



Cyd-Bwyllgor Corfforedig
Gogledd Cymru
North Wales
Corporate Joint Committee



North Wales Regional Transport Plan

Case for Change

Annex 1 - Policy Context

(Draft)





Case for Change

Annex 1

Policy Context

1. INTRODUCTION

This document has been produced as an annex to the North Wales Regional Transport Plan. It summarises the national, regional and local policies that are influencing the development of the Regional Transport Plan.

2. NATIONAL POLICY

2.1 The Well-being of Future Generations Act¹

The Well-being of Future Generations (Wales) Act was passed in 2015. It is aimed at improving the social, economic, environmental and cultural well-being of Wales. It is intended to make public bodies think more about the long term, work better with people and communities and each other, look to prevent problems and take a more joined-up approach. This will help to create a Wales that we all want to live in, now and in the future.

The Act introduced seven well-being goals, which are shown in Figure 2.1.



Figure 2.1. - Well-being Goals

¹ [Well-being of Future Generations \(Wales\) Act 2015: the essentials \[HTML\] | GOV.WALES](#)



Transport plays an important role in supporting the progress towards all seven of the well-being goal:

- **A Prosperous Wales** – through the development of a transport system that limits impact on climate change and provides people with access to education and employment.
- **A Resilient Wales** – through maximising opportunities to enhance biodiversity in transport corridors and developing a transport system that can adapt to future climate change.
- **A Healthier Wales** – by providing attractive active networks that encourage physical activity.
- **A More Equal Wales** – through providing access to the training, education, employment and other opportunities that enable to people to fulfil their potential.
- **A Wales of Cohesive Communities** – by providing attractive, viable, and safe connections to and between communities.
- **A Wales of Vibrant Culture and Thriving Welsh Language** – through providing access to arts, sports, and recreation activities.
- **A Globally Responsible Wales** – by considering the impact on global well-being when considering changes to our transport infrastructure.

2.2 Future Wales – the National Plan 2040²

Future Wales – The National Plan 2040 is Welsh Government’s national development framework, setting the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of communities.

The plan sets out eleven ambitions for a Wales that transport is key to achieving. These are a Wales where people live...

- ...and work in connected, inclusive and healthy places
- ...in vibrant rural places with access to homes and jobs
- ...in distinctive regions that tackle health and socio-economic inequality through sustainable growth
- ...in places with a thriving Welsh Language
- ...and work in towns and cities which are a focus and springboard for sustainable growth
- ...in places where, prosperity, innovation and culture are promoted
- ...in places where travel is sustainable
- ...in places with world-class digital infrastructure
- ...in places that sustainably manage their natural resources and reduce pollution
- ...in places with biodiverse, resilient and connected ecosystems
- ... in places which are decarbonised and climate resilient.

Policy 12 of the Plan is particularly relevant to the development of the Regional Transport Plan as it considers Regional Connectivity. This states that *“The Welsh Government will be investing*

² [Update to Future Wales – The National Plan 2040 \(gov.wales\)](#)



significantly to improve active travel and public transport. This needs to be combined with the implementation of policies in Planning Policy Wales which require development to be directed towards sustainable locations and designed to make it possible for everyone to make sustainable and healthy travel choices for their daily journeys. It will also require planning authorities to refuse planning permission for car-dependent developments which would otherwise encourage car use and undermine sustainable travel.”

The Plan 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
- Developing infrastructure responsibly

The National Plan includes a Regional Strategic Diagram for North Wales that indicates the high-level priorities that Welsh Government have for our region and that the Regional Transport Plan should set out to support. This is shown in Figure 2.2.

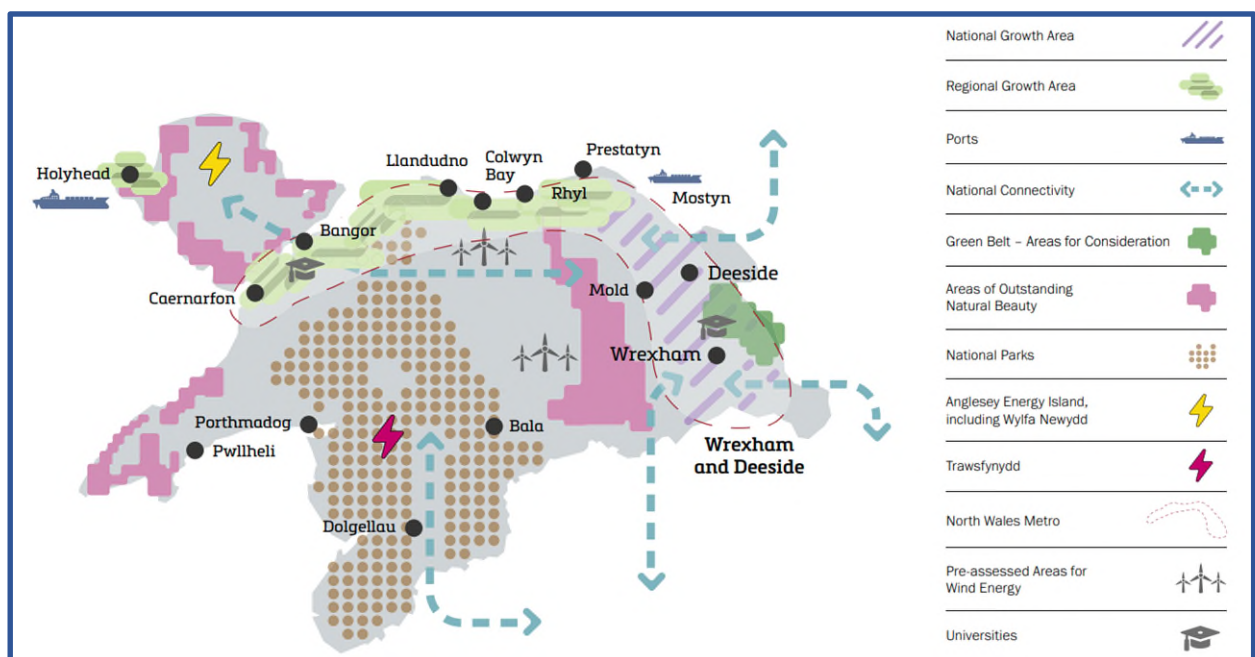


Figure 2.2 – Regional Strategic Diagram from National Plan

The Plan recognises two National Growth Areas in North Wales:

- **Wrexham and Deeside** – “Wrexham and Deeside will be the main focus for growth and investment in the North region. Strategic and Local Development Plans across the region must recognise the National Growth Area as the focus for strategic economic and housing growth; essential services and facilities; advanced manufacturing and transport infrastructure”
- **North Wales Coastal Settlements** – “The Welsh Government supports sustainable growth and regeneration in regionally important towns along the northern Coast. Holyhead, Caernarfon, Bangor, Llandudno, Colwyn Bay, Rhyl and Prestatyn will be a focus for managed growth and they have an important sub-regional role complementing the National Growth



Area of Wrexham and Deeside. Strategic and Local Development Plans should recognise the roles of these places as a focus for housing, employment, tourism, public transport and key services within their wider areas and support their continued function as focal points for sub-regional growth”

Policy 23 of the National Plan talks about the North Wales Metro, explaining that “the Welsh Government supports the development of the North Wales Metro and will work with Transport for Wales, local authorities and other partners to enable its delivery and maximise associated opportunities. The Welsh Government will work with local and regional authorities in North Wales and the North West of England to ensure the Metro and wider transport investments strengthen cross-border transport connections with improved transport links between the North, Chester, Liverpool and Manchester. Strategic and Local Development Plans must support the North Wales Metro. Planning authorities should plan growth and regeneration to maximise the opportunities arising from better regional and cross border connectivity, including identifying opportunities for higher density, mixed-use and car-free development around new and improved metro stations”.

2.2.1 Llwybr Newydd - The Wales National Transport Strategy³

The Wales National Transport Strategy has been in place since 2021. It sets out Welsh Government’s vision for how the transport system can help deliver the priorities for Wales, helping to create a more prosperous, green, and equal society. The vision and priorities of the strategy are shown Figure 2.3.

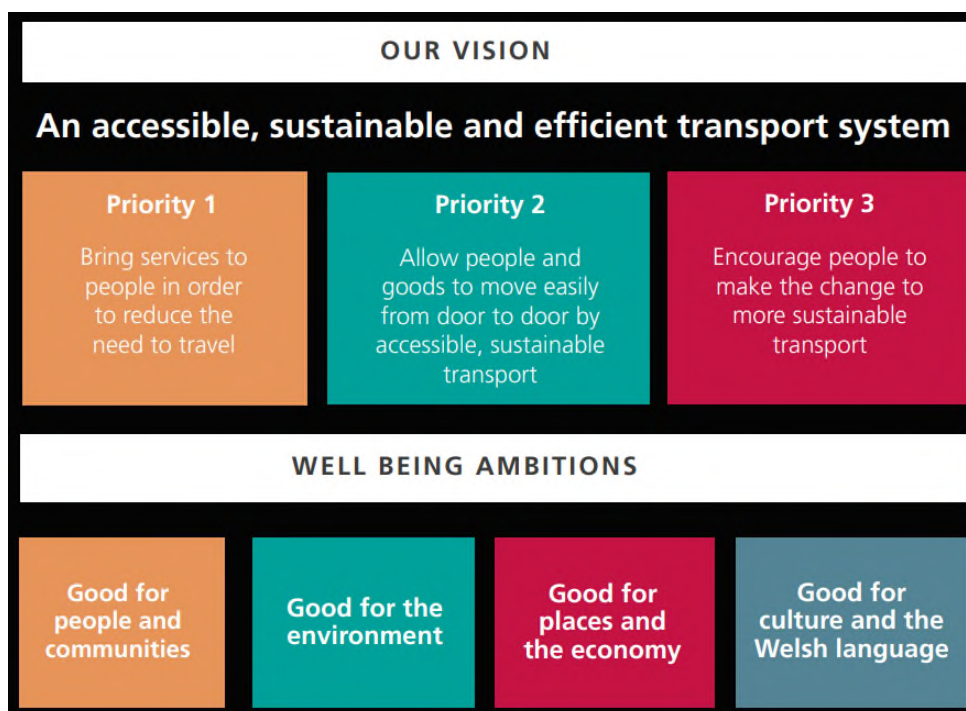


Figure 2.3 - Vision and Priorities of Llwybr Newydd

It is important that the priorities in Llwybr Newydd are at the forefront of thinking as policies and priorities for transport in North Wales are developed in the Regional Transport Plan. Of particular note is the Sustainable Transport Hierarchy that supports the delivery of the Priority 2: Allow people and

³ [Llwybr Newydd A New Wales Transport Strategy 2021: full strategy \(gov.wales\)](https://gov.wales/llwybr-newydd-a-new-wales-transport-strategy-2021-full-strategy)



goods to move easily from door to door by accessible, sustainable transport. The Hierarchy is shown in Figure 2.4.

