



Cyd-Bwyllgor Corfforedig  
Gogledd Cymru  
North Wales  
Corporate Joint Committee



# Draft Implementation Plan for Developing a New Regional Transport Plan for North Wales



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# 1 INTRODUCTION

## 1.1 EXECUTIVE SUMMARY

This implementation plan defines the tasks, resources and budget required to develop and deliver the Regional Transport Plan (RTP) for North Wales. It sets out how the RTP will be developed and adopted by the North Wales Corporate Joint Committee (CJC.) The RTP should also contain a strategic-level delivery plan demonstrating how the Local Authorities will deliver the RTPs.

Funding requirements for development of the Regional Transport Plan (RTP) in 2023-24 assumes that any grant funding awarded by Welsh Government but unspent by the CJC will be carried forward to 2024-25. All costs will need to be reviewed in line with more detailed resourcing plans.

It is anticipated that work undertaken by the North Wales Transport Commission will contribute greatly to the North Wales RTP. The commission's interim report from June 2023 provides good context, however it is logical and sensible for development of the RTP to be done in-line with consideration of conclusions reached in the final report.

The draft implementation plan will evolve as necessary to take account of more certainty on cost, budget, and resource and with the establishment and involvement of the regional transport officers group and transport sub-committee.

## 1.2 BACKGROUND

The Local Government and Elections (Wales) Act 2021 provides for CJsCs as a mechanism for regional collaboration through a consistent and democratically controlled framework. Holding similar duties, governance, and administrative structures to principal councils, CJsCs are required to comply with all public body duties and are assigned statutory responsibility for the preparation of Strategic Development Plans and Regional Transport Plans. CJsCs also have the power to do anything to enhance or promote the economic wellbeing of its area.

The Corporate Joint Committees (Transport Functions) (Wales) Regulations 2021 and the Welsh Government's Guidance to Corporate Joint Committees on Regional Transport Plans<sup>1</sup> sets out how CJsCs must prepare RTPs, explaining the relevant functions and provisions. The CJsCs must develop policies for the implementation of the Llwybr Newydd: the Wales Transport Strategy 2021<sup>2</sup> (WTS) in their area and

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<sup>1</sup> Guidance to CJsCs on Regional Transport Plans - [guidance-to-corporate-joint-committees-on-regional-transport-plans-2023.docx \(live.com\)](#)

<sup>2</sup> Llwybr Newydd: the Wales transport strategy 2021 - [Llwybr Newydd: the Wales transport strategy 2021 | GOV.WALES](#)

in doing so, must develop policies for the promotion of accessible, sustainable, and efficient transport facilities in line with the WTS's vision and priorities.

Key points from the RTP guidance include the following.

**RTP's should:**

**Consist of two elements**

- The RTP itself which sets out policies for transport in North Wales and the Regional Transport Delivery Plan (RTDP) which outlines specifically how those policies will be delivered by local authorities.
- An Integrated Well-being Appraisal (IWBA) for the RTP

**Be founded upon a clearly articulated, evidence based 'Case for Change'.**

North Wales Local Authorities should work together to develop the case for change, which presents the rationale for the RTP. This outlines the current situation, the problems and challenges that need to be addressed and why delivery of the RTP and RTDP is essential for the environment of North Wales, its residents and future generations, businesses, visitors, and wider economy. The case for change should set a clear vision, draw on existing information and previous transport policies and plans. It should set clear objective that articulate specific, measurable, achievable, realistic and timebound results.

**Focus on engaging with, influencing and equipping people to adopt a modal shift.**

The RTP should include policies and actions to make best use of existing transport infrastructure by maintaining and managing it well, adapting it to a changing climate and upgrading it to support the increased use of active travel (walking and cycling), public transport, ultra-low emissions vehicles as viable, convenient, reliable, and affordable alternatives to combustion engine private cars.

