



Cyd-Bwyllgor Corfforedig  
Gogledd Cymru  
North Wales  
Corporate Joint Committee



# North Wales Regional Transport Plan

## Case for Change

### Annex 3 - Stakeholder Engagement Plan

(Draft)





# Case for Change

## Annex 3

### Stakeholder Engagement Plan

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# 1. INTRODUCTION

## 1.1 Purpose of the Engagement Plan

Arup has been commissioned by the North Wales Corporate Joint Committee (NWCJC) to support the development of its Regional Transport Plan (RTP), which aligns with the shared visions and priority objectives of Llwybr Newydd, the Wales Transport Strategy.

In accordance with the RTP Guidance<sup>1</sup>, an Engagement Plan must be prepared in support of the RTP to show who will be involved in developing the RTP, how they will be involved, and any details of stakeholder engagement activities and public consultation.

The purpose of this working Stakeholder Engagement Plan is to set out the intended engagement and consultation milestones and timescales for the NWCJC RTP, including identifying key stakeholders and what activities will be undertaken during each stage. The plan is a live document and will be continually monitored and updated up to completion of the RTP.

This Engagement Plan has been prepared for the NWCJC to consider and decide on its approach, which will lead to an update in readiness for implementation of future engagement activities.

It was approved in draft at the CJC Transport Sub Committee meeting held 1 October 2024 and has been submitted to be approved in full by the same Committee on 16 December 2024. This Plan has been a live working document, and will inform all engagement and consultation activities in connection with the RTP.

## 1.2 Engagement Led Approach

Given the wide range of issues and interests related to the RTP, stakeholder engagement and public consultation will be critical to its successful development and implementation.

This Engagement Plan aims to help involve all relevant stakeholders and interested individuals and organisations, to seek and obtain their views and support in the progression of the RTP.

Through the Case for Change and this Engagement Plan, a number of individuals and organisations have been identified as key stakeholders for the RTP, and this Plan sets out how they will be communicated with according to their needs and requirements.

This Engagement Plan also outlines how we will engage to help ensure all groups of people including hard to reach groups are provided with the opportunity to participate, which will help involve representatives of North Wales society, culture, economy, and environment, and beyond. We will achieve this through a combination of:

- A core key stakeholder group overseeing the successful delivery of the Plan;
- Focused meetings to discuss topic specific issues and opportunities with members of the key stakeholder group;
- Briefing sessions and stakeholder workshops, to involve a wider range of individuals and organisations representing a wide range of interests pertinent to the Plan; and
- Public consultation to involve the wider community and hard to reach groups who may be affected by the RTP's possible outcomes.

Stakeholder mapping is provided in section 3 of this Plan, whilst the approach to engagement and consultation is set out in section 4 of this Plan.

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



We are encouraged to see examples of regional collaboration and involvement with a shared purpose of improving the well-being of the region through existing initiatives. As advocated by the Well-being of Future Generations (Wales) Act 2015 we will seek to collaborate and involve with those groups further to develop an even better understanding of regional and sub-regional issues, opportunities, and needs, in order to help add value and secure buy-in to the proposals within the RTP and ensure that the five ways of working are embedded in everything we do.

The NWCJC offers an opportunity for local authority collaboration at the strategic regional spatial scale. Whilst local interests will be at play, the RTP should help local officers and members develop and buy-into a shared regional vision and objectives for transport, crossing administrative boundaries.

We intend to unite the diverse stakeholder group with a common set of values, vision and objectives up front, to which we are all working and refer back to these throughout the process if and when opinion diverges.

By focussing attention more on the bigger picture and less on the pathway to get there, the chances of successfully obtaining advocacy are greatly increased. Additionally, this approach will ensure the consideration of the Well-being of Future Generations Act throughout the process in relation to its ways of working.

Collaborative working behaviours are considered an essential component for successful outcomes of the RTP and as such an approach to collaborative working will be agreed, along with more specific and tangible positive collaborative behaviours building on the terms of reference for the NWCJC.

It should be noted that we do not define 'collaboration' as unity or agreement, but the unique value created through bringing together differing perspectives and opinions to create debate, discussion, knowledge sharing and increased understanding, with a unique end result that encapsulates this diverse input.

We will therefore involve stakeholders in agreeing a vision and objectives for the RTP that will influence the possible interventions that could be progressed accordingly. This will help get early buy-in to the RTP preparation and later implementation stages.