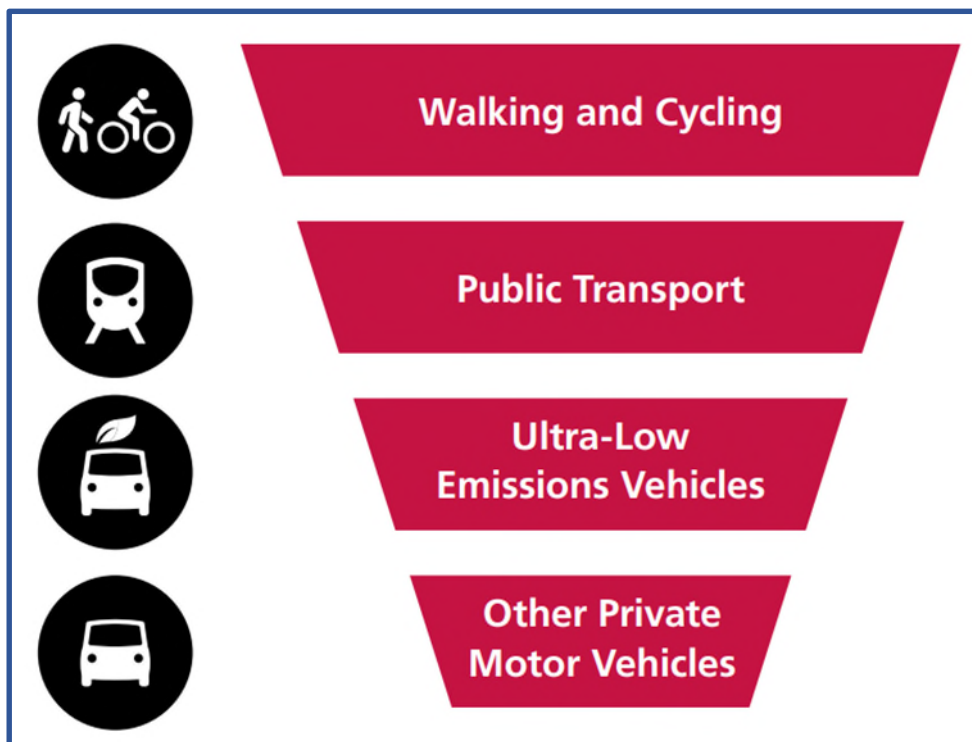


Figure 2.4 - Llwybr Newydd Transport Hierarchy

Llwybr Newydd includes the following statement regarding the development of Regional Transport Plans. “Regional Corporate Joint Committees will also prepare Regional Transport Plans for transport in their area. These will be shaped by Llwybr Newydd and aligned with Future Wales – the National Plan 2040 and the emerging regional development plans. Regional Transport Plans will include both policy and the supporting regional transport delivery plan.”

2.3 National Transport Delivery Plan 2022-2027⁴

This National Transport Delivery Plan (NTDP) sets out how Welsh Government will deliver against the priorities and ambitions set out in Llwybr Newydd – The Wales Transport Strategy. The NTDP includes the programmes, projects and new policies are intended to be delivered by 2027.

The interventions included in the Plan that have a specifically local significance for North Wales include those shown in Table 2.1.

Programme	Intervention	Timescale
Integrated Journey Planning and Ticketing	Extend PAYG across urban Metro regions (SE Wales, NE Wales and Swansea and the Bay)	2024-27
	Extend fare capping bus pilot to wider North Wales region	2023-25

⁴ [National Transport Delivery Plan 2022 to 2027 \(gov.wales\)](https://gov.wales/national-transport-delivery-plan-2022-to-2027)



Programme	Intervention	Timescale
Rail	Access for all - programme of step free access; Abergavenny, Shotton, Newtown, Tenby, Flint, Cwmbran, Caerphilly, Ludlow, Llanelli, Barry, Treforest, Cathays.	2022-25
	Changing places toilet and tactile paving installations to be installed at Shotton.	2022-25
	Capacity improvements Shrewsbury - Wrexham (Gobowen Intermediate block signal)	2022-25
	Introduction of additional rail services: Machynlleth - Tywyn 2 tpd Sundays	2023-24
	Introduction of additional rail services: Tywyn - Pwllheli 4 tpd Sundays	2023-24
	Introduction of additional rail services: Llandudno Junction - Bangor 1 tph	2023-24
	Introduction of additional rail services: Llandudno Junction - Llandudno 2 tph	2023-24
	Introduction of additional rail services: Llandudno Junction - Chester 1 tph	2023-24
	Introduction of new Class 197 trains across North Wales, Cambrian and the Marches lines	2022-25
	Introduction of new Class 230 trains on Wrexham - Bidston	2023-24
North Wales Metro	Overall NW Metro strategic development including studies and analysis to inform future schemes	2022 - 27 and beyond
	Active Travel (Local Connectivity) Phase 1	2022 to 25
	Active Travel to Stations (Local Connectivity) Phase 2	2022 to 25
	Development	2022 to 24
	Active Travel to Stations (Local Connectivity) Phase 3	2023 to 26
	Wrexham Gateway Access and Movement Development	2022 to 27
	Bangor Gateway Station Area transport integration	2022 to 27
	Snowdonia Access Improvement	2022 to 27 and beyond
	Holyhead Transport Masterplan	2022 to 27 and beyond
	Further Public Transport Interchange hubs	2022 to 27 and beyond
	Study and development of potential park and ride and park and share opportunities to reduce low occupancy car journeys.	2022 to 25
	Delivery of projects from the low occupancy study and development project	2022 to 27
	Borderlands line capacity enhancements	2022 to 27 and beyond
	North Wales Mainline capacity enhancements	2022 to 27 and beyond
Deeside Station Detailed Design and Construction	2022 to 26	
Shotton Integrated Station	2022 to 25	
Transport Innovation (North and West Wales)	2022 - 27 and beyond	

Table 2.1 - National Transport Delivery Plan Interventions Specific to North Wales



2.4 Net Zero Wales Carbon Budget 2 (2021 to 2025) ⁵

This document sets out Welsh Government's commitment to tackling climate change. It the Welsh Ministers' statutory duty to prepare and publish a report before the end of 2021 setting out their proposals and policies for meeting Carbon Budget 2 and sets Wales on a pathway to net zero emissions by 2050.

Meeting Carbon Budget 2 and setting Wales on a pathway to deliver net zero emissions by 2050 will require action in three broad areas for passenger and freight transport:

- Demand reduction and modal shift – how behavioural and societal shifts could reduce or change demand for travel.
- The technological options available and the uptake of transport with low or zero emissions.
- Improvements to fuel efficiency in conventional vehicles.

The document identifies a transport sector ambition statement, which is:

“We aim to reduce emissions from passenger transport by 22% in 2025 (from 2019) and 98% in 2050 through demand reduction, modal shift and the uptake of low carbon technologies.

Our aim is to reduce the number of car miles travelled per person by 10% by 2030 and to increase the proportion of trips by sustainable travel mode (public transport and active travel) to 35% by 2025 and 39% by 2030.

By 2025 10% of passenger car travel will be by zero emission car and 48% of new car sales will be zero emission, we will have a comprehensive network of electric vehicle charging points, and will also have transitioned a large proportion of our bus, taxi and private hire vehicles fleet to zero emission vehicles.”

Policies from the document that are relevant to the Regional Transport Plan include:

- Policy 30 – Enable people to work at or near to home
- Policy 31 – Increase trip mode share of active travel from a current estimated proportion of 27%⁵⁵ to 33% by 2030 and at least 35% by 2040
- Policy 32 – Increase trip mode share of public transport from a current estimated proportion of 5%⁵⁶ to 7% by 2030 and 13% by 2040
- Policy 33 – Reduce emissions from freight and logistics
- Policy 34 – Land use planning
- Policy 35 – Accelerate the uptake of zero emission cars and vans
- Policy 36 – Plan for and invest in EV charging infrastructure
- Policy 37 – Zero emission bus fleet
- Policy 38 – All taxis and private hire vehicles to be zero emission by 2028
- Policy 39 – Decarbonise the rail network
- Policy 40 – Zero emission HGVs

These are summarised in Figure 2.5.

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

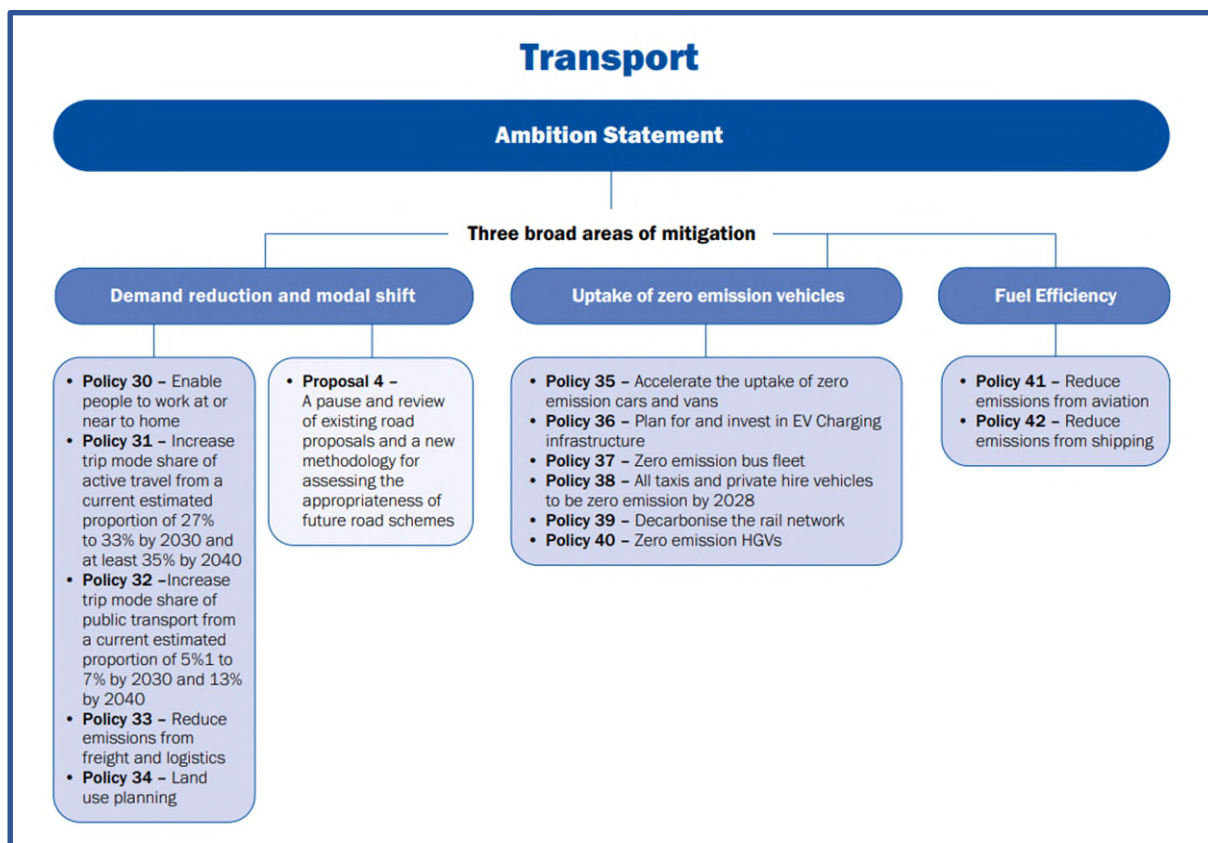


Figure 2.5 – Transport Policies from Net Zero Wales Carbon Budget 2

2.5 The Future of Road Investment in Wales

The Welsh Government set up a Roads Review Panel to review road schemes that are or were under development and to make recommendations for the future of road investment in Wales. The panel were asked to review 51 individual road schemes in the light of the Wales Transport Strategy ambitions and priorities, Programme for Government commitments and the second low carbon delivery plan, Net Zero Wales.

The Panel's findings that are relevant to North Wales are summarised in Table 2.2.



Scheme	Summary	Recommendation
A487 RHIWSTAERDYWYLL	The scheme is intended to address defective safety barriers on the A487 at Rhiwstaerdywyll, just south of Cadair Idris.	Welsh Government could continue to support the A487 Rhiwstaerdywyll scheme, subject to more detailed consideration of the 30mph speed limit and barrier options. It is unlikely to be appropriate to progress the highway modification option. The safety benefit should be benchmarked against other safety schemes (including those in the Local Safety Schemes programme and on local authority roads), and the scheme should only proceed if it is among the best of schemes waiting for funding
A494 MAESGAMMEDD ROAD JUNCTION IMPROVEMENT	The scheme would involve modification to the junction of the A494 with Maesgamedd, an unclassified road north of the village of Gwyddelwern	The scheme should not proceed in its current form. The safety of the junction should continue to be monitored. Further options to reduce speed and improve the visibility splay at the existing junction should be developed if the collision record suggests that action should be taken.
A483 WREXHAM BYPASS JUNCTIONS 3-6 SCHEME	This scheme would make modifications to the A483 Junctions 3 to 6 around Wrexham. The first phase would include a relocated larger capacity junction at Junction 4 (A483/A525) and later phases would be smaller-scale modifications to Junctions 3, 5 and 6 including some active travel provision	The A483 Wrexham Junctions 3-6 scheme should not proceed as the case for change is not well-aligned with Welsh Government's aim to reduce car mileage. The scheme would increase private car capacity and carbon emissions. Welsh Government could consider providing support for an alternative approach to create an exemplar residential and employment development with low levels of car use.