**Be clear, concise, relevant, owned and led by the region.**

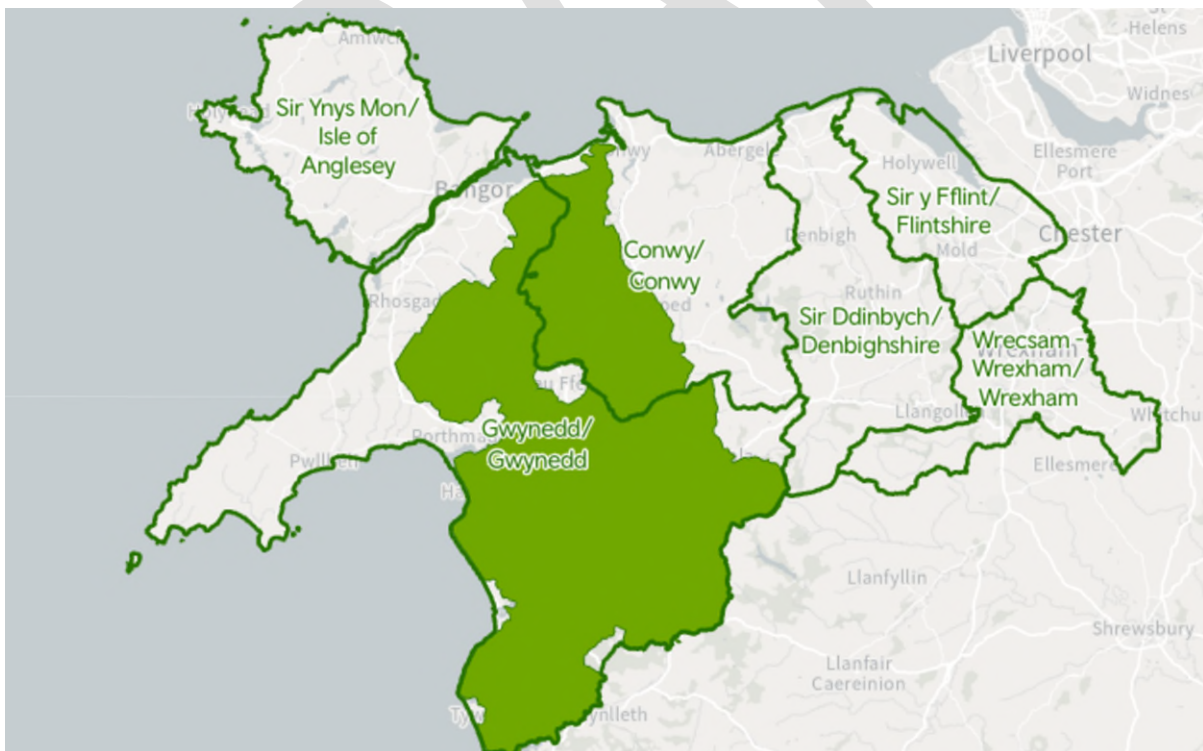
The RTP should consider should be based on actions and decisions that can stand the test of time. It should evidence a clear pathway that demonstrates the ability to balance short-term fixes to transport challenges with choices that tackle and respond to more complex and messy issues such as climate change and next-zero. Transport is a key element in place-making, so it's important that CJsCs develop the RTP and RTDP alongside the Regional Strategic Development plans and integrating land-based planning decisions with development of transport systems that supports the behavioural change and making modal shift an easy decision for people in the region.

### 1.3 NORTH WALES CONTEXT

The RTP will be reflective of the aims, priorities, and strategies for transport in the area covered by the following local authorities of Isle of Anglesey, Gwynedd, Conwy, Denbighshire, Flintshire, and Wrexham:

The North and Mid Wales CJs should work together to consider transport routes across Local Authority boundaries between Gwynedd, Denbighshire, Wrexham, Ceredigion, and Powys. In the same way, Wrexham and Flintshire share boundaries with Cheshire West and Chester, and Shropshire. Therefore the CJC and RTP should consider and reflect this inter-connection in their engagement and delivery plans to facilitate effective and efficient service provision, such as road maintenance and public transport, in a way that ensures policy consistency, prioritisation, and value for money.

This area, which is shown in Figure 1, also includes the area (solid green) managed by the Eryri National Park Authority (ENPA). This is included because when CJs are exercising the function of preparing Strategic Development Plans, the relevant National Park Authority (NPA) is also a member of the CJC. When doing anything that impacts on a NPA area, CJs will need to consider how they can further support the purposes of NPA to conserve and enhance the natural beauty, wildlife, and cultural heritage of the National Parks; and promote opportunities for the understanding and enjoyment of the special qualities of the park by the public.



**Figure 1 – Area Considered in the North Wales Regional Transport Plan (ENPA Area in Green).**

### 1.3.1 NORTH WALES TRANSPORT COMMISSION

The North Wales Transport Commission, led by Lord Terry Burns, was announced, and established by Welsh Government in March 2022 to advise on and recommend solutions for a sustainable and integrated transport system in north Wales.

The North Wales Transport Commission's remit was to take a multi-modal approach to assess transportation in the North Wales region. This included analysing road journeys, both passenger and freight, focusing on where journeys begin and end, and variations by time of day and season. Additionally, it evaluates the use of public transport and active travel within the region, even for journeys starting or ending outside North Wales. The study identifies areas where the absence of public transport, car ownership, or safe active travel options presents significant challenges for communities. Additionally, it examines existing initiatives like the North Wales Metro and other relevant activities aimed at encouraging modal-shift and sustainable transport options across both urban and rural areas of North Wales. The Commission's remit was extended in February 2023 to identify options for improving connectivity across the Menai Strait.