The draft vision, SMART objectives<sup>2</sup> and cross cutting themes for the RTP have been developed collaboratively between the NWCJC, its members, Transport for Wales and the Welsh Government. They are presented below as key points of reference for the approach to stakeholder engagement.

### 1.3 Vision, Objectives and Cross Cutting Themes

The North Wales RTP Vision Statement is:

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

The North Wales RTP Case for Change initially set out 15 objectives that help underpin that vision, which the Welsh Government has considered and suggested amendments with support from Transport for Wales. Those have informed the development of four key SMART objectives, which establish targets and help ensure alignment between the RTP and the Llwybr Newydd priorities / well-being goals for the purposes of transport appraisal, as is required by the RTP Guidance (considered further in section 2 of this Plan).

The draft North Wales RTP SMART objectives are outlined below.

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

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<sup>2</sup> Specific, Measurable, Achievable, Relevant, and Time-Bound



2. **Improved accessibility and transport choice:** We will develop infrastructure and services that provide people with a choice about how they travel for each journey, and support sustainable economic growth through improved access to key settlements, employment, educational sites and tourist attractions. The accessibility of each key trip attractor should be improved, supporting the national mode share target of 45% of journeys to be undertaken by walking, cycling and public transport by 2040.
3. **Enable decarbonisation through transition to a zero-emission fleet:** We will develop supporting infrastructure and support incentives to enable at least 50% of motor vehicles and all public buses operating in North Wales to be zero emission by 2035.
4. **Enable Sustainable Economic Growth:** We will develop a resilient, safe, well-maintained, and efficient transport network that delivers sustainable economic growth by improving accessibility to existing and planned employment areas. At least 50% of households in North Wales will have an increased range of travel within 1 hour by public transport, supporting access to key employment sites and regional centres.

In addition to the RTP objectives, and based on initial feedback and discussion with the NWCJC, and informed by engagement with Transport for Wales and North Wales Local Authority officers, the following cross-cutting themes are considered critical for helping to achieve the vision and objectives:

- **Social value** - recognising that transport benefits extend beyond a narrow consideration of quantified journey time improvements. Recognising the social and well-being impacts and benefits that transport systems bring to communities is important, particularly for rural and socially isolated communities.
- **Equity** - equity or parity of transport options means ensuring that everyone in North Wales has fair access to transport options. It recognises that different people have different needs, particularly those belonging to disadvantaged groups, or those in rural communities.
- **Community led** - empowering local communities and advocacy groups to participate and take ownership of promotion and development of transport solutions, as well as operating community-based services.
- **Integration** - recognising that modal shift requires a holistic, integrated approach to journey planning, working across different modes and sectors to make it easier for people to travel door-to-door using sustainable transport modes.
- **Affordability** - acknowledging the challenges of delivery in the current financial and commercial context for the public sector and UK economy.



## 2. Guidance

In addition to the Engagement Plan fulfilling the aims and purposes outlined in section 1, the plan has also been prepared in line with the following guidance and initial NWCJC RTP documents.

### 2.1 RTP Guidance

The RTP Guidance states that before starting work on developing the RTP, the NWCJC should develop a 'Case for Change' and as part of this Case for Change, the CJsCs should develop an Engagement Plan.

The Engagement Plan should set out:

- Who will be involved in developing the RTP; and
- How they will be involved, including details of the formal consultation process and other engagement and involvement mechanisms.

RTPs are required to be developed collaboratively, drawing on knowledge and experience of previous local and regional transport plans. They are also required to be prepared in collaboration with key partners including the local authorities in the NWCJC and other partners including Transport for Wales, Welsh Government, and transport groups and operators in the private and third sectors across different transport modes. In addition to the public, who should be engaged with through a creative and innovative manner involving a diverse range of people.

### 2.2 NWCJC RTP: Case for Change

The NWCJC RTP: Case for Change sets out the aims and objectives of the RTP and identifies the key issues, challenges and opportunities the plan should consider in order to guide the development of an integrated transport network for North Wales.

Within the Case for Change document, its Table 6.1 identifies key stakeholders to be engaged including:

- The NWCJC;
- Eryri National Park as a NWCJC Member;
- Welsh Government;
- Statutory Bodies;
- Statutory Office Holders;
- Transport Operators;
- Economy and Tourism Groups;
- Transport User Groups;
- Freight Groups;
- Politicians;
- Environmental Groups; and
- The community.



