible, improving access to education and employment, and contributing towards improving quality of life. Policies AT12 – AT14 outline collaborative approaches of working with partners, creating opportunities for engaging with stakeholders and encouraging community participation.	++	Long-term/ Direct
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	Policies AT12 – AT14 encourage uptake in active travel by providing cycle hire measures and providing support to purchase e-bikes. Improved transport accessibility through cycle hires and cycle purchase initiatives implemented through policies AT12 – AT14 could enable improved access to key health services, recreation activities and open, green spaces. Better accessibility of transport also contributes to reducing social isolation, especially as AT13 aims to provide hire services at locations like transport interchanges and community centres to support visitor economy. This would connect more people to community centres and events, particularly individuals who do not own cycles and do not have access to a private vehicle. Through these measures, policies AT12-AT14 would encourage active travel uptake, providing important health benefits for local communities. Increased physical activity through cycling provides health benefits such as reducing obesity, reduced risks of cardiovascular diseases and boosts physical, mental and social health[10]. These policies would particularly be beneficial for communities living in more deprived areas according to the WIMD health deprivation domain which includes the coastal communities of North Wales.[9]	+	Long-term/ Direct

IWBA Objective	Appraisal	Score	Duration/Direct or Indirect
	4.7.4 Walking, Cycling and Wheeling – Cycle hire, E-bikes and E-scooters (AT12 – AT14)		
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	Policies AT12 – AT14 are unlikely to cause any harm or deterioration to designated sites or result in loss of valuable habitats.	0	
5. Protect and enhance local landscape character, designations and visual amenity	Policies AT12 – AT14 are unlikely to cause harm to any designated or protected landscapes or impact BMV agricultural land. Whilst increasing hiring options makes active travel easier and more accessible, even to tourists, the policies are unlikely to reduce vehicle usage in more remote areas which are noted for their special landscape character. This includes tourist areas such as Blaenau Ffestiniog, Creuddyn and Conwy, Dinorwig, Hollywell Common and Halkyn Mountain, Lleyn and Bardsey Island and Lower Conwy Valley among others.	0	
6. Protect and enhance the local cultural heritage, including the Welsh language	Policies AT12 – AT14 are unlikely to cause any harm to designated heritage assets. Policies AT12 – AT14 aim to develop initiatives for cycle hire and purchase in collaboration with stakeholders, including community involvement. This creates opportunities for community engagement that could support Welsh speaking communities, by encouraging continued use of the Welsh language.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/Direct or Indirect
	4.7.4 Walking, Cycling and Wheeling – Cycle hire, E-bikes and E-scooters (AT12 – AT14)		
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Policies AT12-AT14 are unlikely to have a measurable effect on water resources.	0	
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	Policies AT12-AT14 are unlikely to contribute to a transition towards a reduced/zero carbon emission transport sector because people who use hire bikes/scooters are likely to be doing so for recreational purposes (that would not get travelled by other transport modes) rather than a shift in their usual transport mode.	0	
9. Protect and enhance local air quality.	Policies AT12-AT14 are unlikely to contribute to noticeable changes in air quality because people who use hire bikes/scooters are likely to be doing so for recreational purposes (that would not get travelled by other transport modes) rather than a shift in their usual transport mode.	0	
10. Reduce disturbance from transport related noise and vibration to local communities.	Policies AT12-AT14 are unlikely to contribute to noticeable changes in transport related noise because people who use hire bikes/scooters are likely to be doing so for recreational purposes (that would not get travelled by other transport modes) rather than a shift in their usual transport mode.	0	

IWBA Objective	Appraisal	Score	Duration/Direct or Indirect
	4.7.4 Walking, Cycling and Wheeling – Cycle hire, E-bikes and E-scooters (AT12 – AT14)		
11. Incorporate circular economy principles to reduce the use of raw materials.	Initiatives outlined by the policies encourage an uptake in active travel modes, resulting in reduced private vehicle use and reduced consumption of raw materials like fuels. However, it is likely that people will have travelled to these hire locations by private vehicle so any benefits would be marginal.	0	
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	Policies AT12- AT14 would contribute to efficient and safe movement of people, but the context is not likely to be for trips to employment sites/centres. However, where cycle/scooter hire is commercially operated this would generate income for these businesses therefore contributing to the overall economy of the region albeit in a small way.	+	Long-term/Indirect

Table 5 – 1 Interaction between Modes – Gateway Stations and Mobility Hubs

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.8.1 Interaction between Modes – Gateway Stations and Mobility Hubs (IN1 – IN3)		
1. Support the delivery of housing and local services to meet the needs of local communities	Policy IN1 supports the development and roll-out of mobility hubs and gateway stations at railway stations and major bus stops to enable easier changes between different modes of transport. The policy focuses on the locations including Wrexham General, Bangor, Colwyn Bay, and Holyhead stations. Policy IN2 further aims to improve placemaking and wayfinding as well as onward links to key destinations. Policy IN3 focuses on active travel infrastructure improvements identified in Station Network Plans and developing new Station Network Plans, where missing. This would improve accessibility, sustainability, capacity planning and ultimately the passenger experience, therefore encouraging modal shift to sustainable travel. With regards to access to services WIMD deprivation domain, there are areas in across North Wales that are within the 10-20% most deprived[9]. The development of accessible modes of public transport could improve access to local services significantly, particularly for people who find navigating between services a challenge. Through these measures, policies IN1-IN3 support the delivery of sustainable transport options within and between locations, by improving connectivity through easier changes between different modes of transport and making stations more accessible to all. The inclusion of consultations with local and community organisation under IN2 could contribute towards better meeting the needs of local communities.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.8.1 Interaction between Modes – Gateway Stations and Mobility Hubs (IN1 – IN3)		
2. Reduce inequality and promote community cohesion	Policies IN2 – IN3 help improve environmental conditions by enabling the shift to sustainable public transport and active travel, by bettering infrastructure for easier change between different modes of travel. This would increase the geographic reach of sustainable transport modes, making them more accessible and contributing to reduced road traffic. This could result in improved air quality and improve the quality of life for most deprived communities with cleaner local air quality and better transport services to access healthcare, employment, education or training opportunities. The provisioning of good public Wi-Fi, improved connectivity to town and city centres, bus and rail stations, better cycle parking, signposting and information and improved accessibility delivered through policies IN1 – IN3 aim to improve accessibility of public transport and active travel for all members of society. Improved connectivity to central locations would enable more individuals from previously disconnected areas to access employment, education, training and participate in community events. This is disproportionately beneficial for those who rely more on public transport such as older people, children, people experiencing socio-economic disadvantage. Features such as better cycle parking and improved accessibility promote active travel links to public transport (bus and rail), improving accessibility to longer distance transport services as well. Policy IN2 specifically aims to engage with local and community organisations in consultations to better represent communities with protected characteristics, also creating more opportunities for community participation. Improvements made to stations and hubs would make these spaces nicer and more attractive to use. This would enhance the sense of community, reducing the inequality that can often be experienced between areas where investment has been made and where it has not.	+	Long-term/ Indirect
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	The policies IN1- IN3 help improve connectivity between local communities by making it easier to change and transfer among different modes of public transport, providing extended connectivity for potentially longer operating hours. This would contribute towards reducing social isolation particularly for areas that were previously disconnected without the integration of different modes. This network of integrated transport modes, with connections to town and city centres would improve access to key health services, recreational activities and access to green spaces, thereby increasing the likelihood that people will participate in physical activity reducing risks of obesity, cardiovascular diseases and boosting physical, mental and social health[10]. People would also be more likely to obtain the healthcare they need. Both of these would improve health and wellbeing outcomes.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.8.1 Interaction between Modes – Gateway Stations and Mobility Hubs (IN1 – IN3)		
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	The policies are unlikely to cause any harm or deterioration to designated sites or result in loss of valuable habitats. By improving connectivity between the public transport and active travel network, policies IN1-IN3 enable easier transfers between modes, promoting sustainable transport and facilitating modal shift. This would result in reduced road traffic related air and noise pollution, mitigating their adverse effects on protected species and habitats.	+	Long-term/ Indirect
5. Protect and enhance local landscape character, designations and visual amenity	Policies IN1 – IN3 are unlikely to cause harm to designated or protected landscapes or result in loss of BMV land. The landscapes located in proximity to proposed mobility hubs locations include Conwy Valley LCA, Deeside and Wrexham LCA, Arfon LCA and Anglesey Coast LCA. Conwy has increased parking charges[35], Wrexham is removing free parking after 11am[36] and Anglesey has a beach of special scientific interest - Lleiniog beach, is facing safety and erosion concerns due to car parking on beach area[37]. The provisioning of better public transport links in these areas could encourage a shift from cars to public transport and active travel, reducing the adverse impacts on traffic and parking on landscapes and designations. An accessible transport network with easy transfers between different sustainable transport modes, with extended links to town and city centres could be a popular option among tourists in these areas. This could contribute to efficient management of travel in tourist areas during peak periods.	+	Long-term/ Indirect
6. Protect and enhance the local cultural heritage, including the Welsh language	Policies IN1 – IN3 are unlikely to cause harm to designated heritage assets. Policy IN2 encourages stakeholder consultation with local and community organisations, providing opportunities for encouraging and supporting use of the Welsh language. Signposting and information for travellers at mobility hubs will include use of Welsh, supporting Welsh speaking communities.	+	Long-term/ Direct

[35] North Wales Live, Council responds as 'tax on motorists' parking charges coming to seafront, November 2024; Available online at: https://www.dailypost.co.uk/news/north-wales-news/council-responds-tax-motorists-parking-30289924

[36] Wrexham.com, Wrexham Council to remove free after 11am parking scheme next spring, December 2023; Available online at: https://wrexham.com/news/wrexham-council-to-remove-free-after-11am-parking-scheme-next-spring-244343.html [Accessed 29/11/2024]

[37] BBC News, Lleiniog beach parking prompts safety and erosion fears, 2023; Available online at: https://www.bbc.co.uk/news/uk-wales-65664407 [Accessed 29/11/2024]

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.8.1 Interaction between Modes – Gateway Stations and Mobility Hubs (IN1 – IN3)		
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Policies IN1 – IN3 are unlikely to have a negative impact on the health and quality of water resources, rather they encourage use of sustainable transport – including public transport and active travel, by enabling improved transfers between different modes of transport. This would result in reduced road traffic caused by private vehicles, reducing runoff of pollutants from the road into water resources[5].	+	Long-term/ Indirect
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	Policies IN1-IN3 enable easier transfers between different sustainable travel modes – bus, rail and active travel. This provides improved connectivity to essential services and amenities for all members of society. Increased accessibility and connectivity could increase a modal shift from private cars to integrated sustainable travel via bus, rail and active travel. This would contribute towards reducing the carbon emission of the transport sector, helping Wales meet net zero targets. Active travel infrastructure improvements like cycle storage, to and within station network and mobility hubs would increase the accessibility to further public transport links. A mobility hub facilities various transfers could also better maintain transport services when particular route/s are adversely impacted by the effects of climate change.	+	Long-term/ Indirect
9. Protect and enhance local air quality.	A modal shift from private cars to sustainable public transport supported by policies IN1- IN3 would contribute towards improving air quality of local communities. Improved air quality could contribute towards mitigating the adverse health impacts of air pollution, by reducing respiratory infections, heart disease, stroke, and lung cancer, that disproportionately affects some protected characteristics groups such as people who are already ill, children, older people, and people living in deprived areas[9]. Although there are no recorded exceedances of NO_2, PM^{10}, $PM^{2.5}$ Air Quality Objectives in any of the Local Authority areas, air quality would still improve.	+	Long-term/Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.8.1 Interaction between Modes – Gateway Stations and Mobility Hubs (IN1 – IN3)		
10. Reduce disturbance from transport related noise and vibration to local communities.	A modal shift from private cars to sustainable public transport – bus, rail and active travel, supported by policies IN1- IN3 would contribute towards reducing noise pollution for local communities. This could contribute towards improving local soundscapes, although this is only likely to be marginal.	+	Long-term/ Indirect
11. Incorporate circular economy principles to reduce the use of raw materials.	A modal shift from private cars to sustainable public transport supported by the policy would result in reduced use of raw materials like fuels.	+	Long-term/ Indirect
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	Integrated networks of public transport and active travel would increase the geographic reach of accessibility to employment development opportunities, particularly for areas previously disconnected from key economic centres. Mobility hubs delivered by IN1-IN3 facilitating transfers between modes, would increase accessibility and support equitable access to employment, education and training opportunities for all members of society, but particularly those that don't have access to private vehicles such as people from low-income backgrounds or more deprived areas. This would be particularly beneficial for areas that have previously had few public transport links to areas of employment and mobility hubs have the potential to improve the reliance and resilience of the transport network, with more alternative options in case of service delays or cancellations, better supporting businesses and workers. Policies IN1 – IN3 would simplify transferring between different modes of travel and improve accessibility, potentially increasing their popularity among tourists. This would expand the reach of the area to tourists who choose to travel by sustainable modes, thereby bringing this additional economic spend to areas. Mobility hubs would also help improve connectivity between rural areas and larger settlements, connecting individuals in rural areas to employment opportunities in larger settlements and economic centres and encouraging tourism to rural areas, support rural economies through leisure related spendings. These policies would not affect freight travel.	+	Long-term/ Indirect

Table 5 – 2 Interaction between Modes – Improving Bus and Rail Integration

IWBA Objective	Appraisal	Score	Duration/ direct or Indirect
	4.8.2 Interaction between Modes – Improving Bus and Rail Integration (IN4)		
1. Support the delivery of housing and local services to meet the needs of local communities	Policy IN4 focuses on the integration of bus and rail network, with the aim to create an integrated ticketing system or introducing contactless pay, helping provide best fare value for individuals travelling across transport modes. It has been shown that integrated ticketing schemes increase patronage of public transport[38]. In addition to improved costs and convenient transfers between modes, improved bus and train timetables could further enhance the experience of using multiple transport modes. This improves connectivity, making travel easier and serving more designations than before, allowing more people to access services like healthcare, employment, education and training opportunities. Through the integration of bus and rail networks, policy IN4 supports the delivery of sustainable transport options within and between locations, by offering better costs for travelling with different modes of transport.	+	Long-term/ Direct
2. Reduce inequality and promote community cohesion	Improved costs and better integration for bus and rail travel would make them accessible and more attractive to more people, especially those from protected characteristics groups such as people from low-income backgrounds and more deprived communities. An integrated public transport system would also make it easier to reach further destinations, which is beneficial for people who rely on public transport including older people, disabled people, racialised people, children and those experiencing socio-economic deprivation[9]. Increased public transport use could also create new opportunities for community engagement and interactions for people who are more reliant on public transport – this would promote community cohesion and reduce social exclusion that people may otherwise experience through a lack of transport options. Increased patronage of public transport would result in reduced use of personal transport, therefore improving air quality and mitigating the adverse impacts of air pollution such as risks of respiratory infections, heart disease, stroke, and lung cancer, that severely affects people who are already ill, such as children, the elderly, and poor people[6,7].	++	Long-term/ Direct

[38] The benefits of simplified and integrated ticketing in public transport. Passenger Transport Executive Group, October 2009. Available online at: www.urbantransportgroup.org/system/files/general-docs/integratedticketingreportFINALOct09.pdf [Accessed 18/11/24]

IWBA Objective	Appraisal	Score	Duration/ direct or Indirect
	4.8.2 Interaction between Modes – Improving Bus and Rail Integration (IN4)		
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	Policy IN4 improves connectivity and makes travel more affordable between local communities and larger settlements. This would contribute towards reducing social isolation particularly for rural areas and areas that have previously been disconnected without the integration of different modes and improve access for people from low-income and more deprived backgrounds. This would improve access to key health services, recreation activities and green spaces, for all members of society. Improvements in the integration of transport modes, would improve access to key health services, recreational activities and access to green spaces, thereby increasing the likelihood that people will participate in physical activity reducing risks of obesity, cardiovascular diseases and boosting physical, mental and social health[10]. People would also be more likely to obtain the healthcare they need. Both of these would improve health and wellbeing outcomes.	++	Long-term/ Direct
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	The policy is unlikely to cause any harm or deterioration to designated sites or result in loss of valuable habitats. By improving bus and rail integration, Policy IN4 promotes sustainable transport and facilitates modal shift. This would result in reduced road traffic related air and noise pollution, mitigating their adverse effects on protected species and habitats[26].	+	Long-term/ Indirect
5. Protect and enhance local landscape character, designations and visual amenity	Policy IN4 is unlikely to cause harm to designated or protected landscapes or result in loss of BMV land. However, the integration of bus and rail services with integrated ticketing would encourage a shift from cars to public transport, reducing the adverse impacts of traffic and parking on landscapes and designations throughout the region (and particularly in rural tourist hotspots.	+	Long-term/ Indirect
6. Protect and enhance the local cultural heritage, including the Welsh language	Policy IN4 is unlikely to cause harm to designated heritage assets. Opportunities for more community interaction offered through improved integration of services would be beneficial for encouraging the use of Welsh within and between communities.	+	Long-term/ Direct