The Commission's interim report<sup>3</sup> presented in June 2023 sets out their draft recommendations aligned to two broad areas:

- **A Better Network – Primary Changes and Improvements**- the work needed to develop and deliver a sustainable travel network for north Wales, with a focus on public transport and active travel to provide a genuine alternative to the private car.
- **Enablers – Supporting Measures**- interventions, initiatives, and ways of working that can enable more sustainable travel choices for businesses and individuals.

Their final conclusions and recommendations are due imminently in Autumn 2023 and will provide a basis, supported by evidence and stakeholder engagement upon which the RTP and RTDP can be formed.

### 1.3.2 NORTH AND MID WALES TRUNK ROAD AGENCY

Consideration should be given to the responsibilities of the North and Mid Wales Trunk Road Agent (NMWTRA) and their engagement and input sought in development of the RTP. NMWTRA is responsible for managing, maintaining, and improving the strategic road network in North and Mid Wales on behalf of the Welsh Government. It is a partnership comprising the eight North and Mid Wales local authorities and responsible for managing around 700 miles of road, 2,000 structures and 3

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<sup>3</sup> North Wales Transport Commission – Interim Report June 2023 - [North Wales Transport Commission Interim Report \(gov.wales\)](#)

tunnels. Cyngor Gwynedd acts as lead authority for the partnership and whilst part of the partnership the Isle of Anglesey County Council do not provide trunk road services.

NMWTRA's main responsibilities are:

- **Network management**- day-to-day monitoring and the availability of the road network.
- **Asset management** - Assets include highways, bridges and structures including tunnels, electrical assets such as street lighting, pedestrian crossings, lighting units, vehicle activated signs, intelligent transport systems, traffic signals, safety barriers, signs, soft estate (including highway verges and planted landscape areas)
- **Capital maintenance** – schemes designed to improve a part of the trunk road network and enhance its value over an extended period (as opposed to maintenance of the existing asset).
- **Routine maintenance**- ensuring that the roads are kept to standards for the safe use of everyone.
- **Business management**- essential business management support for the Wales Trunk Roads Authority is undertaken by Cyngor Gwynedd under conditions of delegation by Welsh Government.

### 1.3.3 SIGNIFICANT DEVELOPMENTS AND CONSIDERATIONS

#### **Ambition North Wales and the North Wales Growth Deal**

[Ambition North Wales](#) is a strong partnership, comprising the six local authorities, two universities and two colleges, working on behalf of North Wales, with Welsh and UK Governments, to deliver against a future vision for economic prosperity. The Portfolio Management Office has been established to deliver the Growth Deal, and support the regional ambitions for a stronger, more resilient, and sustainable future economy. With £240m of capital (£120m each) committed by both Governments over the next 10-15years the Growth Deal is seeking to deliver a total investment of up to £1.1bn in the North Wales economy, create 3,400 – 4,200 net additional jobs and generate £2.0- £2.4 billion in net additional GVA. It is critical that new employment sites are well linked by public transport and accessible in order to encourage, enable and promote the modal-shift away from the private car.

#### **The North Wales Regional Economic Framework (REF)**

This co-produced by Welsh Government and Ambition North Wales has a key role in ensuring that activities, at all levels, align to focus our resources where they can have greatest impact for our communities. The REF, through its priorities, sets out an approach to ultimately create the conditions for our economy to prosper for the long term. [Read the REF document here](#)

#### **Anglesey Freeport**

The Anglesey Freeport is a designated economic zone in North Wales, offering tax reliefs, simplified customs procedures, and UK and Welsh government support to stimulate business growth, trade, and investment. Transport networks across North Wales serve as vital arteries that facilitate seamless trade and economic activity, which will make them critical for the Freeport's success. The strategic location of Anglesey, coupled with its robust transport infrastructure, including the UK's second-largest roll-on/roll-off port in Holyhead, enables efficient trade flow across the Holyhead-Dublin corridor and across the GB land-bridge to and from mainland Europe. This not only enhances UK-EU trade relations but also plays a critical role in developing new international trade agreements. The existing road and rail connections, notably the direct access to the A55 and rail links to London, will ensure carbon-efficient transport of goods to and from the Freeport. These networks are integral to the Freeport's operational efficiency, its potential to attract investment and stimulate economic prosperity, not just for Anglesey but for the entire North Wales region.