The Case for Change also identifies when and how individual organisations should be engaged with and has been used to form the basis of the stakeholder mapping in section 3 and the engagement programme in section 4 of this Plan.

## 2.3 NWCJC RTP: Implementation Plan

The NWCJC RTP: Implementation Plan defines the tasks, resources and budget required to develop and deliver the RTP for North Wales.

The plan identifies several work packages required to develop the RTP including the need to develop a stakeholder management plan to agree the method of informing public and stakeholders of the RTP to ensure that the message is heard amongst as many residents as possible, with limited budget and minimising environmental impact. This Engagement Plan satisfies the requirements of the stakeholder management plan.

## 2.4 WeITAG Guidance

In addition to this Engagement Plan being prepared in line with the RTP Guidance, Case for Change and Implementation Plan, engagement must be undertaken and satisfied as part of the Welsh transport appraisal guidance (WeITAG) process.

WeITAG sets out that CJsCs should provide details of who has been consulted, summarise feedback and explain how comments have been taken into account. This should be based on an Engagement Plan and recorded in a Consultation Report, to be undertaken and satisfied as part of the WeITAG and Integrated Wellbeing Appraisal (IWBA) process.

WeITAG outlines that Engagement Plans should align with the five ways of working in the Wellbeing of Future Generations Act and it further states that the Engagement Plan should outline:

- Who you want to engage with;
- Why you want to engage with them;
- How you will engage with them;
- When you will engage with them; and
- What you will do with the feedback they provide.



### 3. Stakeholder Mapping

In order to ensure meaningful engagement for the RTP, the following stakeholders have been identified and will be engaged with throughout the RTP preparation period in line with the engagement activities outlined in section 4 of this Plan.

The table below builds on the key stakeholders identified within the NWCJC RTP Case for Change.

Stakeholder Group	Stakeholders	Influence	Interest	Justification
Responsible authority	NWCJC Interim Chief Executive: Alwen Williams	High	High	The CJC and its constituent organisations are responsible for Plan development
NWCJC members	Chair: Councillor Dyfrig Siencyn Vice Chair: Councillor Mark Pritchard Councillors: Llinos Medi Huws Charlie McCoubrey Ian B. Roberts Jason McLellan Edgar Wyn Owen Iwan Jones	High	High	The CJC and its constituent organisations are responsible for Plan development
NWCJC Strategic Transport Sub-Committee	Adam Graham (Transport for Wales) David Hole (Ambition North Wales) Ruth Wojtan (Transport for Wales) Lynn Slaven (Ambition North Wales) Jack Latkovic (Ambition North Wales) Huw Percy Geraint Edwards Emlyn Jones Darren Williams Katie Wilby Dafydd Rhys Thomas Dafydd Meurig Goronwy Owen Edwards (Chair for 2024/25) David Bithell	High	High	Details can be found here: <a href="https://democracy.gwynedd.llyw.cymru/mgCommitteeDetails.aspx?ID=439">https://democracy.gwynedd.llyw.cymru/mgCommitteeDetails.aspx?ID=439</a>  Terms of Reference can be found here: <a href="https://democracy.gwynedd.llyw.cymru/documents/s41852/Appendix%201%20-%20Terms%20of%20Reference.pdf">https://democracy.gwynedd.llyw.cymru/documents/s41852/Appendix%201%20-%20Terms%20of%20Reference.pdf</a>





Stakeholder Group	Stakeholders	Influence	Interest	Justification
	Dave Hughes (Vice-chair of the Subcommittee for 2024/25) <sup>3</sup> Barry Mellor			
NWCJC Local Authority officers (including but not limited to transport, planning and economic development) (Advisory Group)	Isle of Anglesey County Council Conwy County Borough Council Denbighshire County Council Flintshire County Council Gwynedd Council Wrexham County Borough Council Eryri National Park Authority	High	High	The CJC and its constituent organisations are responsible for Plan development  It is particularly important that there is effective engagement with land use planning colleagues developing Strategic Development Plans
Key stakeholder group	NWCJC, Welsh Government, Transport for Wales	High	High	The CJC and its constituent organisations are responsible for Plan development. Welsh Government are responsible for review and approval of the plan. Transport for Wales is a key delivery partner.
Statutory Bodies	Natural Resources Wales Cadw	Medium	Medium	Input from environmental and heritage bodies will limit any detrimental impact
Business groups, economy and tourism Groups	Anglesey Energy Island Programme Anglesey Freeport Cwnmi Egino CBI Last Energy Llandrillo Menai North Wales Economic Ambition Board Wrexham and Deeside National Growth Area North Wales Regional Sports Partnership Food Innovation Wales North Wales Regional Skills Partnership Bangor University Wrexham University	Medium	Medium	Important to capture the view of those involved in the development and freight sector  Well-placed to advise on the role of the RTP in supporting economic growth