Scheme	Summary	Recommendation
A487 LLWYN MAFON	This scheme is on a 1.7km section of the A487 north of Porthmadog	Welsh Government could continue to support the A487 Llwyn Mafon scheme, subject to more detailed development to ensure safety benefits to walkers, cyclists, equestrians and motorised road users; and subject to benchmarking against other safety schemes to demonstrate that the scheme is among the best of safety schemes waiting for funding
A494 LÔN FAWR RUTHUN/ CORWEN ROAD	The Lôn Fawr / Corwen Road Junction scheme would replace an existing Y-junction with a T-junction with a 90° angle to improve sight lines	The scheme should not proceed because the case for change is weak. The safety of the junction should continue to be monitored, and further options to reduce speed, or divert traffic to reduce conflicting movements should be considered if the collision record suggests that action should be taken
A483/A5 HALTON ROUNDABOUT	The scheme comprises modifications to the A483/A5 Halton roundabout lying to the north-east of Chirk. The changes involve increasing the diameter of the roundabout, creating additional lanes on approaches and around the roundabout, and signing improvements for active travel	The scheme should not proceed because the case for change is weak. The safety of the junction should continue to be monitored. Further options to reduce speed and improve safety should be developed if the collision record suggests that action should be taken.
A55 / A494 NETWORK RESILIENCE	The A55 / A494 is the main highway route across North Wales. The Network Resilience study covers the A55 between Holyhead on Anglesey in the west and the English border in the east. The study also includes the A494 between Ewloe interchange on the A55 and the English Border, and the strategic and tactical diversion routes for when the A55 / A494 may be closed.	The A55 / A494 Network Resilience Study should not proceed. The case for change is not well-aligned with Welsh Government's aim to reduce car mileage. The scheme would increase private car capacity and result in a mode shift from public transport to car travel, and this would undermine the target to increase sustainable transport mode share
A55 - JUNCTION 23 - 24 CORRIDOR STUDY	The WeITAG Stage 1 A55 Corridor Study (J23 - J24) examined a 5.5km length of the A55. Junction 23 is at Llanddulas and Junctions 23A and 24 are to the north and east of Abergele.	The A55 J23-24 Study should not proceed to the next stage because there are concerns surrounding this process being the most appropriate to deliver relevant safety and multi-modal transport benefits for this area.



Scheme	Summary	Recommendation
A55 EWLOE (J33B) TO A494 QUEENSFERRY INTERCHANGE	The WelTAG Stage 1 A55 J33b Ewloe – A494 Queensferry Interchange Study examined a 4km length of the A494, between A55 Junction 33b at Ewloe (where the A494 and A55 join) and the Queensferry Junction of the A494 south-east of Connah’s Quay	The A55 Ewloe (J33b) to A494 Queensferry Interchange Study should not proceed to the next stage because the case for change has not been made and there are concerns surrounding this process being the most appropriate to deliver relevant multi-modal transport benefits for this area.
A55 NORTHOP (J33) TO HOLYWELL (J32)	The proposed scheme would involve a 3km westbound climbing lane, 5.4km concrete central reserve barrier and consequent closure of two at-grade pedestrian crossings on the A55 between Junction 33 at Northop and Junction 32 at Holywell.	The A55 Northop (J33) to Holywell (J32) scheme should not proceed because the case for change is weak.
A55 EWLOE (J33B) TO RHUALLT (J29)	The WelTAG Stage 1 A55 Corridor Study (Junction 33b – Junction 29) examined a 22km length of the A55 between Junction 33b at Ewloe and J29 east of Rhualt.	The A55 Ewloe (J33b) to Rhualt (J29) study should not proceed to the next stage because the case for change has not been made and there are concerns surrounding this process being the most appropriate to deliver relevant safety and multi-modal transport benefits for this area
FLINTSHIRE CORRIDOR IMPROVEMENT	The proposed preferred scheme emerging from the WelTAG Stage 2 work, ‘the Red Option’, is a substitute long distance dual-carriageway route for the A55 / A494. It would lie to the north and west of Connah’s Quay, mainly along the line of the A548. A new section of highway is also proposed to connect the A548 to the A55 at Northop Junction to the west of Connah’s Quay.	The scheme should not proceed. The case for change is not well-aligned with Welsh Government’s aim to reduce car mileage. The scheme would increase private car capacity and result in a mode shift from public transport to car travel, and this would undermine the target to increase sustainable transport mode share
A55 THIRD MENAI CROSSING	The scheme would involve construction of a new A55 bridge over the Menai Strait between Anglesey and Gwynedd, and re-alignment of the A55 between Junction 7 (on Anglesey) and Junction 10 (on the mainland)	The A55 Third Menai Crossing should not proceed. The case for change is not wellaligned with Welsh Government’s aim to reduce car mileage. The scheme would lead to increased traffic and carbon dioxide emissions, and a mode shift from public transport to car travel, inconsistent with the target to increase sustainable transport



Scheme	Summary	Recommendation
<p>ABERGELE TOWN CENTRE CONGESTION IMPROVEMENTS</p>	<p>This scheme would involve construction of a link road or gyratory system in Abergele town centre. Some footways would be widened and some cycleways provided.</p>	<p>The Abergele Town Centre Congestion Improvements scheme should not proceed in its current form. However, Welsh Government could continue to support development of a scheme for Abergele town centre, if justified against other transport priorities, with a focus on enhancing active travel provision for the whole town in line with the Sustainable Transport Hierarchy, and managing private car demand.</p>
<p>LLANDUDNO CONGESTION IMPROVEMENTS</p>	<p>The scheme is focused on A470 Conway Road and Links Roundabout in Llandudno.</p>	<p>Welsh Government could continue to support the Llandudno Congestion Improvements scheme, subject to further development in line with the Sustainable Transport Hierarchy and consideration of the Panel's advice on the preferred approach at Links Roundabout.</p>
<p>CHESTER-BROUGHTON GROWTH CORRIDOR</p>	<p>The scheme involves construction of a dual or single-carriageway road with associated active travel and public transport infrastructure</p>	<p>Welsh Government should not provide further support for the development of the highway schemes proposed for the Chester Broughton Growth Corridor. These schemes would increase road capacity for private cars and encourage dispersed land-use patterns.</p>
<p>WARREN HALL</p>	<p>Mixed use development site</p>	<p>Welsh Government is advised to consider whether development of this site, and similar sites within its portfolio, would be compatible with meeting its aims around modal shift and decarbonisation.</p>

Table 2.2 - Summary of Roads Review Panel Recommendations for North Wales

The Roads Review Panel also reported on a Llanbedr bypass separately. Welsh Government is now working with local stakeholders to take forward the recommendations of the roads review panel, including a package of sustainable transport measures, safety improvements, and a scaled-down road option.



2.6 Clean Air Plan for Wales⁶

The Clean Air Plan for Wales sets out proposals for reducing concentrations of Nitrogen Dioxide (NO₂) around roads where levels are above legal limits in Wales. NO₂ is a pollutant of concern for human health. The proposal has put emphasis on a relatively small number of hot-spot areas, almost entirely coinciding with roadside locations in heavy traffic. The plan focuses action on five locations across Wales, with two of these in North Wales:

- A494 Deeside
- A483 Wrexham

2.7 Town Centre First⁷

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. This means that town centres are considered first for the location of significant new commercial, retail, education, health, leisure, and public service facilities.

2.8 A Healthier Wales⁸

A Healthier Wales is the Welsh Government's plan for health and social care. There will be a whole system approach to health and social care, in which services are only one element of supporting people to have better health and wellbeing throughout their whole lives. It will be a 'wellness' system, which aims to support and anticipate health needs, to prevent illness, and to reduce the impact of poor health.

2.9 Noise and Soundscape Action Plan⁹

Welsh Government's Noise and Soundscape Action Plan acknowledges that "We need to create appropriate soundscapes, meaning the right sound environment in the right time and place." The sound of our transport system has been changing, and will continue to evolve over the course of the next few decades. Vehicles on our roads and railways are gradually going electric, which virtually eliminates the sound of their engines, while roads in built-up areas are adopting lower speed limits. These two changes will significantly reduce transportation sound levels in our villages, towns and cities. However, artificial sound must be added to electric vehicles at lower speeds for safety reasons, while noise associated with vehicles travelling at high speed, and excessively loud vehicles in particular, remains a challenge. There is also a risk of noise impacts arising from newer forms of transport such as electric scooters.

⁶ [40794 The Clean Air Plan for Wales \(gov.wales\)](#)

⁷ Town centres: position statement [HTML] | GOV.WALES

⁸ A Healthier Wales

⁹ Noise and Soundscape Plan for Wales 2023 to 2028



2.10 UK Government - Union Connectivity Review¹⁰

Many of the issues and there are associated policies that that are relevant to the Regional Transport Plan are devolved to Welsh Government. However, UK Government remains an important influencer, not just for non-devolved issues such as rail, but also as a funder and policy maker. One policy area that will influence transport in North Wales is the Union Connectivity Review.

The UK Government asked Sir Peter Hendy CBE to undertake a detailed review into how transport connectivity across the UK can support economic growth and quality of life in England, Scotland, Wales and Northern Ireland. The review was published in November 2021, and includes recommendations as to whether and how best to improve transport connectivity between the nations of the UK. The review identified a number of corridors as part of a proposed UKNET, a strategic transport network for the United Kingdom. These multi-modal corridors to assess the best infrastructure improvements to enhance connectivity and deliver jobs, growth, housing and social cohesion. Infrastructure improvements were assessed against the following criteria:

- Improve transport provision across the Union.
- Support economic growth and recovery across the whole of the UK.
- Help address economic and social inequalities across the whole of the UK.
- Support quality of life across the whole of the UK.
- Support the UK's commitment to be net zero by 2050.
- Take advantage of technological innovation.
- Be consistent with the UK Government's fiscal strategy.

The North Wales Corridor is one of the UKNET corridors identified in the Union Connectivity Review, as shown in Figure 2.6.

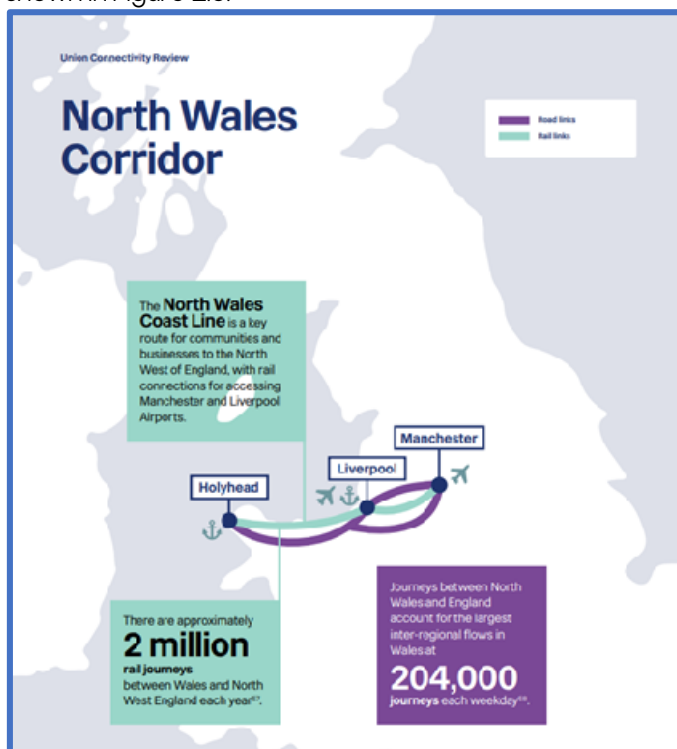


Figure 2.6 - North Wales Corridor Identified in the Union Connectivity Review

¹⁰ (Union Connectivity Review (publishing.service.gov.uk))



The Union Connectivity Review (UCR) recognised that the area comprising North Wales and across to Liverpool and Manchester is a discrete economic area with significant interconnectivity and large numbers of daily cross border trips. A quarter of employees in this region cross the border between England and Wales for work. It is a key route for communities and businesses with connections to Manchester and Liverpool Airports and the island of Ireland via Holyhead.