IWBA Objective	Appraisal	Score	Duration/ direct or Indirect
	4.8.2 Interaction between Modes – Improving Bus and Rail Integration (IN4)		
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Policy IN4 is unlikely to have a negative impact on the health and quality of water resources. IN4 encourages use of sustainable transport – bus and rail, by enabling more efficient transfers between different modes of transport with better costs. This contributes to improved could result in reduced road traffic caused by private vehicles, reducing runoff of pollutants from the road into water resources. This helps mitigate the adverse impacts of road runoff pollutants like chemicals, metals, plastics (micro and litter), oils and lubricants, sediment, nutrients and pathogens on water quality and health[5].	+	Long-term/ Indirect
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	Policy IN4 enables more efficient transfers between different sustainable travel modes (bus and rail) with better fare values. Increased accessibility, cost-effectiveness and connectivity would encourage modal shift from private cars to integrated sustainable travel via which would contribute towards reducing the carbon emissions of the transport sector, helping Wales meet net zero targets. An integrated network of bus and rail services could also be more resilient to the effects of climate change, offering links to alternative services when particular route/s are affected by extreme weather events such as flooding.	+	Long-term/ Indirect
9. Protect and enhance local air quality.	A modal shift from private cars to sustainable public transport supported by the initiatives of IN4 would contribute towards improving air quality of local communities. Improved air quality could contribute towards mitigating the adverse health impacts of air pollution, by reducing respiratory infections, heart disease, stroke, and lung cancer, that disproportionately affects some protected characteristics groups such as people who are already ill, children, older people, and people living in deprived areas[9]. Although there are no recorded exceedances of NO_2, PM^{10}, $PM^{2.5}$ Air Quality Objectives in any of the Local Authority areas, air quality would still improve.	+	Long-term/Indirect

IWBA Objective	Appraisal	Score	Duration/ direct or Indirect
	4.8.2 Interaction between Modes – Improving Bus and Rail Integration (IN4)		
10. Reduce disturbance from transport related noise and vibration to local communities.	A modal shift from private cars to sustainable public transport – bus and rail, supported by Policy IN4 would contribute towards reducing noise pollution for local communities. This could contribute towards improving local soundscapes, although this is only likely to be marginal.	+	Long-term/ Indirect
11. Incorporate circular economy principles to reduce the use of raw materials.	A modal shift from private cars to sustainable public transport supported by the policy would result in reduced use of raw materials like fuels.	+	Long-term/ Indirect
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	Policy IN-4 improves fare values and facilitates efficient transfers between modes, increasing accessibility and supporting equitable access to employment, education and training opportunities for all members of society, but particularly those that do not have access to private vehicles such as people from low-income backgrounds or more deprived areas. Having more links between rail and bus services would also improve the reliance and resilience of the transport network, with more alternative options in case of service delays or cancellations, better supporting businesses and workers. Many areas in North Wales lie within more deprived areas with regards to poor access to services. Thus, a strong affordable public transport system would improve access to services, leisure, employment and training opportunities for local communities, contributing to the economic prosperity of the region, and encouraging regeneration and investment in these areas that were previously under served by public transport. Policy IN4 has the potential to improve access between North Wales and South Wales, by connecting local communities to bus and rail links, connecting longer distances between North and South Wales and even England and North Wales. This would also enhance economic prosperity between regions. Where Policy IN4 applies to routes that are used extensively by tourists, this would increase the patronage of public transport routes serving tourist locations and may increase visitor numbers as people who previously could not reach these destinations are now able to visit. This would bring a boost to the tourist economy of North Wales. This policy does not impact movement of freight.	++	Long-term/ Indirect

Table 5 – 3 Interaction between Modes – Park and Ride or Park and Share

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.8.3 Interaction between Modes – Park and Ride or Park and Share (IN5 – IN6)		
1. Support the delivery of housing and local services to meet the needs of local communities	Park and Ride, and Park and Share schemes increase access to services where public transport options are scarce or in circumstances where public transport is not suitable and/or where there may be high parking charges or limited parking available. The park and share policy (IN6) also supports different accessibility needs where car travel might be essential for some people, e.g. disabled people. These policies do not support the delivery of housing.	+	Long-term/ Indirect
2. Reduce inequality and promote community cohesion	Policies IN5 and IN6 support the reduction of car mileage and a reduction in congestion. This would contribute to reduced traffic related emissions, improving air quality, particularly in urban centres. The policies support the needs of protected characteristics groups such as older people, people with disabilities, pregnant women or people with prams or other mobility aids, where travelling by car for a part of longer journeys or entire journeys is more convenient. P&R and P&S schemes would enable individuals to avoid high parking charges where these are in place, providing an alternative sustainable travel measure for areas where public transport connectivity is otherwise scarce. This would benefit those experiencing socio-economic disadvantage, making it more likely that they can access services, community events and leisure activities with reduced parking charges. Increased public transport use and car sharing would create opportunities for community engagement and social interaction – this would promote community cohesion and reduce social exclusion that people may otherwise experience through a lack of transport options. Conversely these policies could result in further social exclusion when P&R (or P&S) facilities are developed at the expense of investment in conventional public transport and if services are exclusively aimed at motorists (i.e. people can only use the bus service when they have parked their car, because this excludes people who do not own a car)[39].	+/-	Long-term / Indirect

[39] Parkhurst, G. Social inclusion implications of park-and-ride. *Municipal Engineer 156,* 2003

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.8.3 Interaction between Modes – Park and Ride or Park and Share (IN5 – IN6)		
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	Policies IN5 and IN6 would unlikely contribute to improved health and wellbeing, although they may conceivably increase access where parking has been restricted, reducing stress and anxiety. They would be unlikely to increase participation in physical activity. The provisioning of proper P&R and P&S facilities could help alleviate these issues, delivering improved access to healthcare. For example, Wrexham Maelor Hospital experiences parking concerns, often resulting in staff, patients and visitors being late for work and appointments. The solution of a multistorey car park was rejected by the Betsi Cadwaladr Health Board, who advocated for alleviating parking pressures instead. Anecdotally, it was learnt that people were leaving their cars at the hospital all day to travel together to other places of work.[40]	0	
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	Policies IN5 and IN6 may result in harm or deterioration to designated sites or result in loss of valuable habitats, depending on the location of P&R and P&S schemes and whether new infrastructure (parking areas) is required. However, the policies may also help mitigate adverse impacts from parking pressures near designated sites, safeguarding biodiversity and geodiversity interests at important sites.	+/-	Long-term / Direct (and indirect)
5. Protect and enhance local landscape character, designations and visual amenity	Policies IN5 and IN6 are unlikely to cause harm to designated or protected landscapes or result in loss of BMV land. P&R and P&S schemes located to serve popular tourist destinations, would make them a popular option among tourists in these areas. This could contribute to efficient management of travel in tourist areas during peak periods, mitigating the adverse visual impacts of inappropriate parking in these areas.	+	Long-term/ Indirect

[40] Wrexham: Maelor Hospital parking concerns raised by residents | The Leader, February 21st 2024

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.8.3 Interaction between Modes – Park and Ride or Park and Share (IN5 – IN6)		
6. Protect and enhance the local cultural heritage, including the Welsh language	Policies IN5 and IN6 are unlikely to cause harm to designated heritage assets. Opportunities for more community interaction offered through public transport and car sharing between Welsh speaking communities, supports the continued use of the Welsh language.	+	Long-term/ Indirect
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Policy IN5 and IN6 are unlikely to have a negative impact on the health and quality of water resources. IN5 and IN6 encourage the use of sustainable travel through park and ride and park and share schemes. This contributes to reduced road traffic caused by private vehicles, mitigating the adverse impacts of road runoff pollutants like chemicals, metals, plastics (micro and litter), oils and lubricants, sediment, nutrients and pathogens on water quality and health[5].	+	Long-term/ Indirect
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	P&R and P&S schemes support sustainable travel, contributing towards reducing the carbon emissions of the transport sector, helping Wales meet net zero targets. Reducing carbon emissions could contribute towards mitigating the effects of climate change.	+	Long-term/ Indirect
9. Protect and enhance local air quality.	IN5 and IN6 support sustainable travel, reducing road traffic and traffic related emissions, contributing to improved air quality. However, this is likely to be marginal given that people are still driving their cars and the last part of the journey after the parking facilities is usually only a short distance.	0	

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.8.3 Interaction between Modes – Park and Ride or Park and Share (IN5 – IN6)		
10. Reduce disturbance from transport related noise and vibration to local communities.	The policies IN5 and IN6 are unlikely to have an effect on transport related noise and vibration experienced by local communities.	0	
11. Incorporate circular economy principles to reduce the use of raw materials.	The policies encourage increased public transport use and carsharing practices, resulting in reduced private vehicle use, thereby contributing to reduced use of raw materials (i.e. fuel).	+	Long-term/ Indirect
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	Whilst lower congestion reduces travel time (and therefore frees up time for more productive work) and may encourage businesses to locate in an area (due to better local amenity), it may have the opposite effect if subsidies are required from the local economy, therefore stifling economic growth[41]. However, it has also been shown that P&R projects are most successful where they are explicitly for providing more parking for economic growth or traffic management reasons, rather than to enhance sustainable mobility[42]. Economic outcomes would therefore depend on the location and intention of the P&R and P&S facilities. These policies do not impact the movement of freight.	+/-	Long-term/ Indirect

[41] Park and Ride first principles assessment, University of Leeds. Available online at: https://its.leeds.ac.uk/projects/konsult/private/level2/instruments/instrument035/l2_035b.htm [Accessed 27/11/24]

[42] Parkhurst, G. & Meek, S. (2014). The effectiveness of park-and-ride as a policy measure for more sustainable mobility. Chapter 9 in Ison, S. & Mulley, C. (Eds) Parking Issues and Policies. Emerald, 185-211.

Table 6 – 1 Ports and Freight – Ports

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.9.1 Ports (Policy PF1-PF2)		
1. Support the delivery of housing and local services to meet the needs of local communities	Areas in Holyhead rank within the 10% most deprived areas according to WIMD Employment deprivation domain. By supporting the development of ports and nearby sites and improving sustainable access to the area, the policies could result in improved access to employment opportunities. Additionally, Mostyn ranks in the 10-20% most deprived areas within the WIMD Access to services deprivation domain[9]. Thus, through improved sustainable transport options supported by the policies, the areas of Holyhead, Mostyn and Anglesey could experience improved access to local services. Policies PF1/PF2 do not support the delivery of housing and local services.	+	Long-term/ Indirect
2. Reduce inequality and promote community cohesion	Policies PF1 and PF2 support the delivery of sustainable transport options for access to ports and rail stations, contributing to improved environmental conditions with reduced road traffic related air pollution. Improved access to the port and development sites could improve the quality of life for more deprived communities, by providing access to employment opportunities. Areas of Holyhead and Mostyn lie among the most deprived areas with regards to employment and income deprivation domains and thus, could significantly benefit from better access to ports and nearby development for employment. The policies focus on improving vehicle access for all by mitigating adverse impacts of HGVs, resulting in improved sustainable public transport that supports the needs of members of society with protected characteristics. Some protected characteristics groups like children, people from low income or more deprived areas, rely on public transport more than others to access key services. Through improved access of sustainable transport options, the policies better accessibility for all members of society. Policy PF1 and PF2 outline working with partners, creating opportunities for stakeholder engagement and community participation.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.9.1 Ports (Policy PF1-PF2)		
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	Improved vehicle access and sustainable transport connectivity to ports and nearby developments could result in an uptake in public transport. The policies could then contribute to reduced road traffic related air and noise pollution by private car. Improved vehicle access could also lead to reduced road accidents and better road safety. However, these policies support growth at the ports which would result in an increase in HGV movements around the local areas of Holyhead and Mostyn. This would adversely impact local air quality, and noise and vibration levels in areas which already lie within the 10 to 20% most deprived areas according to WIMD health deprivation domain[9].	+/-	Long-term/ Indirect
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	Due to their indirect support for further development within the ports, policies PF1 and PF2 may contribute to the pressures on a number of protected areas. This includes the Anglesey Tern Special Protection Area (SPA) which is designated for Annex I breeding birds such as Roseate tern, common tern, Arctic tern, and sandwich tern, and the North Anglesey Marine / Gogledd Môn Forol Special Area of Conservation (SAC) which is designated for harbour porpoise. Policy PF1/PT2 do not directly deliver opportunities to restore or create semi-natural habitats or geodiversity.	- -	Long-term/ Indirect
5. Protect and enhance local landscape character, designations and visual amenity	The policies PF1 and PF2 are unlikely to cause harm to any designated or protected landscapes or result in loss of BMV land. The policies focus on improving vehicle access and sustainable travel options to ports and rail stations, which would contribute towards improving the visual amenity of the Anglesey Coast LCA and Deeside and Wrexham LCA.	+	Long-term/ Indirect
6. Protect and enhance the local cultural heritage, including the Welsh language	Policies PF1 and PF2 are unlikely to cause harm to designated heritage assets. The policies outline that the Corporate Joint Committee will work with partners to implement the plans detailed in PF1 and PF2. This could include initiatives to support Welsh speaking communities and encourage the use of Welsh language.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.9.1 Ports (Policy PF1-PF2)		
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Policies PF1 and PF2 focus on port developments and transport to the port areas for employment, tourism and leisure. This has the potential to adversely impact the health (through increased air pollution and noise) and quality of water bodies nearby (through pollution runoff). Since, there are no additional details about policy implementation, the impact is uncertain. By supporting sustainable travel options to ports and rail stations, policies PF1 and PF2 could help reduce runoff of road pollutants into water bodies. This would contribute towards protecting the health and quality of water resources.	?	
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	By supporting decarbonisation plans at Holyhead and Mostyn ports, and prioritising sustainable transport connections to ports and rail stations, the policies help reduce carbon emissions from the transport sector. However, with an expanded port facility this is likely to increase numbers of HGVs which are not likely to be reduced/zero emissions (at least in the short-medium term). Supporting sustainable travel options as well as managing efficient freight movements to the offshore renewable energy sector in North Wales could contribute towards reducing the impacts of climate change.	+/-	Long-term/ Direct
9. Protect and enhance local air quality.	Policies PF1 and PF2 support decarbonisation plans and promote sustainable travel options. This could help reduce road traffic related emissions and improve air quality that is beneficial to health, particularly for vulnerable groups who are more sensitive to changes in air quality[6,7]. Conversely, the increase in HGVs would likely contribute to adverse air quality impacts for local communities surrounding the ports.	+/-	Long-term/ Indirect
10. Reduce disturbance from transport related noise and vibration to local communities.	An uptake in sustainable travel options (modal shift from private vehicles) supported by policies PF1 and PF2 would contribute to a reduction in transport related noise and vibration disturbances and contribute towards improving local soundscapes. However, increased economic, tourism and leisure related activities in the port and nearby development areas may lead to some increased noise from other sources.	+/-	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/Direct or indirect
	4.9.1 Ports (Policy PF1-PF2)		
11. Incorporate circular economy principles to reduce the use of raw materials.	Policies PF1 and PF2 support growth at the ports which could result in an increase in HGV movements around the local areas of Holyhead and Mostyn. This would result in increased consumption of raw materials (i.e. fuels). Additionally, whilst there is no information available on the source of raw materials to be used in the development of port areas, it is likely that this would also increase.	-	Long-term/ Indirect
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	Policies PF1 and PF2 support the growth of ports and nearby development sites in North Wales to strength the economy and provide more employment opportunities. This would encourage regeneration and investment in areas around ports of Holyhead, Anglesey and Mostyn. This would be disproportionately beneficial for those areas which currently rank within the 10% most deprived areas according to the WIMD overall deprivation domain[9]. The focus on freight and improving connectivity beyond the ports would help to boost economic development throughout the region (and beyond).	++	Long-term/ Direct