<sup>3</sup> Subject to replacement further to taking up another role



Stakeholder Group	Stakeholders	Influence	Interest	Justification
	Development Bank of Wales North Wales Ministerial Task Force North Wales Business Council Business Wales			
Community, Local Boards and Politicians	City and Town Councils, and Boards	Medium	Medium	These groups represent the views of their electorate and provide local knowledge.
Health and Well-being	NHS Wales Public Health Wales Future Generations Commissioner	Medium	Medium	Offices are crucial to ensuring that Well-being priorities are considered
Transport Bodies	North and Mid Wales Trunk Road Authority Network Rail Highways Agency Bws Cymru Roads Review Panel Bws Cymru Fflecsi Services Arriva Wales M&H Coaches Sustrans Freight Transport Association Road Haulage Association North Wales Transport Commission Roads Review Panel	Medium	Medium	Transport groups and operators are crucial to planning and delivery
Cross border	Liverpool City Region Combined Authority South East Wales CJC/CCR South West Wales CJC Mid Wales CJC	Medium	Medium	Cross border travel between North East Wales and North West England is important  The other CJCs in Wales have an interest in transport outcomes across Wales
Public	Any individual or other organisation	Medium	Low-medium	It is vital that the public have the opportunity to comment on the Plan.
Other likely interested parties	Heneb, Trust for Welsh Archaeology Design Commission for Wales Institute of Civil Engineers RTPI Cymru	Low-medium	Low-medium	Other potentially interested parties include professional bodies and advisors



Stakeholder Group	Stakeholders	Influence	Interest	Justification
	National Energy System Operator (NESO) National Infrastructure Commission Net Zero Industry Wales WLGA			



## 4. Approach to Engagement

### Engagement Programme

The Engagement Plan for the RTP will adopt a staged approach framed around the following key stages:

Stage	Period	Timescale
Stage 1: Initial draft RTP, Regional Transport Delivery Plan (RTDP) and Integrated Well-being Appraisal (IWBA)	Inception to Public Consultation	November 2023 - January 2025
Stage 2: IWBA (Statutory Assessments) Scoping	5-week IWBA (Statutory Assessments) Scoping exercise	October - November 2024
Stage 3: Public Consultation	Minimum 12-week Public Consultation	January - April 2025
Stage 4: Final draft RTP, RTDP and IWBA	End of Public Consultation and update to take into account any comments - submission of final draft RTP, RTDP and IWBA to the Welsh Government	April - May 2025
Stage 5: Publish RTP, RTDP and IWBA	Submission of final RTP, RTDP and IWBA - Welsh Government and ministerial approval as required	June 2025

Further information on the activities to be undertaken at each stage is provided within the following sections including the purpose of the activity, who will be involved, when and the approach to be taken.

This Engagement Plan is a live document and the planned engagement activities will be reviewed and refined throughout the engagement programme as necessary.

#### 4.1 Stage 1: Initial draft RTP, RTDP and IWBA

Stage 1 of the engagement programme will cover the period from inception to the public consultation exercise, including the preparation of the initial draft RTP, RTDP and IWBA.

Some activities in this stage have already taken place or are ongoing as outlined below.

##### 4.1.1 Stakeholder Workshops

Two Stakeholder Workshops were held online (Teams). A summary of the events is presented below:

##### Stakeholder Workshop 1

**Purpose:** To present and test the identification of key issues and focus areas linked to the available data and evidence base.

**Attendees:** NWCJC members and officers, Transport for Wales, Welsh Government

**When:** 25<sup>th</sup> April 2024

**Approach:** Workshop 1 presented the key evidence sources used to inform and identify issues and focus areas for the RTP, considering assessment and prioritisation methodologies, and a list of past, present and emerging policies, projects and schemes. This allowed for any gaps in knowledge to be highlighted by stakeholders, as well as suggestions.