As part of the UCR, the following opportunities for improvement on this corridor were identified:

- High levels of traffic on the A55, M56, M6 and M60
- Vulnerability of A55 during incidents, and lack of resilience
- Scheduling of ferries meaning HGVs come in waves
- Line speed and capacity on the North Wales Main Line and the Cheshire/Mersey area
- Opportunities to connect with HS2

The UCR included the following recommendation:

“The UK Government should: Work with the Welsh Government to undertake a multimodal review of the North Wales transport corridor, and develop a package of improvements focused on the North Wales Main Line (including better connectivity with HS2, and electrification), the A55, the M53, M56, and onward travel to and from the island of Ireland.”

2.11 UK Government - Network North¹¹

Network North was launched by UK Government in October 2023 as a new approach to transport in the UK. It included the following commitment:

“We will also provide an unprecedented £1 billion investment to fund the electrification of the North Wales Main Line, bringing parts of North Wales within an hour of Manchester. We will oversee more punctual, reliable journeys on the 126-mile route between Crewe, Warrington, Chester, Llandudno and Holyhead, where ferry services run to Dublin.”

3. REGIONAL POLICY

3.1 North Wales Transport Commission

The Deputy Minister for Climate Change established the North Wales Transport Commission to provide recommendations to realise a sustainable integrated and multi-modal transport system in north Wales. The Commission assessed the problems, constraints and opportunities in the region and engaged with stakeholder groups to consider all possible interventions.

The Commission's recommendations are structured around better networks for bus, rail and active travel that offer plausible alternatives to travel by private vehicle. The recommendations are balanced with an acknowledgement of the continued importance of the car in rural areas and actions that can be taken to make use of the private car more sustainable. There are also recommendations for freight, the visitor economy and achieving changes in behaviour. A summary of the recommendations made by the Commission is shown in Table 3.1.

¹¹ [Network North: Transforming British Transport \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)



Topic Area	Recommendation
RAIL	Implement rail capacity improvements at and around Chester Station to enable electrification and five trains per hour, including one express service.
	Prioritise delivery of the North Wales Main Line Phase 1 infrastructure improvements between Crewe and Llandudno Junction to enable operation of five trains per hour, including one express service, and to reduce journey times.
	Deliver North Wales Main Line Phase 2 and 3 proposals to enable operation of five trains per hour, including one express service between Crewe and Bangor (Phase 2) and Holyhead (Phase 3), and to reduce journey times
	Deliver electrification of the North Wales Main Line in a phased manner consistent with the infrastructure development Phases 1 to 3. To be ready for electrification, development work must be undertaken, and a business case established.
	Remove the rail capacity constraint at the Padeswood Cement Works south of Buckley Station on the Borderlands Line.
	Implement infrastructure improvements on the Borderlands Line to achieve four trains per hour and reduce rail times, including two direct trains to Liverpool.
	Work with Liverpool City Region and Merseyrail to maximise the integration of services between the Borderlands Line and Merseyrail network.
	Provide a station in Deeside Industrial Park on the Borderlands Line with supporting active travel and public transport access to the station.
	Develop and implement proposals at Shotton Station to create a high quality and fully accessible interchange between the Borderlands Line and North Wales Main Line and to improve active travel and public transport access.
	Implement a signalling improvement scheme at Gobowen on the Shrewsbury–Wrexham–Chester Line and dual tracking between Wrexham and Chester to address capacity constraints to enable two passenger trains per hour and freight services to operate effectively and reliably.
	Continue to consider line capacity enhancements, increased service frequencies and train capacity enhancements on the Conwy Valley and Cambrian Coast Lines.
	Improve the allocation of the rail fleet in north Wales in the short term to ensure rolling stock meets user needs for the types of journey people are making and procure additional trains including an electric fleet for the North Wales Main Line in the medium term.
	Safeguard former rail lines from future development and develop walking and cycling routes along them where appropriate, with high quality bus services for the communities alongside them
	Consider locations for and methods to develop rail based light logistics freight services.
BUSES AND COACHES	We support the proposed legislative changes to allow bus services to be franchised and we recommend that local authorities and Transport for Wales prepare for and implement changes to bus services prior to and in preparation for franchising and that Welsh Government provides multiyear funding to support these services.
	We recommend the introduction of a network of regional coastal bus services with a frequency of two to four buses an hour extending into the evenings that link major settlements, employment sites and transport interchanges
	We recommend the introduction of a network regional rural bus services with an hourly service frequency extending into the evenings that link rural settlements and are operated by a fleet of buses that are comfortable for longer journeys.



Topic Area	Recommendation
	<p>We recommend the proposed Traws Cymru enhancements to routes, service frequencies and hours of operation are carried out in the short term.</p>
	<p>We recommend local bus networks are developed in preparation for franchising by Transport for Wales and local authorities working collaboratively with their communities and employers.</p>
	<p>We recommend making suitable pilot Fflecsi Dynamic Demand Responsive services permanent, and introducing additional Fflecsi services in other areas where experience from the pilot and other schemes suggest they would be a good complement to scheduled bus proposals. Schemes should be designed with local community involvement.</p>
	<p>We recommend that Transport for Wales and local authorities collaborate with communities, particularly in rural areas, to help fund and deliver community transport services that meet otherwise unmet need.</p>
	<p>We recommend a pilot is run and evaluated of a 'total transport services contract' that pools budgets and fleets to provide the services for education, patient, social services and community transport.</p>
	<p>We recommend that the current proposal for a coach service between Bangor and Carmarthen is progressed together with its required interchange infrastructure. In addition, we recommend a study is undertaken of other potential north-south and cross-border coach routes.</p>
	<p>We recommend that local highway authorities and the North and Mid Wales Trunk Road Agent (on behalf of Welsh Government) implement bus priority proposals and review proposed bus service improvements to identify and implement further required bus priority measures.</p>
	<p>We recommend making the Sherpa'r Wyddfa bus services permanent, provide long term funding for them and investigating how services can be integrated further with the wider bus and railway networks.</p>
	<p>We recommend the creation of a partnership where Sherpa'r Wyddfa and other public transport services can be supported by innovative sources of funding including parking revenues if available and appropriate</p>
	<p>We recommend an investigation of the benefits of seasonal and tourist bus services, like the Sherpa'r Wyddfa, in other locations in north Wales to support the visitor economy and promote integration with wider rail and bus networks.</p>
PROVIDING FOR ACTIVE TRAVEL	<p>Priority should be given to the construction of junctions, crossings and other infrastructure that have the greatest potential for creating the most increase in use, these could be new or upgraded existing facilities. These may typically be in urban areas, but in rural areas enhancing safety and providing routes connecting smaller communities to larger settlements is important.</p>
	<p>We recommend that a North Wales Active Travel Unit is established to work with local authorities, the North Wales Corporate Joint Committee, Welsh Government Strategic Road Network division and the North and Mid Wales Trunk Road Agent to deliver active travel networks that are ambitious, in line with the Sustainable Transport Hierarchy and are delivered at pace.</p>
	<p>We recommend that local authorities develop multi-year delivery programmes for their active travel schemes and engage all relevant departments in scheme development and delivery.</p>
	<p>We recommend that Transport for Wales's method for route prioritisation is adopted by</p>



Topic Area	Recommendation
	<p>local authorities and Transport for Wales s to target investment to maximise use of the active travel network.</p>
	<p>We recommend that high-quality active travel routes should be prioritised using Transport for Wales' prioritisation method to target investment to schemes that maximise volume of use of the network and link population centres with major employment sites</p>
	<p>We recommend a programme of works is instigated to implement changes to the existing highway network in urban areas to re-allocate road space and prioritise junctions for people walking and cycling</p>
	<p>We recommend 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</p>
	<p>We recommend that routes forming part of the rights of way network are improved to a standard suitable for everyday active travel journeys where that would increase everyday active travel use</p>
	<p>We recommend implementation of Quiet Lanes by local authorities where this will help create a more extensive active travel network, and therefore the ability to designate Quiet Lanes in Wales should be formalised.</p>
	<p>We recommend that funding streams additional to the Active Travel Fund are investigated so that active travel routes can be developed to visitor attractions.</p>
	<p>We recommend that high impact active travel components of schemes paused by the Roads Review are developed in line with the Review Panel's recommendations</p>
	<p>We recommend that all bus and rail stations and interchanges are served by direct, high-quality pedestrian and cycle routes that have priority, and have more and better cycle parking</p>
	<p>We recommend developing methods to increase e-cycle ownership, including loan and grant schemes</p>
	<p>We recommend that a public cycle hire scheme is investigated in Wrexham and other locations, and community cycle hire schemes are investigated for other locations in the region.</p>
<p>THE CAR AND ROAD TRANSPORT</p>	<p>We recommend that parking strategy and standards and planning consents should ensure that new residential and non-residential developments provide sufficient electric vehicle charging points to meet future demand.</p>
	<p>We recommend increasing the number of car clubs through joint working with car club providers, including community car club providers, in urban and rural areas and at stations, in workplaces and at mobility hubs.</p>
	<p>We recommend that Welsh Government produces guidance for local authorities on developing a parking management strategy, including all types of on-street and off-street parking and advice on charging.</p>
	<p>We recommend development of a network of suitable heavy goods vehicle road-side facilities in the region.</p>



Topic Area	Recommendation
INTEGRATION	We recommend that Transport for Wales, local authorities and bus operators should work together ahead of bus franchising to develop and introduce timetables with increased frequencies and better interchange possibilities.
	We recommend the development of fully integrated ticketing across rail, bus, and where possible community transport, using a digital platform and app. Welsh Government and Transport for Wales should set up the necessary processes with timescales for delivery of a digital platform and app that provides this full integration, once franchising has been introduced.
	We recommend a maximum daily fare, supported by tap-on/off infrastructure for all bus and rail is trialled in north Wales to act as a pilot for a countrywide system.
	We recommend the introduction of reduced fares on public transport to make them more affordable and easy to use.
	We recommend placemaking and wayfinding at stations and bus stops that is undertaken in consultation with local and community organisations, including disabled people's organisations.
	We recommend that mobility hubs are created at rail stations, prioritising those that are redeveloped
	We recommend that park-and-ride sites should in general be provided only after active travel networks and cycle parking are developed and where the public transport leg is the longest part of the journey.
	We recommend joint working between transport service providers and tourist related businesses to develop a guest card that offers visitors a package of sustainable travel offers, attraction entrance and goods and services discounts.
PLANNING	We recommend Welsh Government reviews TAN18 guidance to ensure policy intent translates to implementation and that the review leads to inclusion of specific guidance on planning for active travel, provision for buses, and scale of provision of car parking
DIGITAL	We recommend support digital literacy schemes, such as the Digital Communities Wales programme, and would like to see campaigns to raise awareness of their existence.
BEHAVIOUR CHANGE	We recommend that Strategic Transport partnerships for organisational travel planning should be developed by the Welsh Government working with local authorities, the North Wales Corporate Joint Committee and major employers in the employment areas in north-east Wales (Deeside and Wrexham) and north-west Wales (centred on Bangor).
	We recommend that employers in north Wales are given the option to sign up to a Healthy Travel Charter, following the south Wales model.
	We recommend that local authorities should expand their work with schools and parents to encourage and support sustainable travel for children, parents and staff.

Table 3.1 – North Wales Transport Commission Recommendations

If we are to ensure a consistent approach to transport policy in North Wales, it is important that the Regional Transport Plan seeks to align, where possible, with the finding of the Commission and is supportive of the delivery of the recommendations.