### **New Nuclear Developments**

The history of nuclear power in North Wales centres around two key sites: Trawsfynydd in Gwynedd and Wylfa on the Isle of Anglesey. Both sites are strategically important within the local economy and feature as a priority for building a resilient low carbon economy for the future. Both sites are significant employers, each sustaining hundreds of local families throughout their operation and now through decommissioning. Future new nuclear development opportunities should be factored in as a consideration for effective, efficient and low carbon transport planning.

### **North East Wales National Park Designation**

The Welsh Government has commissioned Natural Resources Wales (NRW) to evaluate the case for a new National Park in north East Wales based on the existing Clwydian Range and Dee Valley Area of Outstanding Natural Beauty (AONB).

NRW has established a team to lead this work which will include data and evidence gathering, and engagement with local communities and other key stakeholders.

The case will be considered within the existing Senedd term (2021-2026) – more information about the timeline can be found here- [North East Wales National Park Designation Project Information Page](#).

Depending on political decisions taken, this is a development that should be considered in terms of the regional transport plan.

### **Potential North Wales Investment Zone**

On the 7th November, Minister for Economy Vaughan Gething MS made a statement on investment zones and confirmed that the Welsh Government Cabinet has met to discuss the investment zone



proposals that have been in development and written to the Secretary of State at the Department for Levelling Up, Housing and Communities to indicate the Welsh Government's willingness to use devolved levers and expertise to support two investment zones in Wales, with a preference for one of those to target North East Wales.

The statement emphasises the importance of the collaborative regional approach developed across Wales and the need to simplify regional economic development planning and governance through the Corporate Joint Committee structures.

## 2 IMPLEMENTATION PLAN

### 2.1. IMPLEMENTATION PLAN: GOAL

This Implementation Plan sets out how the RTP for North Wales will be developed. The goal of this piece of work is, therefore, to:

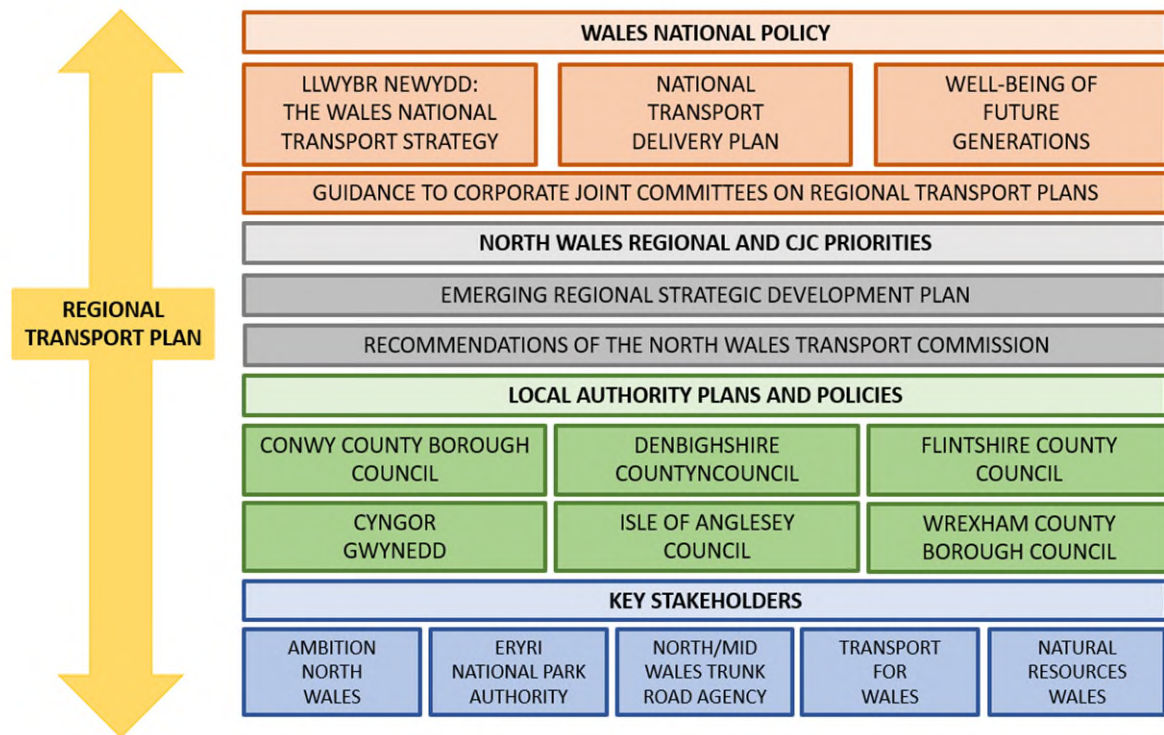
*Develop a Regional Transport Plan for North Wales which sets out how an accessible, sustainable, affordable, and integrated transport systems can be achieved. It should support the economy to thrive, encourage modal shift away from private car use, and reduce the negative environmental impact of our transport network.*

The final version of the RTP including the RTDP and IWBA will be submitted to Welsh Government by 29<sup>th</sup> March 2025. Further milestones and timelines outlined in 2.3 (Table 1) with work package breakdown in Appendix 1.