## Stakeholder Workshop 2

**Purpose:** To present and test options for an appraisal framework, draft policies, programmes and projects.

**Attendees:** NWCJC members and officers, Transport for Wales, Welsh Government

**When:** 2<sup>nd</sup> May 2024

**Approach:** The project team reported back on how the results of Stakeholder Workshop 1 helped shaped the emerging draft RTP including vision, SMART objectives, and long list of options for draft policies, programmes and projects at different geo-spatial scales. The project team presented the new policy direction and list of programmes and projects in draft for different focus areas, alongside initial appraisal and prioritisation. The stakeholder group were then tasked with identifying challenges, opportunities, and ideas pertinent to the suggested policy, programme and project long list. A spreadsheet of options was issued alongside presentation slides for comments after the meeting, with a deadline of Thursday 23<sup>rd</sup> May.

### 4.1.2 Ongoing Officer and Member Feedback

**Purpose:** To seek comments on emerging issues, evidence and information, draft policies, programmes and projects.

**Stakeholders:** NWCJC Local Authority members and officers (Advisory Group)

**When:** Throughout Stage 1

**Approach:** Briefings and feedback opportunities are ongoing and open throughout the initial draft stage of the RTP, RTDP and IWBA. The project team has provided briefings and outlined the emerging evidence, methodologies for appraisal and assessment, draft policies, programmes and projects. Opportunities at key milestones are provided for officers and members to ask questions and provide feedback, which the project team will consider as part of the development of the initial draft RTP, RTDP and IWBA.

### 4.1.3 RTP Sessions

**Purpose:** To discuss specific topics relevant to the development of the RTP, RTDP and IWBA and ensure consistencies and efficiencies between the CJsCs in the preparation of their regional plans.

**Attendees:** Welsh Government, Transport for Wales, and CJsCs

**When:** All Stages

**Approach:** Regular meetings have been held in a round table forum online (Temas). The NWCJC project team has provided updates on the status of the North Wales draft RTP and outlined its planned approach to development of the relevant documents and assessment. The meetings offer opportunities for the CJsCs to discuss potential consistencies and efficiencies in the preparation of their regional plans.

### 4.1.4 NWCJC and Transport sub-committee meetings

**Purpose:** Since the 28<sup>th</sup> January 2022 the NWCJC members have met to discuss key issues and make decisions pertinent to governance, duties and requirements. This has included establishing a transport sub-committee to help oversee the development of the RTP.

**Attendees:** NWCJC members

**When:** All Stages

**Approach:** The NWCJC and subcommittee members will continue to meet on a regular basis to discuss and agree CJC business, and facilitate key decision making including on the RTP at its key milestones.





## 4.2 Stage 2: IWBA (Statutory Assessments) Scoping

**Purpose:** WelTAG requires IWBA and the RTP Guidance sets out how the RTP must be supported by IWBA. The IWBA must show how well-being has been considered in the RTP including social, environmental, economic and cultural well-being, and take into account the five ways of working advocated in the Well-being of Future Generations Act. It should also show how the RTP will contribute to other outcomes such as NetZero and equality. As a plan, Strategic Environmental Assessment (SEA) is required, whilst other statutory assessments will be needed as outlined in the RTP Guidance, including but limited to Habitats Regulations Assessment (HRA). SEA and HRA both have their own legislation and regulations to be satisfied. As part of the preparation of the IWBA a scoping exercise must be undertaken in accordance with the relevant regulations, and feedback from the scoping exercise will inform the full IWBA and statutory assessments.

**Participants:** NRW and Cadw (the statutory consultees) and the NWCJC Local Authorities

**When:** October – November 2024 (5-week scoping period)

**Approach:** A IWBA (Statutory Assessments) Scoping Report will be sent to the competent authorities NRW and Cadw as statutory consultees, and shared with the NWCJC Local Authorities for comments for a 5-week scoping consultation period. The scoping exercise will be undertaken in accordance with the SEA Regulations and a Habitats Regulation Assessment (HRA) Pre-screening Report will be appended to the IWBA (Statutory Assessments) Scoping Report. Comments will inform the RTP alongside full IWBA including statutory assessments as required.

## 4.3 Stage 3: Public Consultation

**Purpose:** Taking into account comment and feedback during Stages 1 and 2, a draft RTP, RTDP and IWBA will be published for a minimum 12-week public consultation carried out in accordance with the relevant statutory assessment regulations including SEA. The consultation will seek feedback from any individual or organisation with an interest in transport in North Wales. The consultation will also satisfy the requirements of the SEA Regulations etc with comments sought from statutory consultees as required.