3.2 North Wales Joint Local Transport Plan 2015¹²

The current Local Transport Plan (LTP) covering the North Wales region was developed by Taith and adopted in 2015. The vision statement for the Plan is:

“The North Wales Local Authorities aim to remove barriers to economic growth, prosperity and well-being by delivering safe, sustainable, affordable and effective transport networks”

The LTP outcomes are:

- **Connections to Key Destinations and Markets:** Support for Economic Growth through an improvement in the efficiency, reliability, resilience, and connectivity of movement, including freight, within and between North Wales and other regions and countries (with a particular focus on accessibility to the Enterprise Zones and an improvement in the vitality and viability of towns and other key centres)
- **Access to Employment:** Providing inclusive and affordable access to employment and training (with a focus on the most deprived communities)
- **Access to Services:** Promotion of social inclusion and well-being through inclusive and affordable access to education, health services and other key services and facilities (with a focus on the most deprived communities)
- **Increasing Levels of Walking and Cycling:** for both necessary travel and recreation, by residents and visitors
- **Improved Safety and Security:** of both actual and perceived safety of travel by all modes
- **Benefits and Minimised Impacts on the Environment:** the potential for transport improvements to positively affect the local and global natural and built environment will have been maximised and negative impacts minimised, including adaptation to the effects of climate change.

The LTP also includes a set of high level interventions, which are shown in Table 3.2.

Higher Level Intervention	Description
Transport network resilience improvements	Improvements to key county corridors to remove/ improve resilience problems
Capacity and safety enhancements/ pinch-point improvements	Including schemes to increase network capacity or remove pinch points/ constraints on the county

¹² [North Wales Joint Local Transport Plan 2015 \(flintshire.gov.uk\)](http://flintshire.gov.uk)



Higher Level Intervention	Description
Integration with strategic public transport services	Schemes to improve access to rail stations including road access and bus services and interchange facilities, support for park and ride, walking and cycling routes and facilities
Improved links to Employment	Schemes to provide improved access to EZ's, ports, employment sites and town centres. May include car share sites, bus services, active travel measures as well as road improvements.
Access to services	Range of integrated transport measures to improve access to education, health, community, shopping and other services by public transport, walking and cycling as well as community transport, taxi, car share sites
Encouraging sustainable travel	Infrastructure improvements and promotional initiatives to increase levels of walking and cycling both for travel and for leisure as well as public transport. May include road and rail bridges/ crossings, cycle routes, footway/ footpath provision, safe routes to school, travel planning as well as road safety measures to assist vulnerable users

Table 3.2 – LTP High Level Interventions

The vision, outcomes and high level interventions from the LTP will be reviewed during the process of development the Regional Transport Plan. The LTP also includes a wide range of schemes and interventions for delivery. These proposed interventions will also be reviewed and updated in light of current wider policies.

3.3 Ambition North Wales and the North Wales Growth Deal¹³

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 Growth Deal is working on projects to improve digital connectivity in areas of North Wales that is poorly served currently, a programme that will reduce some of the need to travel in the region. It is seeking to bring forward development at a number of sites across North Wales, all of which will require suitable sustainable transport access. Projects that are particularly notable for the Regional Transport Plan include:

¹³ [Ambition North Wales | Growth Deal](#)



- **Holyhead Hydrogen Hub**, which will increase hydrogen energy security, reducing the dependence on imports and driving down carbon emissions, particularly in the transportation sector.
- **Holyhead Gateway**, which will enhance the port's capacity through land reclamation (creating new land from the sea) within the harbour. In doing this, the aim is to ensure the port can meet the increasing demands of both business and tourism visits to the region.
- **Responsible Adventure** will promote North Wales as a leading sustainable tourism destination. The project will prioritise environmental sustainability with a decarbonisation strategy which looks to provide a green alternative to moving its customers around sites and North Wales
- **Trawsfynydd**, which will deploy first-of-a-kind Small or Advanced Modular Reactors at the Trawsfynydd site to generate low carbon energy. Construction traffic is likely to be significant
- **Hydrogen Hub**, which will include the supply and use of hydrogen
- **Wrexham Gateway**, which will deliver approximately 7,000sqm of new office space as part of a development that also includes an interchange hub at Wrexham General Station
- **Western Gateway, Wrexham** will provide primary services such as power, telecoms and water for the development of employment and business premises at a site located near Junction 4 of the A483.
- **Warren Hall, Flintshire** will involve providing primary services such as power, telecoms and water to the site in Broughton, Flintshire, near the A55 expressway.
- **Connected Key Sites and Corridors**, which aims to enhance the reliability and quality of mobile services on the main roads and rail routes in North Wales, enabling full-fibre services to key commercial sites across the region.

3.4 North Wales Regional Economic Framework¹⁴

The North Wales Regional Economic Framework (REF) was developed by Welsh Government and Ambition North Wales. The mission through this REF is “to start creating innovative opportunities to ensure we protect and enhance our natural environment whilst also allowing communities to thrive. Building on our strengths and taking advantage of opportunities where they add value, beyond monetary value alone, to the region.”

The REF is based on the principles of a Wellbeing economy. The Wellbeing Economy means taking a different approach to developing the economy for North Wales. It is not simply about economic growth at any cost and requires a change of focus from growth alone, to sustainable growth, which protects and supports communities.

The REF is structured around three core themes:

- Social and Community Well-being, which considers Transport Connectivity, including cross border connectivity and ensuring access to public and active travel modes.
- Experience Economy, which considers realising the economic benefits of public realms within our towns, allowing residents and visitors to benefit from parks and open spaces, squares and tree-lined streets.

¹⁴ [North Wales regional economic framework \(gov.wales\)](https://gov.wales/north-wales-regional-economic-framework)



- Low Carbon and Low Emission Economy, which includes hydrogen fuelling, EV charging, sourcing investment in new strategic transport links and to approach opportunities to achieve shifts to lower carbon transport modes.

3.5 North Wales Regional Energy Strategy¹⁵

The North Wales Regional Energy Strategy was developed by Ambition North Wales and Welsh Government. The overall objective of this strategy is to develop a strategic pathway identifying key interventions to deliver on the region's ambitions for decarbonising its energy system and ensure the region benefits from the transition. An Energy Vision scenario has been modelled to set out a potential decarbonisation route that will put the region on track to achieve a net zero energy system by 2050.

The vision for North Wales is "Delivering maximum local economic, social, ecological and wellbeing benefits from transitioning to a net zero economy and becoming a net exporter of low carbon electricity through cross-border and regional cooperation."

One of the four priorities of the strategy is "To achieve a shift to lower carbon transport".

To meet Welsh Government targets, and to be on track for net zero by 2050, North Wales needs to reduce emissions from its energy system by 55% by 2035. This requires a 55% reduction in road traffic emissions by 2035 compared to the 2017 levels.

The energy vision scenario modelling used in the strategy assumes a significant shift away from business as usual across domestic, commercial and transport energy usage by 2035. The transport assumptions of the modelled future vision include:

- 55% of vehicles driven in North Wales in 2035 are electric, equivalent to 7,000 more electric vehicles per year by the mid-2020s, peaking at 40,000 per year in the 2030s. This is to be facilitated by the deployment of 2,000 public EV chargers;
- 2,600 gas HGVs and 1,000 hydrogen vehicles;
- A 15% reduction in private vehicle mileage by 2035;
- A slowing of the growth in total number of vehicles on the road, facilitated by increased use of public transport and active travel.

These assumptions summarise the level of action required between 2020 and 2035 to be on track to achieve net zero by 2050. The energy modelling focuses on known decarbonisation technologies and actions that could be implemented by 2035 in order to demonstrate a potential decarbonisation route. The scenario is not intended to be prescriptive.

3.6 Anglesey Freeport¹⁶

The Welsh and UK Governments have approved Anglesey's bid to become one of the first Welsh freeports, providing a unique investment opportunity for businesses considering their future operations, as well as bolstering Anglesey's vibrant island economy and the prosperity of

¹⁵ [North Wales Energy Strategy \(gov.wales\)](https://gov.wales/north-wales-energy-strategy)

¹⁶ [Home-E - Anglesey Freeport](#)



communities across North Wales. Freeports are designated areas where trade and customs facilitations allow goods to be more easily imported, assembled, and exported. They also include tax sites, which encourage investment to take advantage of these opportunities, and stimulate local economic growth.

This means that goods entering the Anglesey freeport will not be subject to usual UK tax and customs measures until they enter the UK market – and if they are reexported, they will not be subject to the usual UK tax measures. This makes freeports highly attractive to investors looking to transit goods through the UK, but also seeking to maintain commercial competitiveness by not having to be caught up in the red tape of UK customs processes.

Anglesey Freeport is committed to delivering upon the Welsh and UK Government’s shared objectives around the broader freeport programme, including in ensuring the Freeport operates as a hub for global trade, innovation and investment, supporting local talent and embracing new employment opportunities.

Bringing a freeport to Anglesey provides the opportunity to cement Anglesey and the wider North Wales region as a hub of global trading excellence, helping to turbocharge regional growth and bring new, exciting jobs which deliver for people in North Wales.

The freeport on Anglesey will help to boost Holyhead trade by empowering traders to use the fastest route between Ireland and the European continent – the “land-bridge” from Holyhead to Dover – rather than longer, more inefficient, and costly shipping routes.

Analysis undertaken as part of the Freeport proposals indicates that the Anglesey Freeport could create 3,500 new jobs and potentially bring up to 13,000 jobs across Anglesey and North Wales over broadly over a 15-year period.

It is vital that the Regional Transport Plan considers proposals that support the successful implementation of the Freeport whilst supporting access to jobs and a likely increased freight movement to and from the port.

3.7 Flintshire and Wrexham Investment Zone

In the November 2024 UK Government announced support for an Investment Zone in Flintshire and Wrexham, worth up to £160 million. The proposal is also supported by Welsh Government.

The Investment Zone will focus on advanced manufacturing and the creative & digital sectors. Notable large employers in these sectors currently located in North East Wales include Airbus, Toyota, JCB, Eren, Theatr Clwyd, Moneypenny, Hoya Lens, Sharp, Net World Sports, Kronospan, Hydro Wrexham and Ifor Williams Trailers.

The investment in this area will be supported by improved infrastructure and transport links and it is vital that the Regional Transport Plan reflects these investment proposals.

3.8 North Wales Metro

The multi-million-pound North Wales Metro Programme will transform rail, bus and active travel services across North Wales. It will make it easier and faster to travel across North Wales and build



better connections with North West England. This will help create more opportunities for our communities and support inward investment for North Wales.

The Programme will also improve connectivity between North Wales and key destinations within the UK with links to HS2 and Northern Powerhouse Rail, helping to meet the decarbonisation agenda of both the Welsh and UK Governments.

Investing in the transport network in North Wales will help encourage us all to make better and more sustainable travel choices.

The Metro programme includes proposals to enhance rail services across North Wales. Plans are also being developed to improve railway stations across the region, making it easier to change between rail, bus and Active Travel. Metro projects also include a range of active travel schemes and improvements to bus services. The North Wales Metro Programme is summarised in Figure 3.1, which shows the strategic public transport infrastructure.



Figure 3.1 – North Wales Metro Summary (TfW)

North Wales Metro - Rail

There are two large ongoing projects to improve rail services in North Wales. The first of these considers the Borderlands Line that connects Wrexham Central Station to Bidston in Wirral for onward connections into Liverpool.

The aspirations for this line include:

- A four train per hour service
- Direct connections into Liverpool City centre
- A one-hour journey time

Work is progressing to understand the potential of the new 777 battery trains to enable services into Liverpool City centre. Analysis of these proposals has suggested that service improvements on the Borderlands Line could see an increase of 676,000 rail journeys per year.



The other large rail workstream is looking at the North Wales Main Line (NWML). The vision for this line is:

- to have four trains per hour (4tph) operating along the NWML , along with one express train (to Cardiff or London) per hour
- to improve strategic connectivity
- to improve journey time

A phased delivery of the enhanced service levels is intended, and this is currently being investigated through study work.