### 2.2. POLICY CONTEXT

It is imperative that the RTP is reflective of National, Regional, Local strategies and priorities, as shown in Figure 2.

The policy context should also consider the needs of wider public sector organisations who provide essential and critical services to citizens such as Betsi Cadwaladr University Health Board, Welsh Ambulance Services Trust, North Wales Police, North Wales Fire and Rescue Service.



**Figure 2: Policy Context for Regional Transport Plan**

### 2.3. MILESTONES – HIGH LEVEL OVERVIEW

Development of the RTP is in accordance with high level milestones as set out in Table 1. Detailed breakdown of work packages in Appendix 1

**Table 1: High level milestones and timeline**

	RTP Guidance	Action	Comments	North Wales date
1	31 Oct '23	Submit Implementation Plan to Welsh Government	Draft submitted	31 Oct '23
2	29 Feb '24	Develop and submit Case for Change, and SMART objectives to Welsh Government	Very tight timescales – capacity concerns being raised	31 Mar '24
3	29 May '24	Submit initial draft RTP, RTDP and IWBA* to Welsh Gov for review	Timescale concerns, but hopeful that Transport Commission's report will provide insights, data and recommendations that can be supported	29 May '24
4	Summer 2024	Publish revised RTP and IWBA for public consultation	To be reviewed as part of the Programme Management process with Welsh Gov	Summer 2024
5	31 October '24	Submit the final draft RTP, IWBA and consultation report to Welsh Government for approval by the Welsh Ministers	To be reviewed as part of the Programme Management process with Welsh Gov	31 October '24

6	29 March '25	Submit final RTP, IWBA and RTDP to Welsh Government	To be reviewed as part of the Programme Management process with Welsh Gov	29 March '25
7	30 June '25	Welsh Government Decision on approval of RTP		30 June '25
7	Summer 2025	Publish the approved RTP and IWBA		

In addition to the above, the CJC must develop the following:

**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.

\*the Integrated Well-being Appraisal should consider social, environmental, economic, place based and cultural well-being. It will comprise assessment and considerations relevant to transport services including equalities, Welsh language, environmental, habitats regulation impact assessments and impact on Net-zero ambitions.

## 2.4. HIGH-LEVEL RISKS

At this early stage, the high-level risks associated with delivering a Regional Transport Plan for North Wales are considered to be:

- Political agreement on policies and high-level outcomes.
  - To be mitigated through engagement and discussion throughout the process
- Regional agreement on prioritised RTDP schemes list
  - To be mitigated through the development of a robust and impartial scoring methodology
- Challenging timescales for submission and adoption of the RTP
  - To be mitigated with secondment of full-time Programme Manager for CJC implementation. Start date to be agreed.
- Insufficient staff capacity and / or expertise within Local Authorities
- Impact of a General Election and pre-election period timings on Stakeholder and consultation events.

## 3 RESOURCES

### 3.1 CURRENT RESOURCES

Currently the North Wales CJC has the following resources:

Statutory officers:

- Part time interim Chief Executive Officer (x 2 days per week) plus admin support (x1 day per week)
- Part-time 151 Officer (Cyngor Gwynedd)
- Part-time Monitoring Officer (Cyngor Gwynedd)

Legal and finance charge time to the CJs budget as required to complete statutory work in support of the CJC.

Additional officer support:

- It has been agreed that Cyngor Gwynedd as supplying authority provide support from HR and support to conduct Welsh Language impact assessments and provide translation services (meeting and written) as required from Cyngor Gwynedd.

### 3.2 RESOURCES REQUIRED, COSTS AND ASSUMPTIONS

The CJC have agreed an interim staffing structure which allows for the recruitment of a Statutory Functions Manager and Senior Transport Officer to support the work of developing a Regional Transport Plan, Regional Transport Delivery Plan and Integrated Wellbeing Assessment.

As the CJC is not currently operational in respect of directly employing staff, a Programme Manager will be recruited on a secondment basis in the interim period. (Anticipated 12 months). A senior transport officer to be recruited (possible initial secondment until the CJC is employing staff directly).

Funding to deliver the RTP is c.£270,000.

2023-24- c.£95,000

2024-25- c.£.175,000

The budget forecast is based on the work packages to be delivered and the associated timescales to achieve a final RTP by June 2025. The forecast is also based on the CJs budget outline forecast for Transport in 2023/24.