**Attendees:** All groups (open to the public)

**When:** January – April 2025 (minimum 12-week period)

**Approach:** A minimum 12-week consultation period will run in Winter 2024-25 seeking views on the draft RTP, RTDP and IWBA documents. To make the participation as accessible as possible taking into account the broad geographic area, a virtual public consultation exhibition room will be created utilising Arup's Virtual Engage platform<sup>4</sup>. 'Attendees' will be able to access the virtual consultation room at any time of day during the consultation period to view information and provide their feedback. An online web browser-based portal (Virtual Engage) will allow the public to browse information display boards, the draft plans and consultation materials, as well as submit their comments using an online form.

The public will be able to have their say by responding to an online questionnaire (with questions to be discussed and agreed with the NWCJC in advance of launch). This approach will allow a wider demographic than that usually participates in consultation events including hard-to-reach groups.

Notification of the public consultation and virtual public consultation room will be signposted through social media feeds led by the NWCJC and its partners, and online news channels and the NWCJC website subject to agreement.

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<sup>4</sup> <https://www.arup.com/services/digital-solutions-and-tools/virtual-engage/>



In addition, email invitations will be sent out to stakeholders at the launch of the public consultation to invite participation and share the opportunity with their colleagues and other interested individuals and organisations.

Hard copies of materials and questionnaires will be made available for individuals unable to access online material, on request. A project email address and telephone number will be created to facilitate requests that will be shared with the NWCJC project leadership to action. This will also facilitate discussion over the phone for people who prefer more traditional methods of engagement.

In addition to the activities outlined above for members of the public, officer and member briefings will be arranged to provide key stakeholders with advance notice of the launch of the public consultation.

Consideration will also need to be given to the relevant Welsh Language Requirements. Consultation materials and questionnaires should be made available in both Welsh and English. Furthermore, any requests for Welsh language materials will be available and accommodated when appropriate. The public consultation materials will be bi-lingual, with translation services to be provided on request.

The collation of any responses from members of the public would be stored in line with relevant data protection policies, with a data protection statement to be provided by the NWCJC on the questionnaire etc.

Following the close of the public consultation, feedback will be analysed and summarised, with key themes and comments informing revised plan documents and assessments as appropriate.

## 4.4 Stage 4: Final draft RTP, RTDP and IWBA

**Purpose:** Activities will be undertaken to finalise the draft RTP, RTDP and IWBA prior to submission to the Welsh Government. These are described below.

**When:** April to May 2025

**Approach:** See below.

### 4.4.1 Consultation Report

A Consultation Report will be prepared to provide a summary of the engagement and consultation activities undertaken and feedback received during the Public Consultation and wider engagement programme. It will set out how comments have informed the final documents and assessments.

### 4.4.2 Officer and Member Briefings

Prior to the submission of the draft RTP, RTDP and IWBA to the Welsh Government, NWCJC officer and member briefings will be arranged to present the final draft RTP, RTDP and IWBA documents, and provide a summary of the feedback received following the public consultation and how this has been addressed.

### 4.4.3 Sub-committee approval (NWCJC sign off)

Prior to submission of the draft RTP, RTDP and IWBA to the Welsh Government, NWCJC and Transport sub-committee approval will be sought.

### 4.4.4 Presentation to Welsh Government

The NWCJC will offer a presentation to the Welsh Government on the final draft RTP, RTDP and IWBA alongside submission, to assist Welsh Government review and decision making.



## 4.5 Stage 5: Publish RTP, RTDP and IWBA

**Purpose:** Submission of the final draft RTP, RTDP and IWBA for the Welsh Government and ministerial approval.

**When:** June / Summer 2025

**Approach:** Once approved by the Welsh Government and ministers, the final documents will be published on the NWCJC website, and an email sent to all participants of the engagement activities and public consultation to notify them of the adoption and publication. The NWCJC may consider launch events alongside the publication to encourage awareness and involvement, seeking to support the implementation of the RTP and its RTDP. A Monitoring and Evaluation report will also assist ongoing engagement throughout the plan period.



## 5. Next Steps

Subject to NWCJC approval and allocation of a budget for this Engagement Plan, the details will be developed further with iterative updates made as necessary.