Table 6 – 2 Ports and Freight – Road Freight

IWBA Objective	Appraisal	Score	Duration/Direct or Indirect
	4.9.2 Ports and Freight – Road Freight (PF3)		
1. Support the delivery of housing and local services to meet the needs of local communities	Policy PF3 focuses on enhancing facilities for HGV drivers, particularly on the approach to Holyhead port. This could contribute towards reducing traffic wait times for HGVs (which currently impact road conditions for local residents), improving road conditions. Adequate parking spaces for HGVs could help balance use of road space for freight transport and public transport usage. This would help improve sustainable transport options between locations as travel times along these less congested routes is reduced. Whilst not directly providing services for local community needs, the enhanced facilities for HGV drivers would improve the amenity of existing local services as HGVs are displaced to more appropriate and targeted HGV driver services. This policy would not affect delivery of housing.	+	Long-term/ Indirect
2. Reduce inequality and promote community cohesion	Efficient freight movements would make the region attractive for business investments, supporting the local economy and providing employment opportunities for local communities. Areas in Holyhead lie within the 10% most deprived areas whereas Mostyn lies within the 20-30% most deprived according to the WIMD Employment deprivation domain[9]. Increased economic opportunities and investment in the areas could significantly improve the quality of life for local communities if this business investment was realised. The majority of HGV drivers are above the age of 50 and male. A lack of rest facilities and longer wait times could negatively impact their health. Policy PF3 therefore, disproportionately supports the needs of these groups. Improved parking facilities for HGV drivers delivered through PF3 could help improve traffic congestion and road conditions for public transport services, contributing towards improving accessibility of public transport with better journey times. The policy aims to work with partners to implement initiatives for enhancing facilities, providing opportunities for stakeholder engagement and community participation. This could help achieve a balance between economic prosperity and quality of life for local communities by accounting for the needs of local communities.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/Direct or Indirect
	4.9.2 Ports and Freight – Road Freight (PF3)		
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	Policy PF3 would support better management of freight movements by enhancing facilities like parking and rest stops for HGV drivers. This would positively impact the health and wellbeing of HGV drivers who otherwise rely on services that are not designed for the number of HGVs currently using them. Reduced congestion would result in improved road safety and facilities. Long journeys with extended wait times without rest stops could increase the risk of accidents involving HGVs. Through improved facilities, Policy PF3 could help mitigate risk of road accidents. Driving for long hours without rest stops can cause fatigue and is associated with health risks such as high blood pressure, musculoskeletal disorders, heart attacks, flu, increased anxiety and depression.[43] Given that majority of HGV drivers are over the age of 50, the health impacts of long driving hours could be even more severe. Adding rest facilities for HGV drivers through PF13 would help significantly mitigate these adverse effects (although this would not be in relation to the local population, but rather HGV driver populations). Policy PF3 would help improve traffic congestion and road conditions, especially along the Menai crossings, reducing air pollution and associated health impacts. The reduced congestion would be beneficial for improving connectivity between Isle of Anglesey and the mainland, reducing social isolation and the associated mental health impacts.	+	Long-term/ Indirect
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	Policy PF3 is unlikely to cause harm to the designated sites or result in valuable habitat loss. However, details regarding implementation of initiatives such as parking and rest facilities development is unknown, so the impact is uncertain. Policy PF3 does not directly deliver opportunities to restore or create semi-natural habitats or geodiversity.	?	

[43] Safe Workers – UK Workplace Safety Advice, Long Commutes to Work; February 2023. Available online at: Long Commutes to Work - How Far is Too Far to Drive or Travel? (Accessed on 12/11/2024)

IWBA Objective	Appraisal	Score	Duration/Direct or Indirect
	4.9.2 Ports and Freight – Road Freight (PF3)		
5. Protect and enhance local landscape character, designations and visual amenity	Policy PF3 is unlikely to harm the designated/protected landscapes. However, details regarding implementation of initiatives such as parking and rest facilities development is unknown, so the impact is uncertain. Enhancing facilities like parking and rest stops for HGV drivers could help improve traffic congestion conditions, improving road safety and public transport services. This could contribute towards reducing adverse impacts of road traffic on the designated landscapes. Improved traffic conditions and better journey timings for public transport supported by initiatives of PF3, could contribute to efficient management of travel in coastal tourist areas during peak periods.	?	
6. Protect and enhance the local cultural heritage, including the Welsh language	There are various buildings and structures of national importance or historic interest that can be found around areas of Holyhead and Mostyn. Policy PF3 is unlikely to cause harm to these designated heritage assets or contribute towards enhancing their condition. The policy includes a collaborative approach of working with partners to deliver its initiatives for enhancing facilities, providing opportunities for encouraging and supporting use of the Welsh language.	+	Long-term/ Indirect
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Policy PF3 supports the delivery of infrastructure for improving HGV movements and providing specific HGV facilities which would result in an intensification of HGVs in some locations and therefore an intensification of pollution and carbon emissions from HGVs that result in the runoff of road pollutants into water bodies.	-	Long-term/ Direct

IWBA Objective	Appraisal	Score	Duration/Direct or Indirect
	4.9.2 Ports and Freight – Road Freight (PF3)		
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	Policy PF3 aims to enhance facilities for HGV drivers with improved infrastructure for parking and rest facilities. This could improve freight movement to Holyhead and Mostyn ports. This can help manage traffic congestion and encourage use of public transport, although impacts are uncertain.	?	
9. Protect and enhance local air quality.	Policy PF3 would have the potential to improve air quality for some areas as a result of reduced congestion caused by HGVs, but also the potential to reduce air quality in the areas to which HGVs are directed (e.g. parking specifically for HGVs would concentrate a large number of HGVs in one location).	+/-	Long term/ Direct
10. Reduce disturbance from transport related noise and vibration to local communities.	HGV vehicles produce significant amounts of noise and vibration, that can disturb local communities. Where facilities for parking and rest for HGV drivers is limited, this can result in appropriate parking and noise in areas that cause noise disruption for local communities (e.g. in residential areas). Provision of more suitable facilities would increase noise in these location due to the intensification of use by HGVs, however, it is assumed that these would be located in suitable places that would not impact local residents. Policy PF3 would therefore reduce HGV noise for local communities.	+	Long term/ Direct
11. Incorporate circular economy principles to reduce the use of raw materials.	Policy PF3 likely has a neutral impact on the incorporation of circular economy principles.	0	

IWBA Objective	Appraisal	Score	Duration/Direct or Indirect
	4.9.2 Ports and Freight – Road Freight (PF3)		
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	PF3 does not contribute to this IWBA objective.	0	

Table 6 – 3 Ports and Freight – Low Emission HGVs

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.9.3 Ports and Freight – Low Emission HGVs (PF4)		
1. Support the delivery of housing and local services to meet the needs of local communities	Policy PF4 would not contribute to the delivery of local service for local communities or to the delivery of housing.	0	
2. Reduce inequality and promote community cohesion	A shift to hydrogen fuels for freight movements, would improve air quality, helping reduce the air pollution caused by emissions transmitted by HGV vehicles. This could help improve the quality of life for individuals who are differentially impacted by changes in air quality (e.g. people with respiratory disease, young children, and pregnant women, (increasing risks of stillbirth, miscarriage and neurological conditions in the unborn child)[6]. It would disproportionately benefit communities along the coast of North Wales which is the route that most HGVs must take to/from the ports. Policy PT4 also outlines a collaborative approach of engaging with stakeholders and partners, creating opportunities for community participation and including public opinion to reduce unequal impacts across local communities.	+	Long term/ Direct
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	A shift to hydrogen fuels for freight movements, would improve air quality, helping reduce the air pollution caused by emissions transmitted by HGV vehicles. This could help improve the quality of life for individuals who are differentially impacted by changes in air quality (e.g. people with respiratory disease, young children, and pregnant women, (increasing risks of stillbirth, miscarriage and neurological conditions in the unborn child)[6]. It would disproportionately benefit communities along the coast of North Wales which is the route that most HGVs must take to/from the ports.	+	Long term/ Direct
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	Policy PF4 is unlikely to cause any harm or deterioration to designated sites or result in loss of valuable habitats around Mostyn and Holyhead. Policy PT4 does not directly deliver opportunities to restore or create semi-natural habitats or geodiversity.	0	

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.9.3 Ports and Freight – Low Emission HGVs (PF4)		
5. Protect and enhance local landscape character, designations and visual amenity	Policy PF4 is unlikely to cause any harm to the designated/ protected landscapes or result in loss of BMV land. .	0	
6. Protect and enhance the local cultural heritage, including the Welsh language	Policy PF4 is unlikely to cause harm to designated heritage assets or provide opportunities for enhancing the Welsh language.	0	
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	By supporting a shift to hydrogen fuels, policy PF4 helps reduce carbon emissions and runoff of pollutants from roads to water bodies. This helps protect the health and quality of water resources and aquatic ecosystems. The policy also supports the development of hydrogen hubs at Holyhead and potentially Mostyn to support a shift to cleaner fuels. Hydrogen production, specifically via electrolysis, requires large amounts of water. If this is drawn from freshwater sources, it could add stresses to the local water supply. Ammonia, an energy carrier for hydrogen is highly toxic for humans as well as for aquatic life if leakages occur in water sources. It is also a potential source of nitrogen oxide emissions, if combustion is not perfectly optimised. Hence, there are some associated risks of contamination.[28] Therefore, PF4 is associated with some potential adverse effects and other benefits concerning water health.	+/-	Long term/ Indirect
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	Policy PF4 supports a shift to hydrogen fuels for freight vehicles, providing opportunities that encourage decarbonisation of the transport sector. A shift to hydrogen fuels could also contribute to increased resilience of transport infrastructure against impacts of climate change as it would be independent of the effects of climate driven disruptions to the fossil fuel value chain[31]. By supporting the development of a hydrogen hub in Holyhead, that is a busy transport hub for freights, policy PF4 helps reduce the need to transport fuels across long distances.	++	Long term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.9.3 Ports and Freight – Low Emission HGVs (PF4)		
9. Protect and enhance local air quality.	PF4 contributes to improved air quality for communities by supporting the shift to hydrogen fuels for freight operators.	+	Long term/ Direct
10. Reduce disturbance from transport related noise and vibration to local communities.	PF4 is unlikely to have an impact on transport related noise and vibration.	0	
11. Incorporate circular economy principles to reduce the use of raw materials.	PF4 aims to complement the development of hydrogen hubs in North Wales by supporting a shift to hydrogen fuels for freight operators. This encourages use of locally sourced fuels for freight vehicles.	+	Long-term/Indirect
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	PF4 helps improve the reliance and resilience of the freight transport network, as it is independent of the effects of climate driven disruptions to the fossil fuel value chain. By supporting the development of hydrogen hubs, PF4 contributes to increased employment opportunities in North Wales as well as encourage further regeneration and investments in areas surrounding Holyhead and Mostyn ports.	+	Long-term/ Direct

Table 6 – 4 Ports and Freight – Local Deliveries

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.9.4 Ports and Freight – Local Deliveries (PF5 – PF8)		
1. Support the delivery of housing and local services to meet the needs of local communities	Policies PF5 – PF8 focus on reducing the environmental impact of increased local deliveries on local communities through initiatives like electric vehicles, freight consolidation centres to reduce congestion and HGV traffic, and reduce the overall environmental impact of deliveries. Improved local deliveries does not automatically mean improved services, but it is likely to result in some benefits such as quicker response times. Reduced congestion and HGV traffic would also help improve public transport access to services. Through these measures, the policies support the needs of local communities by improving the local delivery system and reducing congestion and impacts on the local environment. These policies would not support the delivery of housing.	+	Long-term/ Indirect
2. Reduce inequality and promote community cohesion	Policies PF5 – PF8 improve general amenity of the road network by introducing freight consolidation centres which reduce local HGV traffic and encouraging electrification of delivery vehicles and other initiatives like e-cargo bikes etc. which further reduce HGV traffic in local areas. This would contribute to a reduced congestion in town centres, improving road safety for walkers and cyclists. This would support an uptake in active travel (modal shift), particularly for more vulnerable groups such as children, and older people who are more likely to be intimidated by larger vehicles on local roads. The policies outline a collaborative approach of working with partners to implement the policy initiatives. This provides opportunities for engaging with stakeholders and creates opportunities for community participation.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.9.4 Ports and Freight – Local Deliveries (PF5 – PF8)		
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	Policies PF5 – PF8 improve general amenity of the road network by introducing freight consolidation centres which reduce local HGV traffic and encouraging electrification of delivery vehicles and other initiatives like e-cargo bikes etc. which further reduce HGV traffic in local areas and reducing transport related emissions. This would contribute to reduced congestion in town centres, improving road safety for walkers and cyclists and also reduce anxiety for active travellers. However, increased use of e-cargo bikes can cause anxiety for some pedestrians if they are ridden on shared spaces and cyclists of e-bikes themselves can experience increased anxiety levels when cycling in busy urban areas[44]. Reduced traffic and congestion along with an uptake in active travel, supported by the policies could help improve connectivity between local communities, reducing social isolation and increasing levels of physical activity which contributes to improved health[3,10].	+/-	Long-term/ Indirect
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	Policies PF5 / PF6/ PF8 are unlikely to cause harm or deterioration to the condition of designated sites or result in loss of valuable habitats. PF7 however has the potential to harm biodiversity and/or geodiversity depending on the land requirements and their location. However, this is uncertain as the location of any freight consolidation centres (PF7) is unknown.	?	
5. Protect and enhance local landscape character, designations and visual amenity	Policies PF5 – PF8 are unlikely to cause harm to designated or protected landscapes or result in loss of any BMV land. However, this is uncertain as the location of any freight consolidation centres (PF7) is unknown.	?	

[44] Pejhan, S., Agelin-Chaab, M., Yusuf, M., & Eng, D. Analysis of ebike dynamics and cyclists' anxiety levels and interactions with road vehicles that influence safety. *Accident Analysis & Prevention*, Volume 159, 2021.