#### Cost/Budget Assumptions

The following assumptions have been made on resource costs.

- Welsh Government are making available a grant of up to £125,000 for CJs to support the development of Regional Transport Plans
- Any Welsh Government grant awarded in 2023/24 can be used for the cost of resources identified in 3.2.
- Any Welsh Government Grant not utilised in 2023/24 will be carried forward to 2024/25

## 4 GOVERNANCE

The RTP is the first task to be undertaken by the North Wales CJC. Assuming the boards acceptance of the draft implementation plan, work to set up and establish the Transport Sub-Committee and Transport Officers Group can commence with a focus on delivering the agreed work packages and the RTP in accordance with the CJs duties.

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## 5 APPENDICIES

### Appendix 1: SCOPING THE KEY WORK PACKAGES

Table 1: Draft work-packages required to develop the North Wales RTP.

Work Package	Description	Lead Organisation	Key Dates
<b>Developing the Case for Change</b>			
Member and key stakeholder engagement	<p>Seek the views of portfolio holders and/or other Members, and key stakeholders about the issues to be captured in the case for change and the policies / schemes needed to address them.</p> <p>Agree approach to engaging members and key stakeholders. A consistent approach should be utilised to engage members across all six authorities.</p>	Agreement between all authorities needed.	<p>Tight timescales suggest this stage is necessary very early in the process.</p> <p>Autumn 2023</p>
Define the Area of Study	Description of North Wales, and map location etc. Relationship with cross-border authorities e.g. Liverpool City Region, Chester and Cheshire West, Wirral, Shropshire- one of Flintshire's main hospitals is the Countess of Chester and therefore access to health is over the border. Chester Station- key hub for Flintshire. Cross border relationships and connections with Powys and Ceredigion also to be considered.	Responsible Officer/Author (TBC)	<p>Complete for officer review mid-December 2023</p> <p>Approval by Strategic Transport Sub-Committee and CJC Meeting 26<sup>th</sup> Jan 2024  <a href="#">(Browse meetings- North Wales Corporate Joint Committee (llyw.cymru))</a></p>
Set out the Strategic Case	<p>Set out the local impact of the following on the RTP and future transport:</p> <ul style="list-style-type: none"> <li>- Llywbr Newydd: the Wales transport strategy 2021</li> <li>- Local Authority well-being assessments and well-being plans</li> <li>- Regional Economic Frameworks</li> <li>- Net Zero Wales</li> <li>- A Healthier Wales</li> <li>- Clean Air Plan for Wales: Healthy Air, Healthy Wales</li> <li>- Noise and Soundscape Action Plan</li> </ul>	Responsible Officer/Author (TBC)	<p>Welsh Government submission 29<sup>th</sup> February 2024 – North Wales aim for 31 March 2024</p>

Work Package	Description	Lead Organisation	Key Dates
	<ul style="list-style-type: none"> <li>- Local Authority Transport Plans and Council Plans</li> <li>- North Wales Transport Commission</li> <li>- North Wales Mero Programme Case</li> <li>- Previous LTP</li> </ul>		
Review of Evidence and Identify Issues and Opportunities	<p>GIS mapping NW Transport Model findings Consider:</p> <ul style="list-style-type: none"> <li>- Rurality and access to services</li> <li>- Car dependency</li> <li>- Bus – improvements such as Sherpa and Fflecsi, Traws, opportunities from franchising and future plans and community transport</li> <li>- Rail- opportunity for NWML proposals and connections to NPR and HS2; Borderlands; Cambrian Coast; Deeside Station</li> <li>- Road network: A483, A55 and Aston Hill; Llanbedr, also A55 Menai Crossing and Holyhead Port Access/Egress</li> <li>- Walking and cycling</li> <li>- Housing and economic growth</li> <li>- Access to Eryri</li> <li>- Supporting tourism while also minimising its adverse effects upon local communities</li> <li>- Supporting industry</li> <li>- Origin and destination of trips, and importance of Cross border movement</li> </ul>	Responsible Officer/Author (TBC) (with access to Tfw datasets)	
Identify RTP Vision	<p>Current LTP vision: <i>“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.”</i> Consider:</p> <ul style="list-style-type: none"> <li>- Access to employment, services, and attractions</li> <li>- High quality active travel and public transport networks</li> <li>- Carbon</li> </ul>	Responsible Officer/Author – must be agreed in collaboration with LAs and stakeholders	

