

APPENDIX 1

REGIONAL TRANSPORT PLAN (RTP) UPDATE

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 2021², providing a long-term vision for the next 25 years. The CJC for North Wales includes representatives from six local authority areas of the Isle of Anglesey, Wrexham, Conwy, Flintshire, Denbighshire, and Gwynedd, and the Eryri National Park Authority.

Proposed Vision, Objectives and Cross Cutting Themes

The draft North Wales Regional Transport Plan's Vision Statement is:

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

The North Wales RTP Case for Change initially set out 15 draft objectives that help underpin that vision. These were presented to the CJC on 22nd March, 2024. Since then, further work with local authority stakeholders, Welsh Government colleagues and Transport for Wales recommended considerations and amendment to the objectives. Four SMART objectives are now proposed, these establish targets and help ensure alignment between the RTP and the Llwybr Newydd priorities and consideration towards the well-being goals as is required by the RTP guidance.

The revised draft SMART objectives will be presented to the Transport Sub-Committee at their inaugural meeting on the 1st October 2024. 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.

¹ CJCs also have responsibility for the preparation of Strategic Development Plans

² Llwybr Newydd: the Wales transport strategy 2021 – online at: <https://www.gov.wales/llwybr-newydd-wales-transport-strategy-2021>

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.

In addition to the RTP objectives, and based on initial feedback and discussion between Arup and Local Authority Members and Officers responsible for Transport and Planning and Transport for Wales, the following cross-cutting themes are considered critical for helping to achieve the vision and objectives:

Social value – recognising that transport benefits extend beyond a narrow consideration of quantified journey time improvements. Recognising the social and well-being impacts and benefits that transport systems bring to communities is important, particularly for rural and socially isolated communities.

Equity – equity or parity of transport options means ensuring that everyone in North Wales has fair access to transport options. It recognises that different people have different needs, particularly those belonging to disadvantaged groups, or those in rural communities.

Community-led – empowering local communities and advocacy groups to participate and take ownership of promotion and development of transport solutions, as well as operating community-based services.

Integration – recognising that modal shift requires a holistic, integrated approach to journey planning, working across different modes and sectors to make it easier for people to travel door-to-door using sustainable transport modes.

Affordability – acknowledging the challenges of delivery in the current financial and commercial context for the public sector and UK economy.

Once considered by the Transport Sub-Committee, the Vision, SMART objectives, and cross-cutting themes will be presented to the CJC for approval to be comprised within the draft RTP for North Wales.