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.9.4 Ports and Freight – Local Deliveries (PF5 – PF8)		
6. Protect and enhance the local cultural heritage, including the Welsh language	Policies PF5 – PF8 are unlikely to cause harm to designated heritage assets. However, this is uncertain as the location of any freight consolidation centres (PF7) is unknown. The policies outline a collaborative approach to deliver its initiatives by working with partners, providing opportunities for community engagement, supporting and encouraging continued use of Welsh language.	?	
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Policies PF5 – PF8 are unlikely to have a negative impact on water resources. However, this is uncertain as the location of any freight consolidation centres (PF7) is unknown and development in some locations may result in harm. The policies focus on opportunities for use of electric vehicles and e-bikes for local deliveries, helping reduce traffic related pollution. This could contribute towards reducing runoff of traffic related pollutants from roads into water bodies, mitigating adverse impacts of pollution. Through these measures, the policies contribute towards protecting water quality and the health of aquatic ecosystems.	+/-	Long-term/ indirect
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	PF5 and PF8 focus on initiatives like using electric vehicles and e-cargo bikes to help reduce the environmental impact of increased local deliveries, supporting the decarbonisation of the transport sector through an uptake in use of electric vehicles. In addition, PF6 – 7 would contribute to a reduction in congestion and HGV traffic, improving travel times for public transport services and resulting in increased road safety. These factors could encourage an uptake in public transport and active travel modes. Use of electric vehicles for local deliveries could also increase the resilience for providing access to amenities as deliveries would not be adversely impacted by the effects of climate change of the fossil fuel supply chain.[31]	+	Long-term/ Direct

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.9.4 Ports and Freight – Local Deliveries (PF5 – PF8)		
9. Protect and enhance local air quality.	Policies PF5 – PF8 support a shift to electric vehicles for local deliveries and reduce HGV traffic in town centres. This would help improve air quality for local communities. This would result in health benefits, particularly for vulnerable groups who are more sensitive to changes in the air quality (children, older people, people with respiratory disease, pregnant women)[6,7]. Improved air quality and road safety through reduced HGV traffic, would improve amenity thereby encouraging uptake in active travel which would further improve air quality through modal shift from private vehicles.	+	Long-term/ Direct
10. Reduce disturbance from transport related noise and vibration to local communities.	Policies PF5 – PF8 help reduce HGV traffic in town centres and an uptake in electric vehicles, contributing towards reducing traffic related noise and vibration disturbances.	+	Long- term/ Indirect
11. Incorporate circular economy principles to reduce the use of raw materials.	By encouraging increased use of electric vehicles and e-cargo bikes, the policies support a reduction in raw material (fossil fuels) consumption.	+	Long-term/ Indirect
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	The introduction of freight consolidation centres through PF6 – 7, could create new employment opportunities. Reduced HGV traffic in town centres as result of this would improve the amenity of town centres encouraging people to visit and improving economic spend. Reduced traffic congestion and use of electric vehicles for local deliveries could improve the reliance and resilience of the transport network with improved journey times and reduced environmental impacts. This could contribute towards supporting businesses and their workers. Reduced carbon emissions from transport sector providing improved air quality and local soundscapes with use of electric vehicles, could contribute towards protecting the natural beauty of the areas, supporting continued tourism and associated economic benefits.	+	Long-term/ Indirect

Table 6 – 5 Ports and Freight – Rail Freight

IWBA Objective	Appraisal	Score	Duration/ direct or indirect
	4.9.5 Ports and Freight – Rail Freight (PF9)		
1. Support the delivery of housing and local services to meet the needs of local communities	PF9 is unlikely to support the delivery of housing or local services.	0	
2. Reduce inequality and promote community cohesion	Reduced road freight would result in reduced congestion, improved air quality and better road safety, encouraging an uptake in public transport and active travel. Main road transport routes in North Wales pass through some of the most deprived areas, therefore removing some of the freight transport from the road network would bring disproportionate benefits to these communities. A reduction in road freight vehicles with a shift to rail supported by PF9 could lead to loss of employment for HGV drivers. This would disproportionately impact men who are more likely to be employed in the sector. The policy suggests a collaborative approach of working with partners, creating opportunities for community participation, that could contribute to better representation of protected characteristics groups.	+/-	Long-term/ Direct
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	PF9 supports a shift to rail for freight movements, reducing emissions caused by road freight movements, and therefore contributing to improved air quality. This would be particularly beneficial for communities in more urban centres including Wrexham and Bangor, supporting improvements in health outcomes for people vulnerable to poor air quality including older people, children, pregnant women, and people with increased risks of respiratory infections, heart disease, stroke, and lung cancer. Poor air quality also risks of stillbirth, miscarriage, and neurological conditions in unborn children[6,7]. Reduced traffic congestion and better road conditions as a result of reduced HGV vehicles, could improve public transport services with shorter and safer journeys, contributing to improved connectivity between local communities. This, in addition with increased active travel, creates more opportunities for social and community interactions, resulting in reduced social isolation and more employment and training opportunities, both of which are beneficial to health and wellbeing. PF9 contributes to improved safety of transport services and infrastructure with a shift to rail for freight movements. This would reduce the number of accidents that have negative consequences on health.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ direct or indirect
	4.9.5 Ports and Freight – Rail Freight (PF9)		
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	Policy PF9 is unlikely to cause or deterioration to the condition of designated sites or result in loss of valuable habitats.	0	
5. Protect and enhance local landscape character, designations and visual amenity	Policy PF9 is unlikely to cause harm to designated or protected landscapes or result in loss of BMV land.	0	
6. Protect and enhance the local cultural heritage, including the Welsh language	Policy PF9 is unlikely to cause harm to designated heritage assets or present opportunities for protecting/enhancing the Welsh language.	0	
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	The policy supports a shift to rail for freight movements, reducing road freight vehicles and associated pollution. This can help reduce runoff of pollutant from the road into water bodies, protecting water quality and the health of aquatic ecosystems from pollutants like nitrogen oxides, sulphur dioxides, chemicals, metals, plastics (micro and litter), oils and lubricants, sediment, nutrients and pathogens.[5]	+	Long-term/ Direct

IWBA Objective	Appraisal	Score	Duration/ direct or indirect
	4.9.5 Ports and Freight – Rail Freight (PF9)		
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	A shift from road to rail for freight movements supported by PF9 helps reduce carbon emissions and improve road safety, air quality and local soundscapes. Better road conditions and air quality could also encourage an uptake in public transport and active travel modes like walking and cycling. Through these measures, PF9 provides opportunities that support the decarbonisation of the transport sector, helping Wales meet net zero targets.	+	Long-term/ Indirect
9. Protect and enhance local air quality.	PF9 supports a shift to rail for freight movements, reducing emissions caused by road freight movements, and therefore contributing to improved air quality. This would be particularly beneficial for communities in more urban centres including Wrexham and Bangor, although there are no recorded exceedances of NO_2, PM^{10}, $PM^{2.5}$ Air Quality Objectives in any of the Local Authority areas. Improved air quality contributes to better health for everyone, but improved air quality differentially benefits those groups who are more vulnerable to poor air quality. This includes older people, children, pregnant women, people from low-income backgrounds and people with respiratory or chronic illness. Poor air quality also risks of stillbirth, miscarriage, and neurological conditions in unborn children[6,7].	+	Long-term/ Direct
10. Reduce disturbance from transport related noise and vibration to local communities.	With PF9 delivering a shift to rail for freight movements, there could be reduced HGV vehicles and associated noise and vibration disturbances to local communities. Additionally, the proposal set to increase freight movements also has the potential to enhance passenger services. This could encourage an uptake in public transport (rail) services as well, further reducing traffic related noise (although this would only apply to certain routes).	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ direct or indirect
	4.9.5 Ports and Freight – Rail Freight (PF9)		
11. Incorporate circular economy principles to reduce the use of raw materials.	A shift from road to rail for freight movements supported by PF9 would reduce fossil fuel powered HGV vehicles on the road, thereby reduce the use of raw materials (i.e. fuels).	+	
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	Rail freight could improve reliance and resilience of the transport network (through improved rail freight reliability, capacity and frequency, and also reducing congestion on the roads) better supporting businesses and workers and encouraging investment in the region.	+	Long-term, direct

Table 7 – 1 Roads, Streets and Parking – Maintenance

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.10.1 Roads, Streets and Parking – Maintenance (RS1 – RS2)		
1. Support the delivery of housing and local services to meet the needs of local communities	Keeping roads in good maintenance facilitates the delivery of housing and access to existing and future services. A climate resilient highway network that has been maintained to become resilient to climate change (i.e. more extreme weather) would ensure that communities have ongoing access to services, mitigating adverse impacts such as delays and closures caused by infrastructure damages during such events. The policies contribute towards delivering resilience that can help reduce accidents and related risks to housing in high-risk areas.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.10.1 Roads, Streets and Parking – Maintenance (RS1 – RS2)		
2. Reduce inequality and promote community cohesion	An improved and more resilient highway network would improve the quality of life of communities, especially those living in deprived areas. Climate change effects such as flooding, extreme heat or storms can damage infrastructure that has disproportionate impacts on vulnerable communities such as those from low-income backgrounds or more deprived areas who are less resilient to such impacts. A climate resilient highway network could ensure continued access to essential services during extreme weather events. More resilient and improved infrastructure delivered through RS1 – RS2 would also help prevent accidents and improve access for individuals who rely more on public transport to reach employment, educational, and training opportunities as well as to reach services such as health care. This includes children, older people, people from low-income or more deprived areas, for accessing education, employment opportunities and key services. The policies outline a collaborative approach of working with partners to deliver the outlined initiatives, creating opportunities for community participation and better representation of people with protected characteristics.	+	Long- term/ Indirect
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	RS1 – RS2 would enhance the safety and accessibility for pedestrians and cyclists which would encourage uptake of active travel. Increased physical activity contributes to improved physical, mental and social health of local populations while supporting decarbonised modes of transport, contributing to better air quality, which also contributes to improved health[26,27]. RS1 – RS2 would improve connectivity between local communities in rural areas as well that are connected through highway networks. This would contribute to reducing social isolation, especially during extreme weather events like flooding. This would contribute to more resilience in mental health. A highway network that is more resilient to damage would improve the safety of transport services and infrastructure, resulting in reduced risk of traffic incidents. This would prevent delays and closures caused by extreme weather events, maintaining access to key health services, recreation activities and access to green spaces by reliable transportation links during these times.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.10.1 Roads, Streets and Parking – Maintenance (RS1 – RS2)		
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	RS1 – RS2 are unlikely to cause harm or any deterioration to the condition of designated sites or result in loss of valuable habitats. The policies aim to build a more climate resilient transport infrastructure, supporting public transport and encouraging active travel modes through the provisioning of safe and accessible infrastructure along highway networks. Additionally, RS2 particularly focuses on enhancing biodiversity interests to contribute to climate and ecosystem resilience.	+	Long-term/ Indirect
5. Protect and enhance local landscape character, designations and visual amenity	RS1 – RS2 are unlikely to cause harm to designated or protected landscapes or result in loss of BMV land. Reduced delays and closures on highway networks with improved road conditions delivered through regular maintenance and climate resilient features could mitigate issues of congestion, helping reduce adverse impacts of road traffic on landscapes and contributing to efficient management of travel in tourist areas during peak periods.	+	Long-term/Indirect
6. Protect and enhance the local cultural heritage, including the Welsh language	RS1 – RS2 are unlikely to cause direct or indirect harm to designated heritage assets. These policies could improve connectivity to tourist areas with sites of local cultural heritage, improving visitor experiences. The policies outline a collaborative approach of working with partners. This could support and encourage continued use of the Welsh language for decision making and policy implementation.	+	Long-term/ Indirect
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	RS1 – RS2 are unlikely to have a negative impact on the health and quality of water resources.	0	

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.10.1 Roads, Streets and Parking – Maintenance (RS1 – RS2)		
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	RS1 – RS2 could contribute towards building climate resilience by enhancing biodiversity interests. The policies aim to increase the resilience of existing and new infrastructure to better withstand effects of climate change. The introduction of more climate resilient highway assets would also help reduce the impact of extreme weather events on the transport network.	+	Long-term/ Indirect
9. Protect and enhance local air quality.	These policies are unlikely to have an effect on air quality.	0	
10. Reduce disturbance from transport related noise and vibration to local communities.	These policies to maintain the highways in good condition would reduce noise and vibration caused by poorly maintained roads.	+	Long-term/ indirect
11. Incorporate circular economy principles to reduce the use of raw materials.	RS1 – RS2 likely have no effect on this objective.	0	

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.10.1 Roads, Streets and Parking – Maintenance (RS1 – RS2)		
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	Whilst not directly contributing to an integrated transport system, RS1 – RS2 aims to improve highway assets, increasing resilience whilst also enhancing biodiversity. This would support more reliable transport links between locations, improving access between areas and specifically to areas of employment, education and training opportunities, and wider social infrastructure and services. Better connectivity (regionally but also between North Wales and England, and North Wales and South Wales) would also encouraging regeneration and investment, particularly in more deprived areas that are connected to highway networks, but which have experienced infrastructure damage. The policies would help improve the resilience of the transport network to the effects of climate change and extreme weather events such as floods, extreme heat and storms, thereby increasing reliability of the network. This supports businesses and workers, mitigating adverse impacts of extreme weather events on economic activity. Better maintained highways assets would encourage more tourism to North Wales. Travellers by private and public transport would be more will to travel if routes are predictable, safe and well maintained. This improved connectivity across and to North Wales, including rural areas through the highway network, would help support the rural economies through travel and leisure related spending.	+	Long-term/ indirect

Table 7 – 2 Roads, Streets and Parking – Road Safety

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.10.2 Roads, Streets and Parking – Road Safety (RS3 – RS4)		
1. Support the delivery of housing and local services to meet the needs of local communities	Policies RS3 – RS4 focus on achieving road safety and preventing death and serious injury caused by road accidents. This is aimed to be delivered through funding acquisition for road safety measures and delivering highway improvement schemes and education programmes encouraging safer use of transport networks. Improved road safety could support safe public transport use, improving sustainable transport access between locations and local communities. It could also promote better access to services with more reliable and safer modes of transport, helping meet the needs of local communities. These policies do not support the delivery of housing.	++	Long- term/ Indirect
2. Reduce inequality and promote community cohesion	Approximately 30% of all road traffic deaths in Great Britain occur among pedestrians and cyclists[45]. Thus, by improving road safety, policies RS3 and RS4 would help reduce the risk of death and injury to this vulnerable group of road users. Where there are obvious improvements in safety such as segregated cycle lanes and pedestrian routes, active travel would become a more attractive mode of transport for more people. A study by Living Streets found that ethnic minority pedestrians are three times more likely to be casualties on Britain's roads compared to white pedestrians in non-deprived areas. Additionally, white pedestrians living in deprived areas are more than twice as likely to be casualties compared to their counterparts in non-deprived areas[46]. Improving road safety would therefore reduce inequalities in safety experienced by different communities. Safer public transport access supported by improved road safety helps meet the needs of people with protected characteristics who are more likely to use public transport such as children, older people, people with disabilities and people from low-income background or deprived communities. Safer active travel could also support more equitable access to key services like healthcare and employment. Education programmes aimed at encouraging safer use of the highway and transport networks delivered by RS4, provides opportunities for community engagement and participation.	+	Long-term/ Indirect

[45] Department for Transport, 2024. Reported road casualties Great Britain: road user risk, 2023 data. Available online at: https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-road-user-risk-2023 . [Accessed 22/11/24].

[46] Walking and inequality, Living Streets. Available online at: https://www.livingstreets.org.uk/policy-reports-and-research/walking-and-inequality [Accessed 22/11/24].