Work Package	Description	Lead Organisation	Key Dates
Identify RTP Smart Objectives	Current LTP higher level outcomes focus on: <ul style="list-style-type: none"> <li>- Transport network resilience</li> <li>- Capacity and safety enhancements</li> <li>- Integration with strategic PT services</li> <li>- Improved links to employment</li> <li>- Access to services</li> <li>- Encouraging sustainable travel</li> </ul> Consider: <ul style="list-style-type: none"> <li>- Large scale development/employment sites such as Wylfa/Trawsfynydd</li> <li>- The North Wales Growth Deal</li> <li>- Regional Economic Framework</li> <li>- Reduce carbon emissions.</li> <li>- Wellbeing</li> <li>- Support North Wales businesses.</li> <li>- Improving public transport connectivity</li> <li>- Making public transport more affordable</li> <li>- Enhancing rail services and improving cross-border connectivity</li> <li>- Sustainable access to Eryri National Park</li> <li>- Supporting the tourist economy</li> <li>- Supporting growth in Enterprise Zones</li> <li>- Increasing active travel</li> <li>- Supporting / encouraging the take up of EVs</li> <li>- Safety</li> <li>- Freeport- enhancing freight connectivity to key destinations including ports</li> <li>- Possibility of Investment Zone in North East Wales</li> </ul>	Responsible Officer/Author – must be agreed in collaboration with LAs and stakeholders	
Governance	Identify Governance arrangements for development, sign off and adoption of plan. Include officer review groups and CJC.	Responsible Officer/Author – in collaboration with Transport Sub- Committee	



Work Package	Description	Lead Organisation	Key Dates
Develop a Stakeholder management Plan	<p>No requirement to consult on this section. NWTC report feedback could be used to inform the case for change.</p> <p>Link to governance and sign-off meetings</p> <p>Agree method of informing public and stakeholders – there is a need to ensure that the message is heard amongst as many residents as possible, with limited budget and minimising environmental impact.</p> <p>Agree approach for engaging stakeholders, considering email</p> <p>Produce materials – bilingual, clear and concise messaging etc</p> <p>Agree and develop a feedback platform such as a focused questionnaire (the TFW platform may be best placed to host this regionally)</p> <p>Agree the required number of drop in events and the locations of these.</p> <p>Agree any arrangements and the approach for engaging elected members.</p> <p>Consider innovative way of engaging with hard to engage groups</p>	Responsible Officer/Author – must be agreed in collaboration with LAs and stakeholders	
Review by local authority officers		Local authorities	Mid December 2023 to early January 2024
Approval by CJC		CJC, supported by CJC and local authority officers	Meeting on 26 <sup>th</sup> January 2024
<b>Developing the Regional Transport Plan</b>			
Identifying the High-Level interventions and policies	Identify the policies that will address the issues/opportunities and support delivery of the objectives.	Responsible Officer/Author – in collaboration with Transport Sub-	Draft before public consultation to be submitted to WG by 29 <sup>th</sup> May 2024.

Work Package	Description	Lead Organisation	Key Dates
	<p>(Close working with parallel development of Regional Strategic Development Plans to ensure policy alignment)</p> <p>Outcomes from existing LTP:</p> <ol style="list-style-type: none"> <li>1. Connections to Key Destinations and Markets: Support for Economic Growth through an improvement in the efficiency, reliability, resilience, and connectivity of movement, including freight, within and between North Wales and other regions and countries (with a particular focus on accessibility to the Enterprise Zones and an improvement in the vitality and viability of towns and other key centres).</li> <li>2. Access to Employment: Providing inclusive and affordable access to employment and training (with a focus on the most deprived communities).</li> <li>3. Access to Services: Promotion of social inclusion and well-being through inclusive and affordable access to education, health services and other key services and facilities (with a focus on the most deprived communities).</li> <li>4. Increasing Levels of Walking and Cycling: for both necessary travel and recreation, by residents and visitors.</li> <li>5. Improved Safety and Security: of both actual and perceived safety of travel by all modes</li> <li>6. Benefits and Minimised Impacts on the Environment: the potential for transport improvements to positively affect the local and global natural and built environment will have been maximised and negative impacts minimised, including adaptation to the effects of climate change</li> </ol>	<p>Committee and/or CJC</p>	<p>(this assumes that much of the groundwork will be presented in the imminent receipt of the North Wales Transport Commission)</p>
<b>Developing the Regional Transport Delivery Plan</b>			