Key to the delivery of improved service levels on the NWML and enhancing connections to Crewe are improvements to Chester Station. This will allow more through movements enabling service increases across both North Wales and North West England. Therefore, whilst this project is vital for North Wales, it is also important from a Union Connectivity perspective.

North Wales Metro – Bus

Transport for Wales' aims for improving bus services are focused on four themes. These are:

- Make buses more attractive for everyday use by the people of Wales
- Better connected networks that allow people to realistically use buses for many journeys
- Better co-ordination, more regular timings, and more services in the evenings and at weekends
- Better integration between bus services, with trains, and better access on foot and by bicycle

Recent improvements that have been delivered in North Wales to make bus services more attractive include:

- The rollout of the 1bws ticket (one ticket across the vast majority of bus services in North Wales),
- 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 Rhuthin.

North Wales Metro – Active Travel

The Transport for Wales work to improve walking and cycling facilities is influenced by the following themes:

- Deliver a step change in provision for pedestrians and cyclists
- Encourage mode shift, in line with overall transport policy and the decarbonisation agenda
- Provide for existing users, but also encourage new users
- Support development and regeneration of town centres
- Engage with stakeholders

North Wales Metro work aimed at improving walking and cycling across the region includes:

- Station network plans developed for 11 stations
- WelTAG 2 studies complete for Holyhead and Bangor Station Gateways.



- Supporting gateway proposals at Wrexham General Stations
- Feasibility reports for walking routes to key attractors in Eryri
- Active Travel infrastructure designs for accessing Shotton Station
- Supporting new bridge linking Dolgarrog to the local station

Table 3.3 shows the ongoing North Wales Metro Programme work in financial year 2023/24.



Project	Deliverables
	North Wales Main Line WelTAG – Stage 3 for Phase 1 focus Llandudno Junction to Crewe
	Borderlands Outline design Padeswood Cement 777 decarbonisation and commercial requirements – recharging, stations
	Chester Capacity WelTAG 2 Chester Station capacity Stage B and Shotton review
	Station Network Plans – rolling programme to assist delivery Flintshire – 2 routes Shotton Stations – Active Travel crossing Gwynedd – 1 route Colwyn Bay station / town centre
	Bangor Gateway Progression through WelTAG3 (and associated feasibility option) Quick win progression in partnership with Station team and Cyngor Gwynedd (wayfinding in line with masterplan ambitions)
	Wrexham Gateway Feasibility study – severance – bridges to single option design Designs to complement the Wrexham Gateway revised Masterplan Progression through WelTAG 2
	Holyhead Improved Interchange Progression through WelTAG 3 on public transport interchange Allow quick wins to be identified Active Travel Study underway, Isle of Anglesey Levelling Up Fund scheme underway
	Eryri Sustainable Access Parking management measures – VMS/ Signage Strategy (Implementation) Masterplan on Llanberis site Active Travel route development
	Bus Network, Pilots Continuation of pilot schemes Sherpa, T10, T8 and bus improvement measure development work Pilot roll-out of Gwynedd reference network

Table 3.3 – 2023/24 North Wales Metro Programme



4. Local Transport Policies

The current Joint Local Transport Plan is referred to in Section 2.2.2 of this Case for Change. Alongside this, some of the six local authorities in North Wales have their own local strategies and policies for transport.

Flintshire County Council's Integrated Transport Strategy is summarised in Figure 4.1.

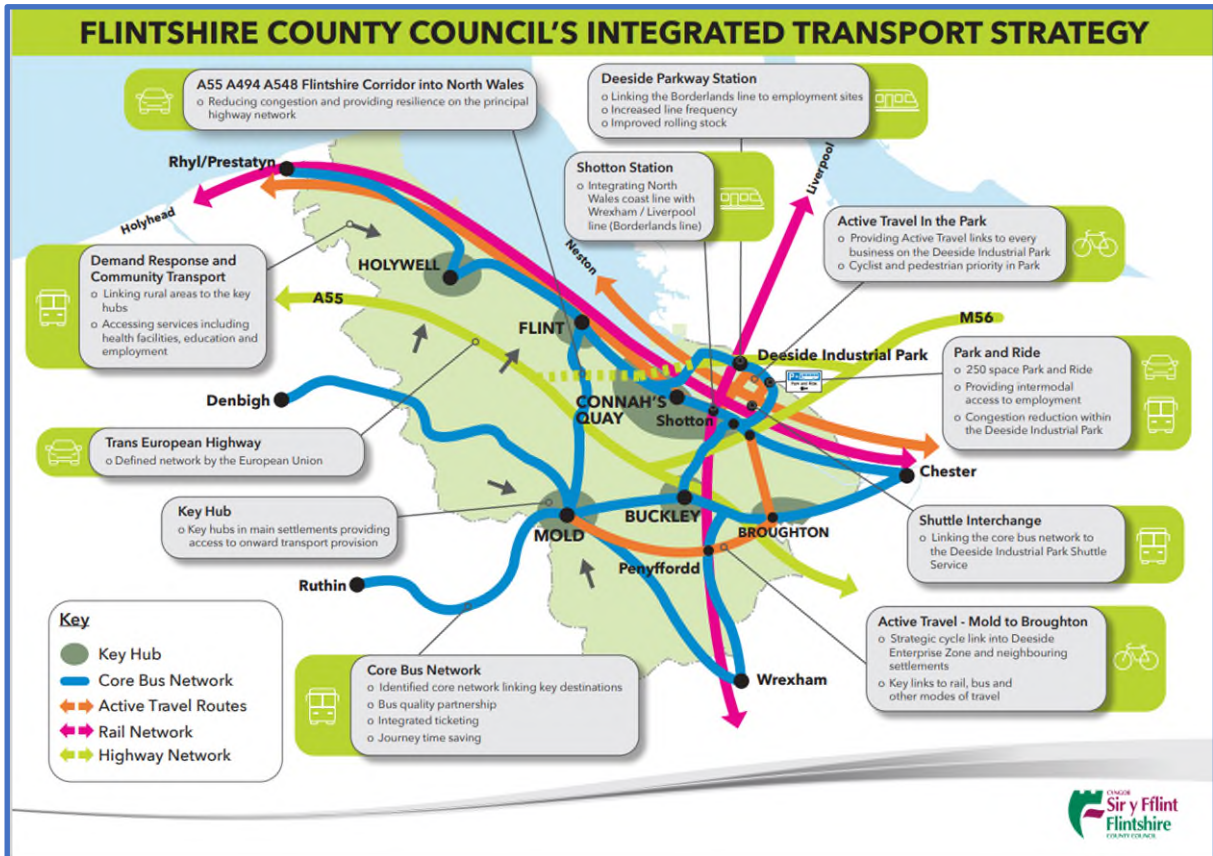


Figure 4.1 - Flintshire County Council's Integrated Transport Strategy

The principles of Flintshire County Council's approach to transport are closely aligned to national transport strategies and deeply rooted within the aims of the North Wales Joint Local Transport Plan (NWJLTP). Flintshire County Council's own Integrated Transport Strategy also aims to successfully integrate all modes of transport, whilst developing the individual demands of each. The strategy maintains and promotes at its heart, a sustainable, affordable and environmentally friendly public transport service, with links to all of Flintshire and the wider region.

The Higher Level Aspirations of Flintshire's Integrated Transport Policy are shown in Figure 4.2.

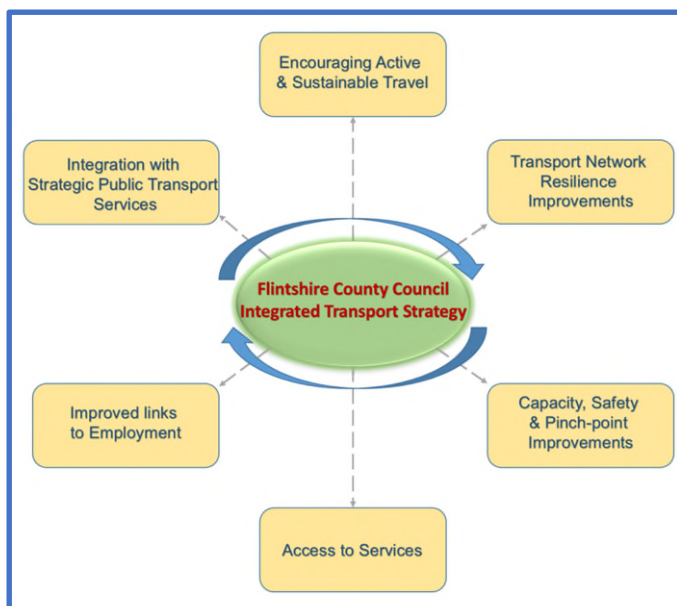


Figure 4.2 - Higher Level Aspirations of Flintshire County Council Integrated Transport Strategy

The key interventions identified to support the delivery of the Integrated Transport Strategy are:

- Active Travel
 - Deeside Industrial Park Shared Use Footway
 - Mold to Broughton Cycle Scheme
- Highway Network (note that this strategy pre-dates the publication of the Future of Roads Investment in Wales covered in Section 2.1.6)
 - A55 / A494 / A548 Flintshire Corridor into North Wales
 - A548 Connah's Quay to County Boundary
- Bus Network
 - B5129 Queensferry Roundabout to Denbighshire County Boundary - Bus Priority Measures
 - Deeside Industrial Estate - Park and Ride Zone
 - Bus Shuttle Interchange - Garden City
 - Countywide Quality Bus Partnership (QBP) on Core Network.
 - Demand Responsive Transport
- Rail
 - New Deeside Parkway Station
 - Improvements to Shotton Station.

5. WIDER LOCAL AUTHORITY POLICY

All local authorities in North Wales are responsible for delivering a wide range of services. Many of these services, and the policies and strategies that shape their delivery, are intrinsically linked to priorities for transport. These responsibilities include Climate Change, Growth and Regeneration, and Planning Policy.

5.1 Conwy County Borough Council

Conwy County Borough Council declared a Climate Emergency in 2019. This declaration included the following:



“The Council declares a climate emergency and commits to ensuring that the county continues to be a lively, viable and sustainable home for our children and future generations.

The Council calls on the Welsh Government to commit to taking the positive steps needed to reduce carbon emissions and strive to create a carbon-neutral future “The Council calls on Welsh Government to provide the necessary support and resources to enable effective carbon reductions across Wales.”

The Economic Growth Strategy¹⁷ in Conwy sets out five ambitions to grown Conwy’s economy. One of the cross-cutting themes of the Strategy is ‘Infrastructure that enables growth’, which proposes: *“All businesses rely on excellent connectivity and, working with regional partners, we will seek improvements in road and rail infrastructure, capacity and resilience to support business productivity - particularly if that investment improves the quality of links to Manchester and Liverpool airports”*.

The Conwy Local Development Plan¹⁸ includes the policy below regarding the importance of sustainable consideration in spatial planning.