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.10.2 Roads, Streets and Parking – Road Safety (RS3 – RS4)		
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	Incidents on the roads not only cause physical harm but also psychological harm. Therefore, safety improvements from Policies RS3-RS-4 which reduce the severity of any collisions would improve mental health and well as physical health of the populations in North Wales. Improved road safety would also contribute to safer journeys for cyclists which would encourage more uptake of this mode of transport (more likely in urban areas but also in some circumstances within rural communities). Better road safety would also provide more reliable and safer public transport services, promoting sustainable transport access between local communities. These changes would improve connectivity between local communities, particularly within rural areas, reducing social isolation, increasing community engagement, and improving physical activity levels which is beneficial to health. It would also improve access to key health services, recreation activities and green spaces. This, in addition with active travel uptake, could result in increased physical activity, providing various health benefits such reduced risks of obesity and improved physical, mental and social health to the local communities.	+	Long-term/ Indirect
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	RS3 – RS4 are unlikely to impact designated sites or result in loss of valuable habitats.	0	
5. Protect and enhance local landscape character, designations and visual amenity	RS3 – RS4 are unlikely to impact designated or protected landscapes or adversely impact BMV land.	0	

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.10.2 Roads, Streets and Parking – Road Safety (RS3 – RS4)		
6. Protect and enhance the local cultural heritage, including the Welsh language	RS3 – RS4 are unlikely to cause harm to designated heritage assets or contribute to the use of the Welsh language.	0	
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Policies RS3 – RS4 are unlikely to have an impact on the health and quality of water resources (except where highway improvement works also include drainage improvements which prevent flooding of the highway).	0	
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	Improved road safety for all users could result in a modal shift to more sustainable transport options such as active travel and public transport which supports decarbonisation of the transport sector. This aligns with Wales targets to be net zero by 2050. RS3 and RS4 would help increase resilience of existing and new transport infrastructure to withstand effects of climate change and extreme weather events. Additionally, the educational programmes encouraging safer use delivered through RS4, could further improve road safety with guidance on how to navigate in extreme weather events, improving resilience to the effects of future climate change.	+	Long-term/ Indirect
9. Protect and enhance local air quality.	Increased public transport use and active travel uptake as a result of improved road safety supported by RS3 – RS4 would help support modal shift, reducing traffic related emissions and air pollution. This could contribute to improved air quality, mitigating negative impacts of air pollution for local communities, particularly those located near major roads in North Wales including the A55 "North Wales Expressway, A5, A55 and A483. Improved air quality would be particularly beneficial for vulnerable groups who are more sensitive to changes in air quality improving health outcomes for these groups[6,7].	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.10.2 Roads, Streets and Parking – Road Safety (RS3 – RS4)		
10. Reduce disturbance from transport related noise and vibration to local communities.	Better maintained roads reduce the levels of transport related noise and vibration therefore Policies RS3 and RS4 would have a positive impact.	+	Long term/ Direct
11. Incorporate circular economy principles to reduce the use of raw materials.	Improved road safety contributes to delivering a modal shift to more sustainable transport options such as active travel and public transport. This would contribute to reducing the use of raw material (i.e. fuel) consumption.	+	
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	Better road safety delivered by RS3 – RS4 contributes to the safe and efficient movement of all modes of transport. Better roads, which are more reliable and safer are able to offer safer and more reliable travel opportunities and would likely encourage the movement of people more equitably across the region for employment, training and touristic opportunities, whilst also making the region more attractive for further economic investment. Improved safety on highway networks connecting longer distances could improve access between England and North Wales and North and South Wales, mitigating risks of road accidents and reducing congestion. Better road safety would also encourage tourists to visit the region, bringing economic benefits to local economies through leisure and tourism related spending.	+	Long-term/ Indirect

Table 7 – 3 Roads, Streets and Parking – Public car parking in towns and cities

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.10.3 Roads, Streets and Parking – Public car parking in towns and cities (RS5 – RS6)		
1. Support the delivery of housing and local services to meet the needs of local communities	By increasing parking charges and reallocation of road and parking space, Policies RS5 and RS6 encourage a shift to more sustainable transport option within and between locations. This improves access to local services through active travel modes, increasing accessibility for individuals from low-income backgrounds or deprived communities, who rely more on public transport, walking or cycling. Where parking spaces/car parks are removed to improve local placemaking, this could have a positive effect on local communities which become more inclusive and attractive for people to visit by walking and cycling. However, adverse effects may arise where there is not sufficient or frequent enough public transport for communities to take them to the services that they need to access, when they need to access them. Increasing parking charges and/or reducing the amount available may adversely impact communities who have no genuine alternatives to the car to reach such services. The policies may deter people from visiting some towns as they try to avoid the additional costs of parking or avoid the anxiety of finding parking. These policies have no impact on the delivery of local housing.	+/-	Long term/Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.10.3 Roads, Streets and Parking – Public car parking in towns and cities (RS5 – RS6)		
2. Reduce inequality and promote community cohesion	Reduced single occupancy car use and improved active travel infrastructure delivered by policies RS5 and RS6 could result in a shift to carpooling and active travel modes such as walking and cycling. This contributes to better air quality and road safety, improving environmental conditions. Supporting active travel modes also contributes to improved access for people who have no alternative mode of transport to services like healthcare, education, employment opportunities and social events. Air pollution can have disproportionate impacts on certain protected characteristics groups such as children, older people, people with disabilities, pregnant women and people from low-income backgrounds and deprived areas, making them more vulnerable to the negative health effects of poor air quality[6]. By aiming to reduce air pollution by discouraging single occupancy car use and supporting active travel modes, the policies support the needs of protected characteristics groups. Reallocation of road and parking space could reduce road traffic, resulting in reduced congestion and thus, better journey timings through public transport. Additionally, increased road safety and air quality conditions could lead to improved accessibility of public transport and active travel for all members of society including protected characteristics groups like children. RS6 outlines a collaborative approach of working with partners to explore options regarding reallocation of road space, providing opportunities to engage with stakeholders and creating opportunities for community participation. However, there would also likely be disproportionate adverse effects on people who experience socio-economic disadvantage because parking charge increases would impact them more than people who are not experiencing socio-economic disadvantage. It would also impact disabled people and people from rural areas more who are more reliant on their car to travel around North Wales. Rural communities often do not have a reasonable choice to use alternative modes of transport (e.g. the bus) and therefore increased parking charges would impact them disproportionately. It is important that reallocation of road and parking space is implemented along with initiatives to provide better public transport or carpooling infrastructure to prevent any adverse impacts on access to essential services like healthcare, recreation activities and access to green spaces to mitigate these adverse equality impacts.	+/-	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.10.3 Roads, Streets and Parking – Public car parking in towns and cities (RS5 – RS6)		
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	Policy RS6 would encourage better placemaking, improving the quality of the environment in towns and cities across North Wales and encouraging people to spend more time in the reallocated (from parking) outside spaces. This would increase levels of physical activity resulting in improved physical heath, whilst also positively impacting on mental health as a result of people having more opportunities for social interaction. Reduced traffic, improved air quality and better road safety delivered through RS5 and RS6 would also improve health outcomes (particularly for vulnerable groups including children, older people, people who have respiratory disease) and improve connectivity between local communities by improving travel times and accessibility for active travel. This would contribute to improved connectivity within local communities. However, conversely impacts from reduced car parking and increased parking charges may affect mental health as people may become anxious about being able to find somewhere suitable to park and about the additional costs involved. This may deter people from accessing the towns and cities which would have an adverse effect on physical and mental health.	+/-	Long-term/ Indirect
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	Policy RS5 and particularly RS6 would contribute to enhancing biodiversity where parking is replaced by high quality place-making that includes ecological enhancement (net benefit for biodiversity). The policies would not impact geodiversity.	+	Long-term/ Direct

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.10.3 Roads, Streets and Parking – Public car parking in towns and cities (RS5 – RS6)		
5. Protect and enhance local landscape character, designations and visual amenity	The policies RS5 and RS6 are unlikely to cause harm to designated or protected landscapes or have an impact on BMV land. Reallocation of road and parking space and discouraging single occupancy car use through parking charges, could result in reduced road traffic and parking pressures, enhancing the visual amenity of towns and cities. This would be further enhanced where parking areas are reallocated to the development of high-quality places.	+	Long-term/ Direct
6. Protect and enhance the local cultural heritage, including the Welsh language	Policies RS5 and RS6 are unlikely to cause harm to designated heritage assets or have an effect on the use of Welsh.	0	
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Policies RS5 and RS6 are unlikely to have a negative impact on the health or quality of water resources. Reduced road traffic and increase in active travel supported by RS5 and RS6, would reduce road runoff of pollutants into water bodies, improving the health of aquatic ecosystem and water quality.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.10.3 Roads, Streets and Parking – Public car parking in towns and cities (RS5 – RS6)		
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	Policies RS5 and RS6 support a shift to carpooling, public transport and active travel which contribute towards helping meet Wales targets to be net zero by 2050.	+	Long-term/Direct
9. Protect and enhance local air quality.	Policies RS5 and RS6 help reduce road traffic and encourage active travel uptake, resulting in reduced traffic emissions and better air quality for local communities.	+	Long-term/
10. Reduce disturbance from transport related noise and vibration to local communities.	Policies RS5 and RS6 help reduce road traffic and encourage active travel uptake, resulting in reduced traffic noise and vibration for local communities.	+	Long-term/ Direct
11. Incorporate circular economy principles to reduce the use of raw materials.	By increasing parking charges and reallocation of road and parking space, the policies encourage a shift to more sustainable transport option, contributing to reduced use of raw materials like fuels.	+	

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.10.3 Roads, Streets and Parking – Public car parking in towns and cities (RS5 – RS6)		
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	Policies RS5 and RS6 do not in themselves create an integrated transport system. However, they would contribute to improved place-making that could encourage business investment into the region as a result, increasing economic prosperity.	+	Long-term/ Indirect

Table 7 – 4 Roads, Streets and Parking – Low Emission Vehicles

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.10.4 Roads, Streets and Parking – Low Emission Vehicles (RS7 – RS11)		
1. Support the delivery of housing and local services to meet the needs of local communities	Policies RS7 – RS11 would contribute to providing the EV infrastructure required to meet the demand in North Wales (both for residents and visitors). These policies would therefore be meeting the EV charging needs of local communities. The policies would not support the delivery of housing.	+	Long-term/ Direct

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.10.4 Roads, Streets and Parking – Low Emission Vehicles (RS7 – RS11)		
2. Reduce inequality and promote community cohesion	Policies RS7 – RS11 contribute towards improving environmental conditions by focusing on promoting EV uptake through improved charging infrastructure. Statistics from 2021 suggest that the transport sector was the largest emitting sector of the UK economy, where 52% of the transport emissions came from cars[47]. The shift to electric vehicles would contribute to the reduction in greenhouse gas emissions. However, the cost of EV cars can be prohibitively high for some groups of people, particularly those on lower incomes, therefore the benefits of EV infrastructure would only benefit those able to switch to EV vehicles. Certain groups with protected characteristics are more vulnerable to the negative impacts of poor air quality including children, older people, pregnant women and people with respiratory and cardiovascular illness[6]. Improvements in air quality would differentially benefit these groups. Policy RS9 and RS10 outlines a collaborative approach of working with partners, providing opportunities for stakeholder engagement. RS9 aims to develop a communications campaign to encourage EV uptake, that may create opportunities for community participation.	+	Long-term/ Indirect
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	Policies RS7 – RS11 aim to improve access to electric charging infrastructure which would encourage more people to choose EVs and improve connectivity between local communities via use of EVs. This would reduce 'range anxiety', improving mental health. A shift to EV is beneficial for environmental and human health, as it contributes to reducing greenhouse gas emissions, improving air quality. Negative impacts of air pollution on health include increased strokes, heart diseases, lung cancer, and acute and chronic respiratory diseases.[48] Thus, by encouraging an uptake in EV, the policies help mitigate the adverse impacts of air pollution.	+	Long-term/ Indirect

[47] UK Parliament, House of Commons Library, July 2024; Available online at: https://commonslibrary.parliament.uk/research-briefings/cbp-7480/ (Accessed 18/11/2024)

[48] World Health Organisation, How air pollution is destroying our health, 2024; Available online at: https://www.who.int/news-room/spotlight/how-air-pollution-is-destroying-our-health (Accessed 18/11/2024)

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.10.4 Roads, Streets and Parking – Low Emission Vehicles (RS7 – RS11)		
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	An uptake of EVs would help reduce transport related greenhouse gas emissions, resulting in improved air quality. This helps protect biodiversity and geodiversity interests and contribute to ecosystem resilience. The policies do not directly deliver opportunities to restore or create semi-natural habitats or geodiversity.	+	Long-term/ Indirect
5. Protect and enhance local landscape character, designations and visual amenity	Policies RS7 – RS11 are unlikely to cause harm to designated or protected landscapes or result in loss of BMV land.	0	
6. Protect and enhance the local cultural heritage, including the Welsh language	Uptake in EV and improved charging infrastructure would likely have no impact on cultural heritage or the Welsh language.	0	
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Fossil fuel powered vehicles contribute to road runoff, carrying pollutants like oil and heavy metals into water bodies.[5] By encouraging a shift to electric vehicles, the policies would result in reduced runoff of pollutants into water bodies, protecting water quality and the health of aquatic ecosystems.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.10.4 Roads, Streets and Parking – Low Emission Vehicles (RS7 – RS11)		
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	RS7 – RS11 encourage and support the shift to EV by improving EV charging infrastructure across locations. This contributes to the decarbonisation of the transport sector, supporting other zero emission initiatives and helping Wales meet net zero targets. Supporting EV uptake would reduce carbon emissions, which are a major contributor to climate change.[49] Supporting EV infrastructure contributes to building resilience against impacts of climate change and extreme weather events by reducing vulnerabilities caused by fossil fuel value chains and geopolitical risks[31].	+	Long-term/ Direct
9. Protect and enhance local air quality.	Uptake in EV would contribute to reduced air emissions, leading to positive impacts for human health and wellbeing, especially populations living around the major road areas. This would be particularly beneficial for vulnerable groups who are more sensitive to changes in air quality. This includes young children, older people, people with respiratory disease and pregnant women[6,7]. The largest contribution of emissions within the NWTP area are vehicle emissions from the surrounding main roads. Major roads within the NWTP area include the A55 "North Wales Expressway, A5, A55 and A483.	+	Long-term/ direct
10. Reduce disturbance from transport related noise and vibration to local communities.	These policies are not likely to affect the noise environment.	0	

[49] UN Environment Programme, Supporting the global shift to electric mobility, 2024; Available online at: https://www.unep.org/topics/transport/electric-mobility/supporting-global-shift-electric-mobility-0 (Accessed 18/11/2024)

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.10.4 Roads, Streets and Parking – Low Emission Vehicles (RS7 – RS11)		
11. Incorporate circular economy principles to reduce the use of raw materials.	Policies RS7 – RS11 would support the transition of waste collection fleets to cleaner fuels, such as use of EV through the provisioning of improved EV charging infrastructure across locations. It would also reduce the use of raw materials like fossil fuel consumption by supporting an uptake in EV.	+	Long-term/ Indirect
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	The policies contribute to improved reliance and resilience of the transport network to better support businesses and workers, with reduced dependence on fossil fuels and disruptions to their supply chains, considering the shift to EV. It also helps business and individuals to be able to rely on the EV infrastructure (especially charging points) giving them more confidence that they can move easily around the region without 'charge anxiety'. The policies are unlikely to have an impact on movement of freight.	+	Long-term/Direct

Table 7 – 5 Roads, Streets and Parking – Car Clubs and Car Sharing

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.10.5 Roads, Streets and Parking – Car Clubs and Car Sharing (RS12 – RS13)		
1. Support the delivery of housing and local services to meet the needs of local communities	Policies RS12 and RS13 support local need for car hire which would enable more people to reach the local services that they need without a need for their own personal car (or second car). Car clubs/sharing can also support people in the 'first and last' mile of a journey between home and public transport and/or public transport and place of work. Whilst the policies do not directly support the delivery of housing and local services, they do support access to local services not accessible by public transport, for individuals who do not own cars.	+	Long-term/ Indirect
2. Reduce inequality and promote community cohesion	Policies RS12 and RS13 contribute to reducing cost of car travel, reduce per person vehicle mileage, and reduce localised congestion. This would increase travel options (both mode and journeys) for people who do not own their own car, particularly those experiencing socio-economic deprivation, therefore making access more equitable. It would also help facilitate more equitable access to services like healthcare, employment, education and training opportunities. The policies could promote a sense of community cohesion by supporting the practice of car sharing.[50]	++	Long-term/ Direct
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	The policies would be especially beneficial for communities in rural areas where public transport connectivity is very low. In such circumstances, the policies would contribute to improved access to key health services, recreation activities and green spaces, particularly for people who do not own their own car. This access would encourage increased physical activity as well as provide mental health benefits, reducing stress and risks of anxiety and depression.[51] Policies RS12- RS13 also contribute towards reducing social isolation as journey sharing offers opportunities for social interactions, resulting in improved mental health and overall wellbeing.[11]	+	Long-term/ Indirect

[50] Department for Transport UK, Lift Sharing: local authority toolkit, April 2022; Available online at: https://www.gov.uk/government/publications/lift-sharing-local-authority-toolkit/lift-sharing-local-authority-toolkit (Accessed 18/11/2024)

[51] National Institute for Health and Care Research, Local green spaces are linked with better mental health, November 2024; Available online at: https://evidence.nihr.ac.uk/alert/local-green-spaces-are-linked-with-better-mental-health/ (Accessed 18/11/2024)

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.10.5 Roads, Streets and Parking – Car Clubs and Car Sharing (RS12 – RS13)		
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	The policies are unlikely to impact biodiversity or geodiversity.	0	
5. Protect and enhance local landscape character, designations and visual amenity	Policies RS12 and RS13 are unlikely to cause harm to designated or protected landscapes or result in loss of BMV land.	0	
6. Protect and enhance the local cultural heritage, including the Welsh language	The policies are unlikely to cause harm to designated heritage assets or have an impact of local cultural heritage and Welsh language.	0	
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	The policies are unlikely to have a negative impact on the health and quality of water resources.	0	