Work Package	Description	Lead Organisation	Key Dates
Review of schemes from existing LTP	Undertake a review of the schemes included in the existing LTP, considering: The guidance requires schemes in the RTDP to be “ranked in order of priority in terms of impact on delivering the Wales Transport Strategy- Llwybr Newydd (WTS) priorities. These should be the schemes that local transport authorities intend to invest in to deliver the RTPs”.	Responsible Officer/Author – in collaboration with LAs	Draft BEFORE PUBLIC CONSULTATION to be submitted to WG by 29 <sup>th</sup> May 2024.
Identify a methodology for prioritising schemes	Identify and agree a robust methodology for assessing schemes against impact on WTS priorities and sub priorities. Possibly 10-point system from -5 to +5 for scale of impact. WTS priorities are: <ul style="list-style-type: none"> <li>- Bring services to people in order to reduce the need for people to use their cars on a daily basis</li> <li>- Accessible, sustainable and efficient transport services and infrastructure</li> <li>- Behaviour change</li> </ul>	Responsible Officer/Author – in collaboration with LAs	
Prioritise schemes	Prioritise schemes using the methodology identified above.  Assessment, and narrative around results, should be cognisant that different funding streams may have different priorities and requirements	Independent and Impartial partner i.e., consultancy	
Agree Prioritised scheme list		Officer review and CJC approval	
<b>Develop the Integrated Well-being Assessment</b>			
Step 1	Review the Case for Change, undertake scoping to establish what specialist work packages may be needed to develop the IWBA including any supporting statutory impact assessments, and develop a brief/s to commission that work and ensure it is fed into the process of developing the RTP.	Responsible Officer/Author	Late autumn 2023

Work Package	Description	Lead Organisation	Key Dates
Step 2	<p>An integrated well-being framework should be developed and agreed with key partners. Options for policies or projects should be reviewed against that framework.</p> <p>As set out in WelTAG guidance <a href="#">Welsh transport appraisal guidance (WelTAG) 2022 (gov.wales)</a></p> <ul style="list-style-type: none"> <li>- How will the programme or project benefit people and communities?</li> <li>- How will it benefit the environment?</li> <li>- How will it benefit places and the economy?</li> <li>- How will it benefit culture and the Welsh language?</li> </ul>	Responsible Officer/Author	Draft BEFORE PUBLIC CONSULTATION to be submitted to WG by 29 <sup>th</sup> May 2024.
Step 3	When the draft RTP is published for consultation: it should be accompanied by a draft IWBA report showing how well-being has been taken into account and how the five ways of working have been followed.	Responsible Officer/Author	Prior to consultation
Step 4	When the final RTP is submitted to WG it should be accompanied by a final IWBA report taking on board any consultation responses.	Responsible Officer/Author	29 <sup>th</sup> March 2025
<b>Public and Stakeholder consultation</b>			
Plan proposed consultation period	<p>As per the stakeholder management plan</p> <p>Produce materials – bilingual, clear and concise messaging etc</p> <p>Develop a feedback platform such as a focused questionnaire (the Tfw platform may be best placed to host this regionally)</p> <p>Should they be needed, book the required number of drop in events and the locations of these.</p> <p>Make any arrangements for engaging elected members.</p>	Responsible Officer/Author – approval by CJC before it goes live	<p>Consultation after submission of first draft to WG (late May).</p> <p>Need to avoid consultation in summer holidays but have next draft ready by late October.</p> <p>NOTE- June / July 2024 appears the best time</p>
Attend any drop in events	Staffing levels to be agreed by LAs	Staffing levels to be agreed by LAs	
<b>Update Draft Plan</b>			
WG feedback	Review and action WG feedback	Lead author	Between May 2024 and 31 <sup>st</sup> Oct 2024

Work Package	Description	Lead Organisation	Key Dates
Consultation feedback	Review and action consultation feedback	Lead author	
<b>Monitoring and Evaluation Plan (MEP)</b>			
Contribution to National Priorities	Develop a MEP that monitors 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.	Lead author after discussion with LAs	Guidance unclear on when MEP needed
Agree measures to monitor	Identify a set of measures with baseline information for each. The measures can include qualitative outcomes and quantitative measures. Note that CJs are required to record progress annually	Lead author after discussion with LAs	
	A comprehensive evaluation should be prepared after three years to assess whether the RTP 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. The results of this comprehensive evaluation will feed into the subsequent RTP for each CJC, and the subsequent NTDP.	Lead author after discussion with LAs	After submission
<b>Equalities Impact Assessment</b>			
Undertake Equalities Impact Assessment (EqIA)	Consider impact on all protected characteristics. The EqIA needs to be integrated with development of the plan. Consultation should include seeking information to strengthen understanding of impacts including socio economic impact under Section 1 EqAct	TBC	Guidance unclear on when EqIA needed
<b>Environmental Impact Assessment and Habitats Regulation Assessment</b>			
Undertake Environmental Impact Assessment	Consider all statutory requirements.  Note: lack of internal resource to carry out these impact assessments		

Work Package	Description	Lead Organisation	Key Dates
(EIA) and Habitats Regulation Assessment (HRA)			

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