STRATEGIC POLICY STR/1 – SUSTAINABLE TRANSPORT, DEVELOPMENT AND ACCESSIBILITY

Development will be located so as to minimise the need to travel. Convenient access via footways, cycle infrastructure and public transport should exist or be provided where appropriate, thereby encouraging the use of these modes of travel for local journeys and reducing the need to travel by private car and improving the accessibility of services to those with poor availability of transport. The Council will endeavour to improve accessibility and seek to change travel behaviour. This will be achieved by working with our partners to:

- a. Focus future development in the Plan Area in highly accessible locations, predominantly along the A55 and railway network within and on the edge of the Urban Development Strategy Area within the coastal belt in line with Policy DP/2 – ‘Overarching Strategic Approach’. All development proposals will be assessed against the Council’s Parking Standards as set out in Policy STR/2 – ‘Parking Standards’, mitigate travel in line with Policy STR/3 – ‘Mitigating Travel Impact’ and promote sustainable modes in line with Policy STR/4 – ‘Non-Motorised Travel’;
- b. Safeguard land to promote accessible communities that encourage integrated sustainable modes of travel in line with Policies STR/5 – ‘Integrated Sustainable Transport System’ and STR/6 – ‘Railfreight’. The Council will further improve public transport and promote sustainable modes and improvements to public transport services. Improvements to rail stations and bus stations will be sought to assist as interchanges between modes and promote sustainable travel behaviour. Development shall contribute towards these improvements where the need is required in line with the Policies DP/1 to DP/6. Improvement routes identified in the Regional Transport Plan for Conwy shall be safeguarded;
- c. Promote walking and cycling throughout the Plan Area as part of an integral and highly sustainable means of transport in line with Policy DP/4 – ‘Development Criteria’. The design and construction of walking and cycling facilities and infrastructure will be improved to make walking and cycling more attractive, direct and safe in line with Policy DP/3 – ‘Promoting Design Quality and Reducing Crime’. Quality and convenient pedestrian crossings will be promoted to facilitate safe and direct movement across busy roads. Development shall

¹⁷ [1c76a1_05524f66b9d240c6b10c881837adef9e.pdf \(conwybusinesscentre.com\)](https://conwybusinesscentre.com/1c76a1_05524f66b9d240c6b10c881837adef9e.pdf)

¹⁸ [Conwy Local Development Plan 2007 - 2022: Section Four - Spatial Policies and Supporting Development Management Policies \(opus3.co.uk\)](https://opus3.co.uk/Conwy-Local-Development-Plan-2007-2022-Section-Four-Spatial-Policies-and-Supporting-Development-Management-Policies)



- contribute towards these connections and quality cycle parking where appropriate in line with The Development Principles and the Council's Parking Standards set out in Policy STR/2;
- d. Transport schemes which lead to improvements in accessibility will be supported in principle. In considering development proposals, the potential for more sustainable means of transport related to the uses and users of the development must be addressed, including the preparation of Travel Plans.

The LDP safeguards the following transport schemes:

- Llandudno Railway Station - Deliver a high quality sustainable transport interchange facility;
- Llandudno Junction - Improve integration and enhance access to the retail, leisure, entertainment and business areas through the creation of a new footbridge from Llandudno Junction Railway Station;
- Foryd Harbour - Promoting the Sustrans National Cycle Route 5 and a new connecting pedestrian/cycle bridge at Foryd Harbour in Kinmel Bay;
- Kinmel Bay - To promote a link road between Parc Hanes and Ogwen Avenue to improve overall access in the area;
- Former Vale of Clwyd Railway in Kinmel Bay - Safeguard as a route to promote improved community access;
- Wales Coastal Path Improvement Programme and the Conwy Rights of Way Improvement Plan - To improve accessibility to the coast and countryside for local communities and visitors;
- Colwyn Bay - Improved access between the town and the seafront as part of the Colwyn Bay Masterplan and coastal defence project

5.2 Denbighshire County Council

Denbighshire County Council's Corporate Plan¹⁹ includes the theme 'A better connected Denbighshire', which envisions that "Denbighshire will be a place of thriving, cohesive and connected communities. This will mean having good road infrastructure and transport links, better digital connectivity, and social infrastructure to support personal and community well-being." It lists the following scheme priorities that are relevant for the RTP:

1. Maintain a quality road network, including:
 - £20m in resurfacing projects by 2027.
 - Replace Llanerch Bridge, in partnership with Welsh Government.
2. Working through the regional body, and within the context of the Wales Transport Strategy, we will enable people to access education, employment, services and activities by:
 - Improve transport services in Denbighshire's communities.
 - Developing a Sustainable Transport Plan, that makes travel and tourism within our county 'greener', including new Active Travel routes that encourage walking and cycling within and between communities.

¹⁹ [Corporate Plan 2022 to 2027: The Denbighshire We Want | Denbighshire County Council](#)



3. Support our county's green infrastructure by:
 - Developing and installing a public network of electric vehicle charging points.
 - Exploring ways in which the council can encourage new housing developments to allow for electric vehicle charging and green spaces.

Denbighshire's Economic and Community Ambition Strategy²⁰, adopted in 2013, noted several issues and challenges relating to transport that need to be addressed to ensure the right infrastructure for growth:

1. Transport infrastructure network has significant weaknesses, particularly for North-South road connections. Mainline rail services are restricted to the coastal North and are limited in frequency. The A55 trunk road provides good East-West connections but also risks by-passing Denbighshire's towns and communities. Congestion is an increasing problem. Significant investment in the strategic road network in and around Denbighshire does not currently appear as a priority in regional or national investment plans.
2. Public transport services are limited in more rural areas and fragmented across the county as a whole. Public transport does not currently represent a realistic choice for many residents as a means of travel to and for work. Journey times, particularly to destinations outside the County, can be long with only very limited direct services available to key employment locations.
3. Transport costs are increasingly expensive. Bus and rail fares are expected to rise faster than general inflation and fuel costs will continue to be affected by the volatile petroleum market. Changes to the subsidies available to bus operators risk both prices and coverage of bus services. Anecdotally, difficulty with travel arrangements is limiting the ability of businesses to recruit and residents to find suitable employment. Travel for work is also impacted adversely.

Denbighshire's adopted Local Development Plan²¹ includes two objectives relevant that consider transport issues:

- The Local Development Plan will place emphasis on integrating land uses, such as, employment, housing, transport, with a view to reduce the need to travel and will promote sustainable transport.
- The Local Development Plan will make the best use of the County's two existing key transport corridors - the A55 trunk road and the North Wales Coast main railway line.

The LDP includes the following policy:

"Policy ASA 1 - New transport infrastructure Development proposals for the provision of new transport infrastructure and improvements to existing infrastructure facilities will be supported providing that the following criteria are met:

- a. there is a need and justification for the proposal on economic and/ or social grounds; and
- b. there are no unacceptable effects on the natural and built environment; and
- c. provision is made for safe access by all users, including cyclists, pedestrians and the mobility impaired.

²⁰ [Economic and Community Ambition Strategy 2013 - 2023 \(denbighshire.gov.uk\)](https://denbighshire.gov.uk/economic-and-community-ambition-strategy-2013-2023)

²¹ [Adopted Local Development Plan 2006-2021 \(denbighshire.gov.uk\)](https://denbighshire.gov.uk/adopted-local-development-plan-2006-2021)



The Council supports the following projects:

- Projects, measures or actions identified in the North Wales Regional Transport Plan;
- The use of suitable disused railway lines as recreational routes;
- Extension and improvement of cycle and walking networks in the County;
- Extension of the Llangollen railway from Carrog to Corwen.”

5.3 Flintshire County Council

The transport priorities that are considered in the Flintshire County Council Plan²² are summarised in Table 5.1.

Theme	Priorities
Green Society and Environment	Promoting the use of public transport through the further development of the Council’s core bus network Promoting multi modal transport journeys and the development of strategic transport hubs Developing the County’s electric car charging network Promoting active travel and further developing the County’s walking and cycling network - by March 2023
Economy	Developing and delivering transport infrastructure improvements as part of North Wales Metro programme and the Council’s Integrated Transport Strategy Ensuring Flintshire strategic transport priorities are well-represented in the Regional Transport Plan from the forthcoming Corporate Joint Committee development

Table 5.1 - Transport Priorities from Flintshire Council Plan

The Flintshire Local Development Plan²³ was adopted in January 2023. Policy STR5 covers Transport and Accessibility. It states that:

“Sustainable economic growth and development can only be delivered by the maintenance and enhancement of an integrated, accessible, usable, safe and reliable transport network. The development of Flintshire’s transport infrastructure therefore underpins the Council’s economic ambition and in turn, informs the provision of a sustainable pattern of development. Where appropriate new development and associated transport infrastructure should therefore:

- i. Facilitate accessibility to employment, homes, services, and facilities by locating development in places with access to integrated transport infrastructure, thereby reducing the need to travel;
- ii. Promote the implementation of an integrated transport solution in Flintshire, involving road, rail, bus, park and ride / share and active travel improvements;
- iii. Promote road and rail improvements to support Flintshire’s sub-regional role as a strategic gateway and hub;
- iv. Ensure that the local highway network either has, or can be upgraded, to provide capacity to accommodate sustainable levels of development;

²² [Council Plan 2022-23 \(flintshire.gov.uk\)](https://www.flintshire.gov.uk/council-plan-2022-23)

²³ [Local Development Plan - Flintshire](#)



- v. Facilitate improvements to the quality, attractiveness and availability of public transport options;
- vi. Provide walking and cycling routes, linking in with active travel networks and green infrastructure networks;
- vii. Adopt a sustainable approach to the design, function and layout of new development, including providing appropriate levels of parking;
- viii. Support the movement of freight by rail or water“

Policy PC5 also covers Transport and Accessibility:

“New development proposals must be supported by appropriate transport infrastructure, and depending on the nature, scale, location and siting of the proposal, will be required to:

- a. Incorporate good access to the more sustainable modes of travel, firstly by walking and cycling, secondly by public transport, then by low emission private vehicle and finally by private motor vehicle;
- b. not compromise the safe, effective and efficient use of the highway network and not have an adverse impact on highway safety or create unacceptable levels of traffic generation;
- c. where significant adverse effects upon the transport network arising from the proposed development are unavoidable, they must be mitigated by, for example, improvements to transport infrastructure and traffic management;
- d. provide appropriate levels of parking, servicing and manoeuvring space and in non-residential development, a minimum of 10% of parking spaces to have electric vehicle charging points;
- e. create well designed people orientated streets and make provision for people with restricted mobility including those with characteristics as defined by the Equality Act 2010;
- f. safeguard, enhance and expand the active travel network, particularly by means of improving connectivity to and from the proposed development.”

Policy PC6 considers Active Travel:

“New development should ensure that people have access to employment, education, healthcare and other essential services and facilities. Proposals should wherever possible:

- a. provide appropriate walking and cycling routes being an integral part of the scheme and connecting the development with key destinations;
- b. provide infrastructure and facilities that promote walking and cycling such as signing, lighting, secure and convenient cycle storage and parking and where appropriate, shower and changing facilities;
- c. provide appropriate travel choice information relating to cycling and walking for all or part of journeys as part of Travel Plans;
- d. incorporate measures to reduce the dominance and speed of vehicles affording increased priority to pedestrians and cyclists;
- e. develop and enhance the Active Travel routes identified on the Integrated Network Map connecting communities to essential services including public transport, employment and education opportunities;
- f. incorporate existing public rights of way as an integral part of the design and layout of the development.

Policy PC7 considers Passenger Transport:

“New development proposals should seek to promote the use of passenger transport services and depending on the nature, scale, location and siting of the proposal, will be required to:

- a. ensure enhanced or new passenger transport facilities and services connecting communities to areas of opportunity including employment, education, health facilities, retail, leisure and social activities;



- b. ensure appropriate new highway infrastructure improvements that afford priority to bus based passenger transport over the private car;
- c. provide appropriate pedestrian and cycling infrastructure that improves connectivity to and from rail and bus stations;
- d. provide strategically sited park and ride infrastructure where appropriate, supported by attractive, frequent and reliable bus services on key bus routes, and
- e. promote and market public transport alternatives to the private car through travel plans.”

Through Policy PC10, the following transport schemes are safeguarded.