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.10.5 Roads, Streets and Parking – Car Clubs and Car Sharing (RS12 – RS13)		
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	Car clubs and car sharing help reduce transport related emissions, supporting initiatives to decarbonise the transport sector and helping meet Wales targets to be net zero.	+	Long-term/ Indirect
9. Protect and enhance local air quality.	The initiatives of RS12 and RS13 could result in reduced road traffic and transport related emissions, contributing to improved air quality for local communities, particularly those living near the major roads including the A55 "North Wales Expressway, A5, A55 and A483. This would be particularly beneficial for vulnerable groups who are more sensitive to changes in air quality including children, older people, people with respiratory disease and pregnant women[6,7].	+	Long-term/ Indirect
10. Reduce disturbance from transport related noise and vibration to local communities.	Policies RS12-RS13 are unlikely to have an impact on transport related noise and vibration.	0	
11. Incorporate circular economy principles to reduce the use of raw materials.	The policies encourage partial public transport use and carsharing practices, reducing per person vehicle mileage and contributing to reduced use of raw materials (i.e. fuel).	+	

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.10.5 Roads, Streets and Parking – Car Clubs and Car Sharing (RS12 – RS13)		
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	Car clubs at employment sites, stations, and mobility hubs can expand the areas accessible for job opportunities. The RS12 and RS13 initiatives promote equitable access to employment, education, and training by lowering travel costs and offering transport options for those without cars. These initiatives enhance the reliability and resilience of the transport network, supporting businesses and workers with multimodal transport options, including cars and public transport. RS12 specifically extends multimodal transport options by incorporating car clubs at mobility hubs and stations, facilitating sustainable access to tourist facilities and attractions not directly linked to public transport. This also benefits rural tourism destinations, where increased tourism, supported by RS12, can boost local economies. The policies will have no impact on movement of freight.	+	Long-term/ Indirect

Table 8 – 1 Surface Access to Aviation

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.11 Surface access to aviation (AV1)		
1. Support the delivery of housing and local services to meet the needs of local communities	Policy AV1 would provide local transport services for communities to be able to reach regional airports via public transport. It would not support the delivery of housing.	+	Long-term/ Direct
2. Reduce inequality and promote community cohesion	Policy AV1 improves public transport services to domestic and international airports. This would be beneficial for everyone, but particularly for people who are entirely reliant on public transport. This is more likely to be people who experience socio-economic disadvantage, older people, disabled people and people from global majority backgrounds.	+	Long-term/ Indirect
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	Policy AV1 is unlikely to result in any health impacts.	0	
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	Policy AV1 is unlikely to have an impact on biodiversity, or geodiversity.	0	

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.11 Surface access to aviation (AV1)		
5. Protect and enhance local landscape character, designations and visual amenity	Policy AV1 is unlikely to have an impact on designated or protected landscapes or result in loss of BMV land.	0	
6. Protect and enhance the local cultural heritage, including the Welsh language	The policy does not have an impact on local cultural heritage or the Welsh language.	0	
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Policy AV1 is unlikely to have an impact on groundwater, surface and coastal waters, or water quality.	0	

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.11 Surface access to aviation (AV1)		
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	AV1 promotes a shift to public transport to access airports, by focusing on improving public transport connectivity to airports. However, arguably, improved access to airports would encourage more people to fly which significantly contributes to transport related emissions. This would be an adverse effect.	- -	Long-term/ Indirect
9. Protect and enhance local air quality.	By focusing on improving public transport connectivity to airports, policy AV1 helps reduce ground transport emissions and improve air quality for local communities in affected areas. This would be particularly beneficial for vulnerable groups who are more sensitive to changes in air quality including children, older people, people with respiratory disease and pregnant women[6,7].	+	Long-term/ Direct
10. Reduce disturbance from transport related noise and vibration to local communities.	Policy AV1 would not impact transport related noise and vibration experienced by local communities	0	
11. Incorporate circular economy principles to reduce the use of raw materials.	By encouraging increased sustainable transport access to airports, the policy contributes to reduced private vehicle use and thus, a reduction in the use of raw materials (i.e. fuel) being consumed.	+	

IWBA Objective	Appraisal	Score	Duration/ Direct or indirect
	4.11 Surface access to aviation (AV1)		
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	Improved public transport connectivity to airports would support businesses seeking international clients and markets, providing increased employment opportunities and encourage economic development. As the closest international airports are located in England - Liverpool John Lennon Airport, Manchester Airport and Birmingham Airport, the policy would improve public transport access between England and North Wales.	+	

Table 9 – 1 Digital Connectivity

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.12 Digital Connectivity (DC1 – DC3)		
1. Support the delivery of housing and local services to meet the needs of local communities	Policies DC1-DC3 would contribute to the provision of local facilities to support remote working hubs with high quality digital connectivity. This would meet the needs of those within communities who are unable to work from home but would like to have reduce distances to travel to locations where they are able to work. Providing digital literacy training would meet a local need, particularly for some members of the community who may not be sufficiently digitally literate to be able to access information about public transport (e.g. bus routes and timetables) and therefore currently be unable to use public transport confidently. The policies would not contribute to supporting the delivery of local housing.	+	Long-term/ Indirect

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.12 Digital Connectivity (DC1 – DC3)		
2. Reduce inequality and promote community cohesion	Policy DC1 would increase the local provision of digital connectivity increasing the opportunity for people to access employment, training and education. This would be particularly beneficial for people experiencing socioeconomic deprivation (and therefore potentially excluded from employment because of transport costs), and those less able to travel such as disabled people, pregnant people and young people. It also supports workers, primarily women, with caregiving responsibilities for sick or elderly relatives, increasing equity to employment with flexible schedules supported by remote working.[52] Policies DC2 and DC3 improve accessibility of public transport for all, making real time information about services available. Digital literacy training and education delivered through DC2 could particularly support the needs of protected characteristics groups like older people. A recent analysis by Age UK finds that more than 33% of people aged over 65 are unable to complete fundamental tasks using the internet such as entering account logins, set up connection to Wi-Fi, open applications and internet browsers.[53] Additionally, people also experience digital exclusion as a result of socioeconomic status, disabilities and educational attainment. It is important for the digital training and education delivered by DC2 to incorporate the different learning needs of people with physical or mental disabilities to overcome barriers to digital inclusion.[54] Policies DC1 and DC2 outline collaborative approaches of working with communities to promote remote working hubs and increase availability of digital training and education. This creates opportunities for community participation and engagement with local communities.	+	Long-term/ Indirect

[52] Association for Psychological Science, Healthier at Home, June 2021; Available online at: https://www.psychologicalscience.org/observer/remote-benefits (Accessed 19/11/2024)

[53] Age UK, More than 1 in 3 over 65s lack the basic skills to use the internet successfully, April 2024; Available online at: https://www.ageuk.org.uk/latest-press/articles/2024/more-than-1-in-3-over-65s-4.7-million-lack-the-basic-skills-to-use-the-internet-successfully/#:~:text=New%20analysis%20by%20Age%20UK%20has%20found%20around,fundamental%20tasks%20required%20to%20use%20the%20internet%20successfully. (Accessed 19/11/2024)

[54] House of Commons, Digital Exclusion, 2023; Available online at: https://publications.parliament.uk/pa/ld5803/ldselect/ldcomm/219/21905.htm#footnote-285 (Accessed 19/11/2023)

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.12 Digital Connectivity (DC1 – DC3)		
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	Remote working can reduce stress associated with commuting and reduce associated transport costs. It also saves time taken in commuting which can be used pursuing healthy activities such as sport, recreation and socialising, all of which improve health outcomes. Policies DC1-3 would improve connectivity between local communities, including in rural areas, providing people with better access to information regarding services. This would enable people to plan travel more efficiently, and more likely to choose sustainable travel options more often. Enhancing digital literacy to encourage more sustainable travel choices could allow people previously experiencing digital exclusion such as older people, people with disabilities as well as people from low-income backgrounds and deprived areas to travel more confidently using public transport. This is particularly important as these groups of people rely more on public transport to access essential services like healthcare, recreation, green spaces as well as education and employment opportunities, all of which would improve physical and mental health. Improved digital literacy can then contribute to reduced social isolation and improve connectivity to key amenities, services and opportunities, contributing to better overall wellbeing and quality of life.[55]	+	Long-term/ Indirect
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	By promoting remote working hubs, DC1 reduces the need to travel, contributing to reduced transport emissions. Policies DC2 and DC3 improve accessibility of public transport services through digital means such as providing real time information, making it easier to plan journeys using public transport, encouraging more frequent use of sustainable transport options. These measures contribute to an overall reduction in transport emissions, which can harm biodiversity and degrade habitats. The policies are unlikely to impact geodiversity.	+	Long-term/ Indirect

[55] Lopez et al., Digital literacy as a new determinant of health, October 2023; Available online at: https://journals.plos.org/digitalhealth/article?id=10.1371/journal.pdig.0000279 (Accessed 19/11/2024)

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.12 Digital Connectivity (DC1 – DC3)		
5. Protect and enhance local landscape character, designations and visual amenity	Policies DC1 – DC3 are unlikely to cause harm to designated or protected landscapes or have an impact on BMV land.	0	
6. Protect and enhance the local cultural heritage, including the Welsh language	Policies DC1 – DC3 are unlikely to cause harm to designated heritage assets. Digital literacy training and education delivered by DC2 includes opportunities to support and encourage use of Welsh language.	+	Long-term/ Direct
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	Policies DC1-DC3 would contribute to a reduction in road traffic as a result of a reduced need to travel[56], and improved information about public transport services making it more likely that people choose public transport options. This reduced road traffic would help reduce road runoff of pollutants into water bodies. This contributes to protecting water quality and the health of aquatic ecosystems[5].	+	Long-term/ Indirect

[56] Caulfield, B. & Charly, A., Examining the potential environmental and travel time saved benefits of remote working hubs. *Transport Policy, Volume127,* October 2022, pp 139-147. Accessible online at: https://www.sciencedirect.com/science/article/pii/S0967070X22002360 [Accessed 24/11/24].

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.12 Digital Connectivity (DC1 – DC3)		
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	Policy DC1-DC3 contribute towards reducing carbon emissions from the transport sector, helping meet Wales targets to be net zero. This is by promoting opportunities for remote working (thereby reducing the need to travel)[56] and improving digital literacy so that people have better access to information about public transport.	++	Long-term/ Direct
9. Protect and enhance local air quality.	Policies DC1-DC3 contribute to reduced transport emissions by supporting reduced need of travel and an uptake in public transport. This contributes to improved air quality conditions, particularly for local communities located near major roads in North Wales like A5, A55 and A487. This would be particularly beneficial for vulnerable groups who are more sensitive to changes in air quality including children, older people, people with respiratory disease and pregnant women[6,7].	+	Long-term/ Indirect
10. Reduce disturbance from transport related noise and vibration to local communities.	Reduced road traffic as a result of the initiatives supported by DC1 – DC3, could lead to reduced disturbances from transport related noise and vibration to local communities living near major roads.	+	Long-term/ Direct

IWBA Objective	Appraisal	Score	Duration/ Direct or Indirect
	4.12 Digital Connectivity (DC1 – DC3)		
11. Incorporate circular economy principles to reduce the use of raw materials.	Policies DC1-DC3 would encourage less travel by private car thereby reducing the amount of fuel being used in transportation. This contributes to a reduction in the use of raw materials (i.e. fuel) being consumed.	+	Long-term/ Indirect
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	Remote working opportunities extend employment opportunities across locations in North Wales with reliable internet access. Policies DC2 and DC3 contribute to improve the reliance and resilience of the transport network to better support businesses and workers, with online access to information and real time information at transport interchanges and bus stops, supporting better journey planning via sustainable transport modes. The policies therefore facilitate economic activity in the region, particularly encouraging those who were previously excluding from the job market to become economically active. Exploring more remote working hubs with reliable internet access in more deprived areas, could support equitable employment and potentially encourage investment in the areas, improving quality of life. Access to online and real time information about public transport services, makes travel easier for visitors and tourists, encourage sustainable access to tourist facilities and attractions. This helps support local economies with tourism attractions through leisure related spending. These policies would not affect freight transport.	+	Long-term/ Indirect

