



VIA EMAIL: Adrian.Jones@northwaleswildlifetrust.org.uk

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Ein Cyf / Our Ref: AW/AG-Is
Eich Cyf / Your Ref:
Dyddiad / Date: 17 September, 2025

Dear Mr. Jones,

NORTH WALES REGIONAL TRANSPORT PLAN

Thank you for your letter dated the 3rd September, 2025. We appreciate your feedback, noting the changes that were made to the Regional Transport Plan (RTP) in response to your previous letter and other responses we received, regarding the wording of Aspiration SRN 3 in the draft RTP. We welcome your involvement in this process to date and, further to this response, extend the offer of a meeting to yourselves to discuss any further concerns you may have.

Aspiration SRN 3

The Key Points section of the guidance issued by Welsh Government to CJC's developing RTPs did, as you state, include the need to focus on modal shift and to disincentivise car use. However, the guidance also sets out an expectation that the RTP considers transport facilities and services that are:

- Required to meet the needs of people living or working in the region, visiting or travelling through the region;
- Required for the transportation of freight.

The guidance also sets out how RTPs must include an evidenced-based overview of the current transport situation and likely changes over the plan period – closely tied to land use planning. This should include opportunities and barriers to addressing the priorities in the Wales Transport Strategy and fit with the National Transport Delivery Plan.

The strategic road network of North Wales is, and is likely to continue to be, vital to meeting the needs of residents, commuters and visitors; and it is crucial to meeting the needs of the freight sector, and our ports. Furthermore, it is essential that our public transport network and services are integrated with our highway network in order to maximise opportunities for modal shift and reduce private vehicle emissions. This is reflected in many of the consultation responses received on the draft RTP.

Therefore, we have sought to produce an RTP that does take into consideration the context of strategic road and rail issues so to accurately reflect the key transport issues in North Wales, as supported by technical evidence and stakeholder feedback. We have a statutory function to develop transport policies in the region. However, in accordance with the RTP guidance, we have been clear not to introduce policies in the RTP that impact on the strategic roads network or the rail network, or





propose schemes in the Regional Transport Delivery Plan, that could not be delivered by our local authority partners in North Wales.

Following due consideration of the development of the RTP through the decision-making process established in the CJC's governance, we are content that it makes clear that neither the CJC, or local authorities, have any direct influence over the Strategic Road Network: *"the Corporate Joint Committee and local authorities in North Wales have no direct influence over the strategic road network. However, it is important that this Regional Transport Plan sets out options to address transport related problems on the strategic road network and highlight regional aspirations for strategic roads as these are key to supporting our wider connectivity aspirations for North Wales."* This is why the SRN section of the Plan includes *aspirations*, whereas the sections involving regional delivery are where we have a more direct influence to develop policies that we are able to progress.

The revised Aspiration SRN3 states the CJC's view that there is a need to review the case for strategic highway schemes where there are potential wider benefits. Any review would be led by Welsh Government, and it would not be appropriate to pre-empt the findings of any review in the RTP. The aspiration as it is currently written recognises that where strategic highway schemes affecting the strategic road network are reviewed this should be in the context of providing a broader range of benefits including facilitating sustainable travel. This does not express support for any previously promoted solutions or seek to influence the outcome of any review.

The CJC's Ongoing Discussions with the Welsh Government with regard to the Strategic Road Network:

The engagement with the Trunk Road Agent and Welsh Government has sought to help ensure that the text included in the RTP is reflective of their plans and position on the SRN. Engagement has taken place through regular online meetings to help shape the RTP during its development. As part of the Welsh Government's support in developing its review of the RTP and associated documents at key milestones, it has engaged its relevant departments, including but not limited to its public transport and highways teams.

Version of NWRTP Submitted to Welsh Ministers

I can confirm that the version of the RTP published in July 2025 is the proposed final version that has been submitted to Welsh Government for approval, further to its consideration by the Strategic Transport Sub-Committee and the decision of the CJC to approve submission to Welsh Government in July.

After approval by the CJC, the RTP was submitted to Welsh Government for approval in accordance with Welsh Government timescales and we do not have any opportunity to make further revision at this stage. We will however, forward your correspondence and this reply to Welsh Government to ensure that they are sighted on the matters you have raised.

Yours sincerely,

Alwen Williams

Alwen Williams
Chief Executive