- A494(T) / A55(T) / A548 Northop to Shotwick Interchange Improvement;
- Plough Lane link road;
- A548 Greenfield to Ffynnongroyw;
- A5104 Penyffordd Station to Padeswood Junction;
- A494(T) Improvement Ewloe to River Dee

5.4 Cyngor Gwynedd and Isle of Anglesey County Council

A Joint Local Development Plan²⁴ is in place covering the areas of Gwynedd and Ynys Mon. Strategic Policy PS4 considers sustainable transport, development and accessibility:

“Development will be located so as to minimise the need to travel. The Councils will support improvements that maximise accessibility for all modes of transport, but particularly by foot, cycle and public transport. This will be achieved by securing convenient access via footways, cycle infrastructure and public transport where appropriate, thereby encouraging the use of these modes of travel for local journeys and reducing the need to travel by private car. The Council will endeavour to improve accessibility and seek to change travel behaviour. This will be achieved by working with our partners to:

1. Maintain an appropriate public transport service, recognising alternative ways of maintaining travel opportunities;
2. Maintain and improve stations, infrastructure and services on the main Railway Lines including access to disabled people and other rail-related improvements;
3. Where possible safeguard, improve, enhance and promote and public rights of way (including footpaths, bridleways and byways) and cycleway networks to improve safety, accessibility (including disabled people) by these modes of travel and to increase health, leisure, well-being and tourism benefits for both local residents and visitors;
4. Support schemes that will improve park and ride / share facilities for areas of employment, new development and freight transfer facilities;
5. Allocating or safeguarding land where appropriate to facilitate the key strategic transport schemes”

Beneath that, Policy TRA1 considers Transport Network Developments

“Improvements to the existing transport network will be granted provided they conform to the following criteria:

²⁴ [Anglesey-and-Gwynedd-Joint-Local-Development-Plan-Written-Statement.pdf \(llyw.cymru\)](#)



- i. The choice of route and/or site minimises the impact on the built and natural environment, landscapes and property; and
- ii. Permanent land-take is kept to the minimum that is consistent with good design and high quality landscaping; and
- iii. In the case of cycle ways, park and ride schemes, roads and roadside service areas, the scheme will help to improve road safety; and
- iv. In the case of new roads a full range of practicable solutions to the transport problem has been considered and road enhancement provides the optimum solution; and v. In the case of roadside service areas, the scheme must adjoin the strategic road network, focus primarily on serving the needs of motorists, not impede the movement of strategic traffic and in line with Strategic Policy PS 15 not undermine retail provision in the Sub-Regional Centre, Urban and Local Service Centres or Villages.

Transfer Between Transport Modes In order to facilitate the transfer between transport modes and help to minimise travel demand and reduce car dependency, provided they conform to relevant policies in the Plan the following proposals will be granted:

- i. Improvements to existing rail and bus interchanges, including measures to facilitate access by active travel modes and disabled people with particular access needs;
- ii. Strategically located permanent park and ride facilities within or adjacent to Centres or in other locations close to the main highway network when it can be demonstrated that no alternative sites closer to the Centres are suitable, where customers are supported by frequent bus services between the facility and the destination;
- iii. Strategically located facilities within or adjacent to Centres for overnight lorry parking and freight transfer;
- iv. High quality driver and passenger facilities including but not limited to, seating, information, toilet facilities;
- v. Facilities for park and share in appropriate locations within or adjacent settlements on the strategic highway network;
- vi. Facilities within settlements for coach parking, taxis and passenger drop off;
- vii. Facilities for interchange with water-based transport.”

Schemes that were safeguarded in the LDP are:

- A487 Caernarfon to Bontnewydd
- Llangefni Link-Road
- A5025 Valley to Wylfa and other transport infrastructure improvements associated with the new nuclear development at Wylfa Newydd, including improvements from Amlwch to Wylfa Newydd

Isle of Anglesey County Council adopted an EV Charging Action Plan²⁵ in 2022, which sets out the Isle of Anglesey’s ambitious plans in meeting the charging requirements of residents and visitors to the Island.

The Action Plan sets out the Council’s role as a leader and a facilitator:

- Leader:
 - Ensuring the Council’s fleet is carbon neutral by 2030

²⁵ [Isle of Anglesey Electric Vehicle EV Charging Plan.pdf](#)



- Providing public charging at Council run services
- Applying for funding for workplace charging at employment sites where the Council owns the lease
- Facilitator:
 - Providing public information about the charging network and funding support and promoting workplace charging through the planning process
 - Creating a dedicated information page on the Council website and undertaking positive PR
 - Identifying opportunities for partnership working

5.5 Wrexham County Borough Council

In Wrexham, a Decarbonisation Action Plan²⁶ was adopted in 2021. It explains that investing in the transport network and expanding the Council's fleet of electric vehicles will also help in meet carbon reduction targets. At the same time, increasing the numbers of Electric Vehicle Charging (EVC) points that are installed across the County Borough, will reduce emissions from the council's fleet and business travel and encourage more people to invest in electric vehicles. Mobility and transport actions include from the Decarbonisation Action Plan are:

- Journeys made by our fleet vehicles – this includes all vehicles which the Council own or lease in order to carry out its functions (e.g. vans, refuse collection vehicles).
- Journeys made by the workforce for business reasons – where officers are required to travel throughout the county in order to perform their roles, we will consider opportunities to reduce overall mileage, as well as ways to ensure the journeys made do not generate carbon emissions.
- Transport services delivered to the public – whilst WCBC does not provide public transport, we will seek to use our partnerships to influence positive change within the sector, and consider ways to reduce carbon emissions from those services that we commission (e.g. school transport)
- Active Travel – improving our active travel infrastructure, and increasing the opportunities for safe walking and cycling routes will be essential to reduce reliance on private motor vehicles. In addition, there will be work to change habits and behaviours, so that more people consider active travel as their primary method of transport for key journeys.
- Street-lighting – ensuring energy efficiency of street-lights, and other assets in our communities

The Wrexham Town Centre Masterplan²⁷ was adopted in 2016 and sets out a vision that “Wrexham will be an attractive, distinctive and accessible 21st century town centre where people want to live, learn, work, visit and invest.”

One of the objectives of the Masterplan is “An Accessible Town”. The aim is ‘to ensure high quality access to and within the town centre by a range of modes, prioritising walking, cycling and public transport, but maintaining high quality road access to the centre’. The actions and interventions to support this are:

²⁶ [Appendix 1.pdf \(wrexham.gov.uk\)](#)

²⁷ [Wrexham Town Centre Master Plan](#)



- Support a modal shift of transport to help deliver growth by supporting development that encourages the use of public transport, walking and cycling;
- Overcoming the barriers created by the inner ring road and railway line that inhibit connectivity to key destinations in particular the hospital, University, railway and residential suburbs;
- Develop a network of attractive, pedestrian friendly routes and spaces which connect across the town centre helping bind the various parts of the town together;
- Manage parking in scale and use to ensure its provision is sufficient;
- Ensuring that development interacts and respects public spaces in positive ways which enhance their attraction to pedestrians and enhances pedestrian mobility

The Access Actions and Interventions are summarised in Figure 5.1.

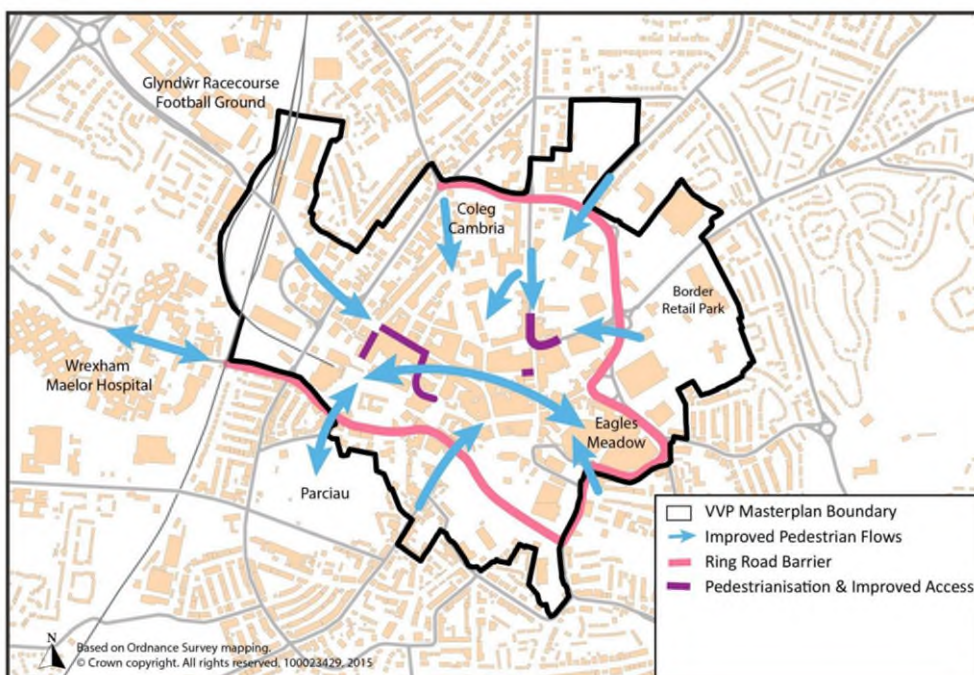


Figure 5.1- Wrexham Town Centre Masterplan Access Actions and Interventions

Wrexham County Borough Council are developing a Placemaking Plan²⁸, which includes the following Vision Statement: “At the heart of our vision is changing the perception of Wrexham city centre, fully capturing the benefits of its city status and transforming it into a centre worthy of becoming a city of culture. We will attract new investment, increase visitors and create more opportunities to live and work. Our greatest asset is our community, and we will utilise this to make the centre more playful, sociable and entertaining for everyone”

Three of the objectives of the Plan are particularly relevant to the Regional Transport Plan:

- Climate Emergency - Support decarbonisation goals by making better use of existing infrastructure, repurposing buildings, introducing energy efficiency measures and micro-renewables, and encouraging greater use of walking, cycling and public transport.

²⁸ [Item 13.pdf \(wrexham.gov.uk\)](#)



- Access & Movement - Ensure that pedestrian movement within & on approach to the centre is safe, comfortable, inclusive, easy to navigate & attractive.
- Townscape & Environmental - Enhance existing & create new public realm & spaces to reinforce a coherent & authentic sense of Wrexham's identity & attract & encourage greater public use.

5.6 Eryri National Park Authority

The Eryri National Park Authority produces a Local Development Plan²⁹ that sets out 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

Strategic Policy L of the LDP, on Accessibility and Transport, states that:

"The National Park Authority is committed to improving access to local facilities and reduce the need to travel especially by private car. Within the National Park walking and cycling, improved access to public transport and provision of facilities will be encouraged. Development will be supported where:

- i. The provision of services are located so as to minimise the need to travel.
- ii. There is convenient access via footpaths, cycle paths and public transport, thereby encouraging the use of these modes of travel for local journeys, reducing the need to travel by private car and improving the accessibility of services to those with poor availability of transport.
- iii. There is an improvement in accessibility for all, in particular disabled people.
- iv. Changes to the road network do not damage or cause detrimental effects to ProW, listed buildings or historic monuments or cause adverse effects to environmental designations. The highest priority will be given to the conservation and enhancement of the characteristic biodiversity of Snowdonia, particularly habitats and species designated under national and European legislation. Where possible, these improvements to the road network will feature provision for segregated pedestrian and cycling uses.
- v. It will reduce or remove vehicle traffic from within town centres and where possible from rural areas.
- vi. The natural environment of the park is not adversely affected.
- vii. Secure cycle parking facilities are provided where appropriate.

The National Park Authority will continue to support appropriate sustainable transport and community transport initiatives. The recreational routes identified on the proposals map will be safeguarded from development which would prevent their use as recreational routes. The track bed of the Corris Railway within the National Park will be safeguarded from other forms of development so that it may be reinstated as a railway. That part of the disused railway which runs from Trawsfynydd to Blaenau Ffestiniog which is within the National Park will be safeguarded from

²⁹ [Cynllun-Datblygu-Lleol-Saesneg.pdf \(gov.wales\)](#)



inappropriate development which would prevent the future use of the railway line as a transport corridor”

Visitor parking is a key consideration of the Eryri Local Development Plan, with the document stating that “The provision of car parks within the National Park is considered by the Authority to be adequate for the needs of the public. Car parks are provided by the National Park Authority and other Local Authorities in coastal, urban and mountain locations facilitating public access by private transport to these areas. Increasing the supply of car parking spaces in the face of concentrated seasonal and weekend demand is neither practical nor a sustainable use of land or an effective visitor management solution, especially viewed against the Authority’s objective of reducing dependency on the use of private motor vehicles. The Authority recognises that coach travel is an environmentally friendly more efficient and cheaper form of transport than private motor cars”