Recommended objective-based transport policy measures and indicators

Code	North Wales RTP Policy Themes	Long-list of Measures			Measure category	Status	Data Collection				Data Reporting			Regional Target		Baseline		Calculation				Measuring Progress					
		Measure	Description	Indicator			Dataset	Link to Data Set	Data Owner	Data Source	Monitoring Granularity	Frequency of monitoring	Monitoring Responsibility	Value	Rationale	Regional	National	Method	Formula	Unit of measurement	Polarity	2025	2026	2027	2028	2029	2030
LUP-1	Land use and planning	Transit-Oriented Development (TOD) initiatives	Counts the number of TOD projects granted planning permission, based on a proposal involving a station regeneration scheme or development in connection with a station or transport hub. This indicator supports the creation of compact, transit-accessible, pedestrian-friendly areas, enhancing public transport use and reducing car dependency.	Number of TOD projects granted planning permission	Subsidiary	New/ IWBA-based	Local authority planning applications and approvals involving a description of development related to TOD, station regeneration or development in connection with a station or transport hub	[Local planning authority data]	Local authorities	Local authorities	Local authority level	Every three years	Local authorities	-	-	-	-	Count the number of TOD projects granted planning permission, based on a proposal involving a station regeneration scheme or development in connection with a station or transport hub	(Number of TOD projects approved/implemented in a year)	Number	Increasing						
LUP-2		Density of mixed-use developments	Tracks the percentage of new developments that incorporate both residential and commercial or employment spaces. Mixed-use developments reduce the need for long commutes, supporting walkable communities and reducing vehicle dependency.	Number or percentage of developments granted planning permission described as mixed-use	Subsidiary	New/ IWBA-based	Local authority planning applications and approvals involving a description of development as mixed use	[Local planning authority data]	Local authorities	Local authorities	Local authority level	Every three years	Local authorities	-	-	-	-	Count the number of approved mixed use developments. Divide by the total number of other approvals to provide a percentage.	(Number of mixed-use developments/ total number of new developments)*100	%	Increasing						
LUP-3		Proximity to public transport	Assesses the accessibility of transit options for the population by measuring the percentage of people who live within convenient walking distances to key transport services. This measure reflects the ease with which people can access public and active transport.	Percentage of people within a 5-minute walk of an hourly bus service, a 10-minute walk of an hourly rail service and a 5-minute walk of an active travel route.	Key	WTS MF-based	Percentage of people within a 5-minute walk of an hourly bus service, a 10-minute walk of an hourly rail service and a 5-minute walk of an active travel route.	TfW Dashboard: S3 % people within walking distance of sustainable modes of transport	Transport for Wales	Transport for Wales Monitoring Data	Regional level	Annually	North Wales CJC	Active travel: 68.6% Bus service: 48% Rail service: 6.2% (2030)	A 20% improvement over the 5 year period, meaning around half of the population would have easy access to public transport.	Active travel: 57.2% Bus service: 40% Rail service: 5.2% (2023)	Active travel: 46.8% Bus service: 47.3% Rail service: 7.5% (2023)	Follow WTS Monitoring Framework's methodology for this measure		%	Increasing						
LUP-4		Access to green spaces	Measures the percentage of the population that lives within a 10-minute walk of parks or other green spaces. Access to these areas encourages active transport modes, like walking and cycling, and enhances community well-being.	Percentage of residents within a 10-minute walk of open / green space	Subsidiary	New/ IWBA-based	ONS OA/LSOA/MSOA/LAD OS Greenspace	[Local planning authority data]	Local authorities	Office for National Statistics Ordnance Survey	Local authority level	Every three years	Local authorities	-	-	-	-	Use GIS to map out green spaces and identify the residential areas within a 10-minute walk. Determine the population in these areas using census or survey data, then calculate the percentage of the total population.	(Number of population within 10-minutes walk to green space/ total population)*100	%	Increasing						
LUP-5		Travel time to education, health, and leisure services	Evaluates the accessibility of key facilities from people's homes. This measure reflects how easily residents can access necessary services within a reasonable timeframe, which supports equitable access to vital community resources and enhances quality of life.	Average travel time to education, health and leisure services by each mode	Subsidiary	WTS MF-based	Average travel time to education, health and leisure services	TfW Dashboard: S1 Average travel time to education, health and leisure services	Transport for Wales	Transport for Wales Monitoring Data	Regional level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure		Minutes	Increasing						
LUP-6		Satisfied with service access	Measures the percentage of people satisfied with their ability to access services available within 15-to-20 minute walk to home.	Percentage of people satisfied with their ability to access services available within a 15-to20-minute walk of home	Subsidiary	WTS MF-based	Percentage of people satisfied with their ability to access services available within a 15-to20-minute walk of home	TfW Dashboard: S2 Percentage of people satisfied with their ability to access services in their local area	Transport for Wales	Transport for Wales Monitoring Data	Regional level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure		%	Increasing						
DC-1	Digital connectivity	Wi-Fi coverage in transit hubs	Tracks the percentage of transit hubs with public Wi-Fi access. Wi-Fi access encourages the use of digital services and supports connected journeys, particularly for travellers requiring information enroute.	Percentage of railway stations and bus stations with free Wi-Fi or number of Wi-Fi-enabled hubs	Subsidiary	New/ IWBA-based	Railway stations and bus stations in each local authority area, and those with free Wi-Fi or Wi-Fi-enabled hubs	[Network Rail and Transport for Wales data]	Network Rail and Transport for Wales	Network Rail and Transport for Wales	Local authority level	Annually	Local authorities	-	-	-	-	Count the number of rail and bus stations that offer free Wi-Fi and divide by the total number of major transit hubs. Multiply by 100 for the percentage.	(Number of Wi-Fi enabled hubs/ total number of major transit hubs)*100	%	Increasing						
DC-2		Real-time information availability	Measures the percentage of bus stations, bus stops and train stations that provide real-time service updates. Real-time information helps reduce waiting times, enhances user experience, and increases the reliability of public transport.	Percentage of stations and stops providing real-time updates through displays (real-time service updates and specifically not schedule only displays)	Subsidiary	New/ IWBA-based	Railway stations and bus stations and bus stops in each local authority area, and those with real time information displays	[Network Rail and Transport for Wales data]	Network Rail and Transport for Wales	Network Rail and Transport for Wales	Local authority level	Every three years	Local authorities	-	-	-	-	Identify the number of bus and rail stations and bus stops that offer real-time information services (e.g., through display boards) and divide by the total number of stations and stops. Multiply by 100 to obtain the percentage.	(Number of bus stations with real-time updates/ total number of bus stations)*100 (Number of train stations with real-time updates/ total number of train stations)*100 (Number of bus stops with real-time updates/ total number of bus stops)*100	%	Increasing						
DC-3		Adoption of digital services	Tracks the number of visits to Traveline Cymru and Transport for Wales app and journey planner website. High levels of usage indicate successful promotion of digital tools, which improves accessibility and ease of planning journeys.	Number of visits to Traveline Cymru and Transport for Wales app and journey planner website	Subsidiary	New/ IWBA-based	Usage statistics of Traveline Cymru and Transport for Wales app and journey planner website	[Transport for Wales data]	Transport for Wales	Transport for Wales	Local authority level	Every three years	Local authorities	-	-	-	-	Use analytics data from Transport for Wales platforms and websites to track the number of visits . This metric can be reported directly, as it represents total counts rather than a percentage.	Total number of visits to Traveline Cymru and Transport for Wales app and journey planner website	Number	Increasing						
DC-4		Digital access in rural areas	Measures the percentage of rural population with full fibre fixed broadband coverage. This indicator highlights digital inclusion, ensuring that rural residents have equal access to transport information.	Percentage of residents with access to full fibre fixed broadband	Subsidiary	New/ IWBA-based	% Availability of broadband and mobile services, including the roll-out of fixed full-fibre and mobile 5G networks	Ofcom Connected Nations 2023: interactive report by LA	Ofcom	Ofcom	Local authority level	Every three years	Local authorities	-	-	-	-	Take the average percentage of full fibre fixed broadband coverage for the North Wales local authorities	Total full fibre fixed broadband coverage percentages for the North Wales local authorities/6 no. local authorities	%	Increasing						
DC-5		Remote working	Tracks the extent of remote work adoption within the workforce by measuring the percentage of people who work from home or other remote locations on a regular basis.	Percentage of workforce working remotely on a regular basis	Key	WTS MF-based	Percentage of workforce working remotely on a regular basis	TfW Dashboard: M5 Percentage of workforce working remotely on a regular basis	Transport for Wales	Transport for Wales Monitoring Data	Local authority level	Annually	North Wales CJC	30% (2030)	30% by 2030 aligns with the RTP SMART objective and national target for remote working/	28.1% (2023)	33.9% (2022-23)	Follow WTS Monitoring Framework's methodology for this measure		%	Increasing						
WC-1	Walking, wheeling and cycling	Walking and cycling network	Measures the length of walking and cycling networks delivered within the region, encouraging active travel and enhancing safety.	Total km of walking and cycle routes	Subsidiary	New/ IWBA-based	Active travel routes	https://datamap.gov.wales/	Welsh Government	Data Map Wales	Regional level	Annually	North Wales CJC	-	-	-	-	Calculate the total km of segregated cycle routes	Total km of segregated cycle routes in each local authority area in North Wales	Number	Increasing						
WC-2		Availability of cycle parking facilities	Tracks the percentage of train stations and bus stations with bike and micro-mobility stands	Percentage of train stations and bus stations with bike and micro-mobility stands	Subsidiary	New/ IWBA-based	Active Travel Monitoring Framework	[Transport for Wales data]	Transport for Wales	Transport for Wales	Local authority level	Annually	Local authorities	-	-	-	-	Identify the number of bus and rail stations that offer bike or micro-mobility stands. Multiply by 100 to obtain the percentage.	(Number of bus stations with bike or micro-mobility stands/ total number of bus stations)*100 (Number of train stations with bike or micro-mobility stands/ total number of train stations)*100	%	Increasing						
WC-3		Station accessibility	Assesses the accessibility of each rail station, including newly built stations, to ensure they are step-free.	Percentage of railway station has step-free access to all platforms/the platform	Subsidiary	WTS MF-based	Percentage of Rail stations in Wales that are step-free	TfW Dashboard: S13 Percentage of railway stations that are step-free	Transport for Wales	Transport for Wales Monitoring Data	Regional level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure		%	Increasing						
WC-4		Road accidents for active travel users	Tracks the reduction in accidents involving pedestrians and cyclists. Safety improvements encourage more people to walk or cycle by providing safer pathways and reducing accident risk.	Number of pedestrians and cyclist accidents reduced annually taking into account overall numbers of pedestrians and cyclists	Subsidiary	New/ IWBA-based	Road Safety Data - Casualties	Road Safety Data - Casualties	Department for Transport	Department for Transport	Local authority level	Every three years	Local authorities	-	-	-	-	Track the number of accidents involving pedestrians and cyclists each year and calculate the reduction compared to the previous year. Compare against weekly active travel participants (see WC-5).	(Accidents in Previous Year– Accidents in Current Year)	Number	Decreasing						
WC-5		Weekly active travel participants	Tracks the percentage of people who walk for 10-minutes or more, or cycle at least once a week as a means of transport.	Percentage of people who walk or cycle at least once a week as a means of transport	Key	WTS MF-based	Percentage of people who walk or cycle at least once a week as a means of transport	TfW Dashboard: S4 Percentage of people who walk or cycle at least once a week as a means of transport	Welsh Government	National Survey for Wales	Local authority level	Annually	North Wales CJC	70% (2030)	Around half of people in Wales walk at least once a week for active travel purposes and we'd like to see that increase up to 7 in 10 people doing so by 2030 in North Wales.	-	51.8% (2022-23)	Follow WTS Monitoring Framework's methodology for this measure		%	Increasing						
WC-6		Increase in active travel users	Monitors the year-on-year increase in users on walking and cycling paths. Growth in user numbers suggests increased acceptance and demand for active transport infrastructure.	Annual increase in the number of users on key walking/cycling paths	Subsidiary	New/ IWBA-based	Road traffic statistics - AADF Pedal Cycle; or Local authority NMU counts on key links	Road traffic statistics - AADF Pedal Cycle	Department for Transport Local authorities	Department for Transport Local authorities	Local authority level	Every three years	Local authorities	-	-	-	-	Measure the number of users on selected paths at the start and end of the year, then calculate the percentage increase.	(Number of users at end of the year - Number of users at the start of the year)/ Number of users at the start of the year	Ratio	Increasing						
SAA-1	Surface access to aviation	Public transport accessibility to airports	Measures the percentage of airport passengers using public transport to reach airports. Higher usage indicates successful integration of sustainable transport options for airport access.	Percentage of airport travellers using public transit for access	Subsidiary	New/ IWBA-based	Mode of transport to the airport	Airport operator data	Airport operators	Airport operators	Regional level	Every three years	North Wales CJC	-	-	-	-	Divide this by the total number of airport travellers, then multiply by 100 to get the percentage.	(Number of travellers using PT/ total number of airport travellers)*100	%	Increasing						
BC-1	Bus, coach, and community transport	On-time performance	Measures the percentage of bus and coach services arriving within a 5-minute window of the scheduled time. High punctuality indicates reliable services, improving public trust in these modes.	Percentage of bus services on time	Key	WTS MF-based	Percentage of bus services on time	TfW Dashboard: S9 Percentage of bus and rail services on time	Transport for Wales	Transport for Wales Monitoring Data	Regional level	Annually	North Wales CJC	90% (2030)	Reliability of service is key to making public transport an attractive alternative to the car, and we'd like to see 9 out of 10 services arrive within a 5-minute window of their scheduled times by 2030.	-	71.4% (2022)	Follow WTS Monitoring Framework's methodology for this measure		%	Increasing						
BC-2		Bus journey time index compared to private vehicle	Measures the average time taken to travel via public transportation compared to private transportation on the main roads.	Proportion of time taken by buses and coaches compared to cars (over a time period to be defined)	Subsidiary	New/ IWBA-based	INRIX	INRIX	Welsh Government	Welsh Government	Local authority level	Every three years	Local authorities	-	-	-	-	Calculate and compare the average journey times by calculating Average time to travel by public transport / Average time to travel by private transport.	Step 1: Average time to travel by bus/ Average time to travel by car (for a sample of journeys) Step 2: Mean average of ratios = (Sum of individual ratios/ Number of journey sample)	Ratio	Decreasing						
BC-3		Cost per kilometre (Public transport)	Measures average cost per kilometre travelled on all public transport modes with breakdowns likely be available by some protected characteristics, including age, gender and some socioeconomic factor.	Average annual change in cost per kilometre travelled by public transport, compared to the annual rate of inflation	Subsidiary	Amended from WTS MF-based	Average cost per kilometre travelled by public transport	TfW Dashboard: S17 Average cost per kilometre travelled by public transport	TAS Partnership Limited	National Fares Survey 2019 Wales National Travel Survey	Regional level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure (annual change in rate)/annual rate of inflation		£	Decreasing						
BC-4		Affordability of public transport	Measures the percentage of people who feel they can't afford to travel by public transport, breakdowns by protected characteristics, including age, gender and some socio-economic factors.	Percentage of people who feel they can't afford to travel by public transport	Subsidiary	WTS MF-based	Percentage of people who feel they can't afford to travel by public transport	Data to be updated by Welsh National Travel Survey (anticipated 2026)	Transport for Wales	Welsh National Travel Survey	Local authority level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure		%	Decreasing						
BC-5		Ridership growth rate	Tracks the annual percentage increase in bus and coach ridership. Increased ridership suggests that more people are choosing buses and coaches over private vehicles, supporting sustainable travel.	Annual percentage increase in bus and coach ridership	Subsidiary	New/ IWBA-based	1. Bus statistics data tables 2. Passenger rail usage	1. https://www.gov.uk/government/statistical-data-sets/bus-statistics-data-tables 2. https://dataportal.orr.gov.uk/statistics/usage/passenger-rail-usage/	1. Department for Transport 2. Office of Rail and Road	1. Department for Transport 2. Office of Rail and Road	Regional level	Every three years	North Wales CJC	-	-	-	-	Compare ridership for the current year to the previous year to determine the growth rate. Subtract last year's ridership from the current year's, divide by last year's ridership, then multiply by 100.	((Current year bus and rail trips - Previous year bus and rail trips)/ Previous year bus and rail trips))*100	%	Increasing						
BC-6		Fleet composition (Share of bus by engine type)	Measures the percentage of the bus and coach fleet that meets low emission or zero-emission standards by engine type, e.g. EV/ hydrogen/diesel/ gas, etc. This indicator reflects progress in transitioning to cleaner public transport.	Percentage of low emission fleet within the network by engine type	Key	New/ IWBA-based	Vehicle licensing statistics data tables	Vehicle licensing statistics data tables - GOV.UK	Government of UK	Department for Transport (DfT) and Driver and Vehicle Licensing Agency (DVLA)	Local authority level	Annually	Local authorities	60% of total buses (2030)	A SMART objective for the RTP is for all public buses operating in North Wales to be zero emission by 2035. A 60% target by 2030 should be achievable and set us on a strong pathway for 100% by 2035.	0% (2022)	-	Measure the percentage of buses with engine types (hydrogen, electric, petrol, gas and diesel). Then compare with Green Initiative standards.	(Total number of bus with each engine type/ Total number of bus in the network)*100	%	Increasing (towards low-carbon vehicles)						
BC-7		Average response time for DRT	Measures the average time between booking and pickup for on-demand services. Shorter response times improve customer satisfaction and service reliability.	Average response time from booking to pickup on Fflecsi services	Subsidiary	New/ IWBA-based	Transport for Wales Fflecsi service data	[Transport for Wales data]	Transport for Wales	Transport for Wales	Local authority level	Every three years	Local authorities	-	-	-	-	Record the time difference between booking and actual pickup for each on-demand transport service request via Fflecsi. Calculate the average of these response times over an annual period.	∑(Pickup Time–Booking Time)/ Total number of Fflecsi bookings	Minutes	Decreasing						
BC-8		Monthly ridership for DRT	Counts the number of trips served by community transport services per month. Higher usage rates suggest effective access to essential services for those in rural areas and those without access to a car, such as young, elderly or disabled residents.	Number of community transport trips provided by Fflecsi services per year	Subsidiary	New/ IWBA-based	Transport for Wales Fflecsi service data	[Transport for Wales data]	Transport for Wales	Transport for Wales	Local authority level	Every three years	Local authorities	-	-	-	-	Track the total number of trips served by community transport services via Fflecsi each year.	Total number of trips by Fflecsi services	Number	Increasing						
BC-9		Fleet composition (Share of DRT by engine type)	Measures the percentage of the DRT and taxi vehicles that meet low-emission or zero-emission standards by engine type, e.g. EV/ hydrogen/diesel/ gas, etc. This indicator reflects progress in transitioning to cleaner public transport.	Percentage of DRT and taxi vehicles with low emission vehicles by engine type	Subsidiary	New/ IWBA-based	Vehicle licensing statistics data tables	Vehicle licensing statistics data tables - GOV.UK	Government of UK	Department for Transport (DfT) and Driver and Vehicle Licensing Agency (DVLA)	Local authority level	Every three years	Local authorities	-	-	-	-	Measure the percentage of DRT and taxi vehicles with engine types (hydrogen, electric, petrol, gas and diesel).	(Total number of DRT and taxis registered in each local authority area with each engine type/ Total number of DRT and taxis registered in the local authority area)*100	%	Increasing (towards low-carbon vehicles)						
IM-1		Multimodal hub development	Counts the percentage of railway stations served by two or more bus services. A higher percentage reflects improved connectivity between public transport modes.	Percentage of railway stations served by two or more bus services (direct access or indirect access by a bus stop designated for the station)	Subsidiary	New/ IWBA-based	Percentage of railway stations served by two or more bus services	[Transport for Wales data]	Transport for Wales	Transport for Wales	Local authority level	Every three years	Local authorities	-	-	-	-	Count the total railway stations served by two or more bus services in a local authority area. Divide by the total number of train stations in the local authority area. This indicates improvements in connectivity between different transport modes.	(Number for railway stations served by two or more bus services/ total number of railway stations)*100	%	Increasing						

IM-2	Integration between modes	**Journeys to a rail station by walking, cycling, or bus**	Measures the percentage of all journeys made to the rail station by walking, cycling or bus.	Percentage of people who walk or cycle at least once a week as a means of transport	Key	WTS MF-based	Percentage of journeys to a rail station by walking, cycling or bus	TfW Dashboard: S5 Percentage of journeys to a rail station by walking, cycling or bus	Transport for Wales	Transport for Wales Monitoring Data	Regional level	Every three years	North Wales CJC	50% (2030)	We'd like to see around half of all journeys made to the rail station by walking, cycling or bus in 2030, compared to the current situation where around a third do so.	34% (2019)	-	Follow WTS Monitoring Framework's methodology for this measure	%	Increasing								
IM-3		**Customer satisfaction with their journey**	Identifies the percentage of people who are satisfied with their bus journey in connection with a number of aspects of their journey (e.g. information availability, safety, punctuality, reliability and ticketing).	Percentage of people satisfied with their bus journey	Subsidiary	WTS MF-based	Percentage of people satisfied with their journey across all transport modes	TfW Dashboard: S11 Percentage of people satisfied with their journey across all transport modes	Transport for Wales	Transport for Wales Monitoring Data	Regional level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure	%	Increasing								
IM-4		**Customer satisfaction with safety when travelling**	Identifies the percentage of people who feel safe using public transport after dark, who feel safe walking alone in their local area after dark and who feel safe travelling by car after dark.	Percentage of people who feel safe & welcome when travelling	Subsidiary	WTS MF-based	Percentage of people who feel safe & welcome when travelling	TfW Dashboard: S20 Percentage of people who feel safe and welcome when travelling	Transport for Wales	Transport for Wales Monitoring Data	Regional level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure	%	Increasing								
EBC-1	Enabling change to travel behaviour	**Mode share for public transport**	Measures the increase in the percentage of trips made using sustainable transport modes (public transit, walking, cycling). A shift towards these modes supports environmental goals and reduces car dependency.	Percentage of journeys by walking, cycling and public transport	Key	WTS MF-based	Average number of annual trips taken per person by transport	TfW Dashboard: M1 Percentage of journeys by walking, cycling and public transport	Transport for Wales	Welsh National Travel Survey	Regional level	Annually	North Wales CJC	39% of trips taken by walking, cycling and public transport for all journey types (2030)	One RTP SMART objective supports the national mode share target of 45% of journeys to be undertaken by walking, cycling and public transport by 2040. A mode share target of 39% by 2030 in North Wales will align to the Net Zero Wales modal shift target for 2030 and help set us on the right pathway to contribute to the national target.	-	28.1% of trips taken by walking and public transport (2012)	Follow WTS Monitoring Framework's methodology for this measure	%	Increasing (towards PT & AT)								
EBC-2		**Trips to visitor attractions by public transport**	Tracks the increase in journeys to visitor attractions s (arts, culture and sporting events, historic sites and monuments, national parks and landscapes and coastal areas) by walking, cycling and public transport (including organised coach tours).	Percentage of trips to visitor attractions by sustainable modes of transport	Key	WTS MF-based	Percentage of trips to visitor attractions by sustainable modes of transport	TfW Dashboard: S6 Percentage of trips to visitor attractions by sustainable modes of transport	Visit Wales	Great Britain Day Visits Survey 2019	Regional level	Annually	North Wales CJC	39% of trips taken by walking, cycling and public transport for all journey types (2030)	One RTP SMART objective supports the national mode share target of 45% of journeys to be undertaken by walking, cycling and public transport by 2040. A mode share target of 39% by 2030 in North Wales will align to the Net Zero Wales modal shift target for 2030 and help set us on the right pathway to contribute to the national target.	-	25.8% (2019)	Follow WTS Monitoring Framework's methodology for this measure	%	Increasing								
EBC-3		**Travel to work**	The percentage increase for trips commuting or work-related travel by sustainable modes. Indicates how effective the employer and modal shift policies are in encouraging a reduction in the method 'driving a car or van' to travel to the workplace.	Percentage of trips to the workplace by sustainable modes of transport	Subsidiary	New/ IWBA-based	Method used to travel to work	Data to be updated by Welsh National Travel Survey (anticipated 2026)	Transport for Wales	Welsh National Travel Survey	Local authority level	Every three years	Local authorities	-	-	-	-	Calculate the number of trips by the method 'Driving a car or van' as a percentage of all other methods used to travel to the workplace	((All trips to the workplace – number of trips by the method 'Driving a car or van')/ All trips to the workplace)*100	%	Increasing								
EBC-4		**Electric Vehicle charging demand and supply**	Tracks the number of publicly available electric vehicle charging points. An increase indicates increased demand and supply accordingly, closely linked to Transport for Wales Key Measure M2, the percentage of vehicles that are ultra-low or zero emissions.	Number of publicly available electric vehicle charging devices	Key	New/ IWBA-based	Number of publicly available electric vehicle charging devices	TfW Dashboard S10: Number of publicly available electric vehicle charging points	Department of Transport	Transport for Wales Monitoring Data	Local authority level	Annually	Local authorities	1,000 (2030)	Compared to the existing 399, we'd like to see 1,000 publicly available electric vehicle charging devices across North Wales by 2030, supporting the transition to ultra low and zero emissions vehicles.	399 Public charging devices January 2024	2,246 Public charging devices January 2024	Follow WTS Monitoring Framework's methodology for this measure	Number	Increasing								
EBC-5		**Buses with audio-visual information**	Tracks the percentage of buses used as public service vehicles in Wales with audio visual information and trains operated by TfW with a public address system and visual information screens.	Percentage of buses with audio visual information available within the network	Subsidiary	WTS MF-based	Percentage of buses with audio visual information available: Annual bus statistics	BUS06: Vehicles operated by local bus operators	Department of Transport	National Statistics	National level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure	%	Increasing								
EBC-6		**Customer satisfaction with their ability to access public transport independently**	Identifies the percentage of people who are satisfied with their ability to access public transport independently.	Percentage of people who are satisfied with their ability to access public transport independently	Subsidiary	WTS MF-based	Percentage of people who are satisfied with their ability to access public transport independently	TfW Dashboard: S12 Percentage of people satisfied with their ability to access public transport independently	Transport for Wales	Welsh National Travel Survey	Regional level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure	%	Increasing								
PF-1	Ports and freight	**Land-based freight moved by rail**	Tracks the proportion of road and rail freight moved by rail, reducing the environmental impact of freight transport.	Percentage of freight moved by rail	Subsidiary	WTS MF-based	Percentage of freight moved by rail	Table 1314 - Freight moved by commodity (periodic)	ORR Data Portal	ORR and Department of Transport	ORR Data Portal	National level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure	%	Increasing								
PF-2		**Fleet composition (Share of freight vehicles by engine type)**	Measures the percentage of low-emission vehicles in the freight fleet, supporting emissions reduction in logistics.	Percentage of freight vehicles (HGVs, LGVs) that are electric or meet low-emission standards	Key	New/ IWBA-based	Vehicle licensing statistics data tables	Vehicle licensing statistics data tables - GOV.UK	Government of UK	Department for Transport (DfT) and Driver and Vehicle Licensing Agency (DVLA)	Local authority level	Annually	North Wales CJC	40% of total EV HGVs & LGVs (2030)	One RTP SMART objective seeks to enable at least 50% of motor vehicles and all public buses operating in North Wales to be zero emission by 2035. A 40% target for HGVs and LGVs by 2030 should help us contribute to that regional and national target.	HGVs: 2% LGVs: 13% (2019)	-	Measure the percentage of freight vehicles with engine types (hydrogen, electric, petrol, gas and diesel).	(Total number of freight vehicles with each engine type/ Total number of freight vehicles in the network)*100	%	Increasing (towards low-carbon vehicles)								
RSP-1	Roads, streets, and parking	**Share of total km by vehicle type**	Share of total kilometres by sustainable road vehicles type 'buses and coaches, pedal cycles' as a share of total vehicle kilometres travelled on the road network.	Share of total kilometres by vehicle type buses and coaches, pedal cycles	Key	WTS MF-based	Total volume of road traffic by type of vehicle	TfW Dashboard: M3 Total vehicle kilometres travelled	Welsh Government	National Statistics	Regional level	Annually	North Wales CJC	3% (2030)	We want to make our roads safer for cyclists and encourage people to swap their cars for buses and coaches for suitable journeys. Aiming for a 39% mode share by active travel and public transport by 2030, we'd like to see a 100% increase in share of total km by sustainable road vehicles by 2030 across North Wales.	-	1.5% (2022)	Follow WTS Monitoring Framework's methodology for this measure	%	Increasing								
RSP-2		**Distance travelled per person**	Measures average distance travelled per person by mode (walking, cycling, bus, rail, taxi/private hire vehicle, car passenger and car driver).	Percentage of the average annual distance travelled (kilometres) per person by car or van, either as a driver or passenger	Key	WTS MF-based	Average distance travelled per person by mode	TfW Dashboard: M4 Average distance travelled per person	Welsh Government	Road traffic: 2019	Local authority level	Annually	Local authorities	67.6% (2030)	Net Zero Wales seeks to reduce car miles travelled per person by 10% by 2030 from 2019 levels.	-	77.6% (2019)	Follow WTS Monitoring Framework's methodology for this measure	miles	Decreasing								
RSP-3		**Road condition and maintenance score**	Measures the roads in good condition, supporting safe, reliable travel and reducing maintenance costs.	Percentage of roads rated in good condition based on regular assessments	Subsidiary	WTS MF-based	Percentage of roads rated in good condition based on regular assessments	TfW Dashboard: S21 Percentage of transport infrastructure in good condition	Welsh Government	Welsh Government	Local authority level	Every three years	Local authorities	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure	%	Increasing								
RSP-4		**Congestion level on major routes**	Tracks average delay times on the strategic road network, indicating road capacity and traffic management	Average delays indicating signs of congestion on the strategic road network in the AM and PM peaks	Subsidiary	New/ IWBA-based	Average journey times on the strategic road network	INRIX	Welsh Government	INRIX	National level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure	Minutes	Decreasing								
RSP-5		**Road accidents**	Tracks the number of people killed or injured on the transport network.	Number of people killed or injured in reported road accidents	Key	WTS MF-based	Number of people killed or injured in reported road accidents	TfW Dashboard: S19 Number of people killed or injured on the transport network	Welsh Government	National Statistics	Local authority level	Annually	Local authorities	0 (2030)	We don't want to see any people killed or injured in reported road accidents in North Wales in any given year. This target will help us avoid such instances.	-	4,447 (2022)	Follow WTS Monitoring Framework's methodology for this measure	Number	Decreasing								
RSP-6		**Vehicles that are ultra-low or zero emission**	Measures the percentage of the vehicles that meet ultra-low or zero-emission standards by engine type, e.g. EV/ hydrogen/diesel/ gas, etc. This indicator reflects progress in transitioning to cleaner public transport.	Percentage of ultra-low or zero-emission emission vehicles	Key	Amended from WTS MF-based	Percentage of vehicles that are ultra-low or zero emission	TfW Dashboard: M2 Percentage of vehicles that are ultra-low or zero emission	Department for Transport and Welsh Government	National Statistics	Local authority level	Annually	Local authorities	35% passenger cars (2030)	One RTP SMART objective seeks to enable at least 50% of motor vehicles and all public buses operating in North Wales to be zero emission by 2035. A 35% target for all vehicles by 2030 should help us contribute to that regional and national target.	-	1.1% (2022)	Follow WTS Monitoring Framework's methodology for this measure	%	Increasing								
AD-1	Additional WTS MF-based measures	**Greenhouse gas emissions from the transport sector**	Tracks the Kilotonnes of carbon dioxide equivalent (KtCo2e) emissions from the operation of vehicles within Wales (domestic only).	Kilotonnes of carbon dioxide equivalent (KtCO2e) emissions from the transport sector per year	Key	WTS MF-based	Greenhouse gas emissions from the transport sector	TfW Dashboard: M6 Greenhouse gas emissions from the transport sector	DEFRA	National Statistics	Regional level	Annually	North Wales CJC	370 KtCO2e (2040)	This target is based on a future baseline calculation of CO2e 0 considering the Net Zero Wales Carbon Budget 2 (2021-25)	1,089 KtCo2e (2025)	5,421 KtCo2e (2021)	Follow WTS Monitoring Framework's methodology for this measure	KtCo2e	Decreasing								
AD-2		**Level of air pollutants from the transport sector**	Tracks the e average concentrations of nitrogen oxides (NOx) and fine particulate matter (PM10) attributable to road traffic, rail and aviation.	Average concentrations of NOx and PM10 attributable to road traffic, rail and aviation	Subsidiary	WTS MF-based	Average concentrations of NOx and PM10 attributable to road traffic, rail and aviation	TfW Dashboard: S23 Level of air pollutants from the transport sector	DEFRA	NAEI/ National Statistics	Local authority level	Every three years	Local authorities	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure	µg/m3	Decreasing								
AD-3		**People regularly bothered by noise caused by transport**	Measures the Percentage of people regularly bothered by noise from outside the home caused by transport.	Percentage of people regularly bothered by noise from outside the home caused by transport	Subsidiary	WTS MF-based	Percentage of people regularly bothered by noise from outside the home caused by transport	TfW Dashboard: S24 Percentage of people regularly bothered by noise from outside the home caused by transport	Transport for Wales	Welsh National Travel Survey	Regional level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure	Score (Satisfied/ dissatisfied)	Decreasing								
AD-4		**Transport infrastructure at risk of flooding**	Tracks strategic and local roads and rail at low, medium and high risk of flooding from rivers, the sea and surface water and small watercourses.	Local roads at low, medium and high risk of flooding	Subsidiary	WTS MF-based	Local roads at low, medium and high risk of flooding	TfW Dashboard: S22 Percentage of transport infrastructure at risk of flooding	Transport for Wales	Transport for Wales Analysis of Natural Resources Wales published data	Local authority level	Every three years	Local authorities	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure	Score (low-medium-high)	Decreasing								
AD-5		**Habitat improvement and maintenance**	Tracks Hectares of habitat maintained or improved on the road and rail networks in Wales. Biodiversity on the strategic road network is the responsibility of the Welsh Government. Biodiversity on the local road network is the responsibility of local authorities. Transport for Wales is responsible for biodiversity on the Core Valley Lines rail network, while Network Rail is responsible for biodiversity on the remainder of the rail network in Wales.	Hectares of habitat maintained or improved on the road and rail networks	Subsidiary	WTS MF-based	Hectares of habitat maintained or improved on the road and rail networks	TfW Dashboard: S25 Hectares of habitat on the transport estate maintained or improved for biodiversity benefit	Welsh Government	Transport for Wales Monitoring Data	Regional level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure	hectares of habitat	Increasing								
AD-6		**Designated historic assets on transport estate for improvement**	Measures the Percentage of listed buildings and scheduled monuments on, or within 5 metres of the transport estate (road and rail network) in Wales that are in a stable or improving condition.	Percentage of designated historical assets on the transport estate that are in a stable or improving condition	Subsidiary	WTS MF-based	Percentage of designated historical assets on the transport estate that are in a stable or improving condition	TfW Dashboard: S27 Percentage of designated historical assets on the transport estate that are in a stable or improving condition	CADW	Transport for Wales Monitoring Data	Local authority level	Every three years	Local authorities	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure	%	Increasing								
AD-7		**Waste produced by the transport sector that is reused or recycled**	Measures the volume of waste attributable to the transport sector that is re-used or recycled.	Percentage of waste produced by the transport sector that is reused or recycled	Subsidiary	WTS MF-based	Percentage of waste produced by the transport sector that is reused or recycled	TfW Dashboard: S26 Percentage of waste produced by the transport sector that is reused or recycled	Natural Resources Wales	Survey of Industrial and Commercial Waste Generated in Wales	Regional level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure	%	Decreasing								
AD-8		**Welsh language services in the transport sector**	Identifies the percentage of Welsh speakers using Welsh language services in the transport sector broken down by transport modes (particularly public transport) and by some protected characteristics, including age, gender and some socio-economic factors.	Percentage of Welsh speakers using Welsh language services in the transport sector	Subsidiary	WTS MF-based	Percentage of Welsh speakers using Welsh language services in the transport sector	TfW Dashboard: S15 Percentage of Welsh speakers using Welsh language services in the transport sector	Welsh Government	Transport for Wales Monitoring Data	Regional level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure	%	Increasing								