

MEETING	Community Scrutiny Committee
DATE	22 January 2026
TITLE	Active Travel
REASON FOR SCRUTINY	Council Plan 2023-28 – Green Gwynedd
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CABINET MEMBER	Councillor Craig ab Iago

1.0 Why does it need to be scrutinised?

This priority project involves improving the county's existing walking and cycling routes and introducing new active travel routes to facilitate more walking and cycling in our communities.

A request was received from the Dwyfor Area Committee to scrutinise the matter. The need to receive revenue funds was noted in order to maintain them in a safe and suitable condition following their development. It was concluded at the informal meeting of this Committee on 7 October 2024 to be considered as a potential item for scrutiny during 2025/26.

2.0 What exactly needs to be scrutinised?

2.1. Project progress

Active travel projects are being developed and implemented on an ongoing basis. A series of active travel schemes have been completed in recent years or are in the process of being introduced under the guidance of Environment Department officers. These include:

- Ysgol Trefarthyr, Cricieth – creation of a new walking and cycling route for the school which includes the introduction of a crossing in front of the school and the installation of a bicycle shelter.
- Ysgol Rhostryfan – create a ramp and tidy up the car park to create a safe, rear access for children and parents.
- Ysgol Y Garnedd, Bangor – installation of bicycle and scooter shelters in the school.
- Ffordd Penrhos, Bangor – construction of a multi-use footpath and crossings along Ffordd Penrhos road continues.
- Bicycle shelters at Ysgol Cymerau, Pwllheli.
- Ysgol Godre'r Berwyn, Bala – improvements to walking and cycling routes.
- Chwilog – Afonwen Active Travel Route (Phase 1).
- Improvements to Lôn Las Ogwen.
- Ysgol Foel Gron, Mynytho – Safe Routes In Communities scheme.

In addition to the above, the following active travel projects have been delivered by other stakeholders:

- A multi-use route between Zip World and Blaenau Ffestiniog.

- A multi-use path as part of the Hiraef Flood Prevention Scheme.
- Multi-use route to Aldi supermarket, Pwllheli.
- A55 Multi-use route between Abergwyngregyn and Tal y Bont.

2.2 How are schemes prioritised?

The realisation of significant active travel schemes has been largely dependent on securing financial support through Welsh Government and/or Transport for Wales. With that, the plans to be developed have been prioritised on the basis of how strongly they satisfy and meet the criteria set by the Welsh Government.

Moving forward from 2026/27 this will be done as part of the development and delivery of the North Wales Regional Transport Plan (RTP) 2025-30 and the associated Delivery Plan.

2.3 What schemes are being developed?

In addition to the schemes already identified above (2.1), developmental work is underway on the following active travel schemes:

Short Term

- Cob Crwn Porthmadog
- Tywyn to Aberdyfi
- Chwillog to Afonwen (Phase 2)
- Ffordd Penrhos, Bangor (Phase 4)
- Ysgol Maenofferen and Ffordd Glyndŵr
- Llanystumdwy to Cricieth
- Continue with the Llanbedr project seeking to solve the area's transport problems which include improved active travel options

Mid Term

- Llanrug to Caernarfon
- Bethel to Caernarfon
- Y Ffor to Pwllheli

Long Term

- Pistyll to Nefyn
- Caeathro to Caernarfon

Ongoing

- New infrastructure in communities
- Bicycle shelters in schools
- Improvements to existing active travel routes (to include Lonydd Las)

Further projects are included in the Regional Transport Plan Delivery Plan.

2.4 What is the intention for the future?

The following sums up the intention for the future:

- Continue to maximise the opportunities available to deliver active travel projects by developing and delivering strong and robust plans that meet strategic expectations and aspirations and relevant criteria (see list above – 2.3). This includes having a programme of schemes that are at different

levels of development and maturity. The aim is to strike a reasonable and fair balance in terms of locations, nature and type of projects across Gwynedd.

- Continuing in the efforts to influence the historic challenge that capital funds are available to develop and build new infrastructure but not the ongoing revenue money needed to maintain that.
- Launch a package that will support and equip schools to promote and encourage the use of active modes of travel to and from school. This will help to establish healthy and positive lifelong behaviours and is a practical solution to the problems experienced in the vicinity of schools during peak morning and afternoon periods.
- To look to positively influence the travel modes of Council staff for commuting and work/business journeys as part of the work of the Active Travel Working Group.
- To work with the other partners who are members of the Public Services Board to facilitate, promote and encourage active modes of travel as a means of accessing services including health. A clear example of this is in the Penrhos area of Bangor where significant investment has been made in improving the infrastructure. The intention now is to see that this has a positive influence on travel modes in the area where there are traffic congestion and parking problems on the Ysbyty Gwynedd site as well as the local area.

2.5 How can the walking and cycling routes be ensured in a safe and suitable condition?

Most of the infrastructure that is being built/installed under the banner of active travel routes is being adopted as part of the highway. It is therefore subject to the relevant inspection and remediation arrangements in accordance with its status in the Highway Asset Maintenance Plan. There is no additional revenue money for maintenance when the asset is expanded through active travel capital schemes.

There is currently no specific programme, system or resource for greeting and achieving this on Lonydd Las. We work at most on a reactive basis when issues are identified by Council officers and have received reports from stakeholders that can include politicians at all levels and the public. An internal bid has been prepared and submitted for this for 2026/27.

3.0 Additional Questions

3.1 Can a map be provided showing current active travel routes?

Gwynedd Active Travel Maps

The Department has been working on introducing changes to Gwynedd's Active Travel maps since 2021. In 2021, Gwynedd residents were consulted to see what active travel schemes members of the public wanted to see within their communities.

Over 2,000 responses to the consultation were received. In 2022, a further consultation was carried out on the proposed network and then our Active Travel maps were submitted to Government in September 2022.

According to our maps, there are approximately 120km of multi-use routes already established in the County, and to complete the network we are looking to develop over 200 new walking and cycling routes as well as upgrading some existing routes.

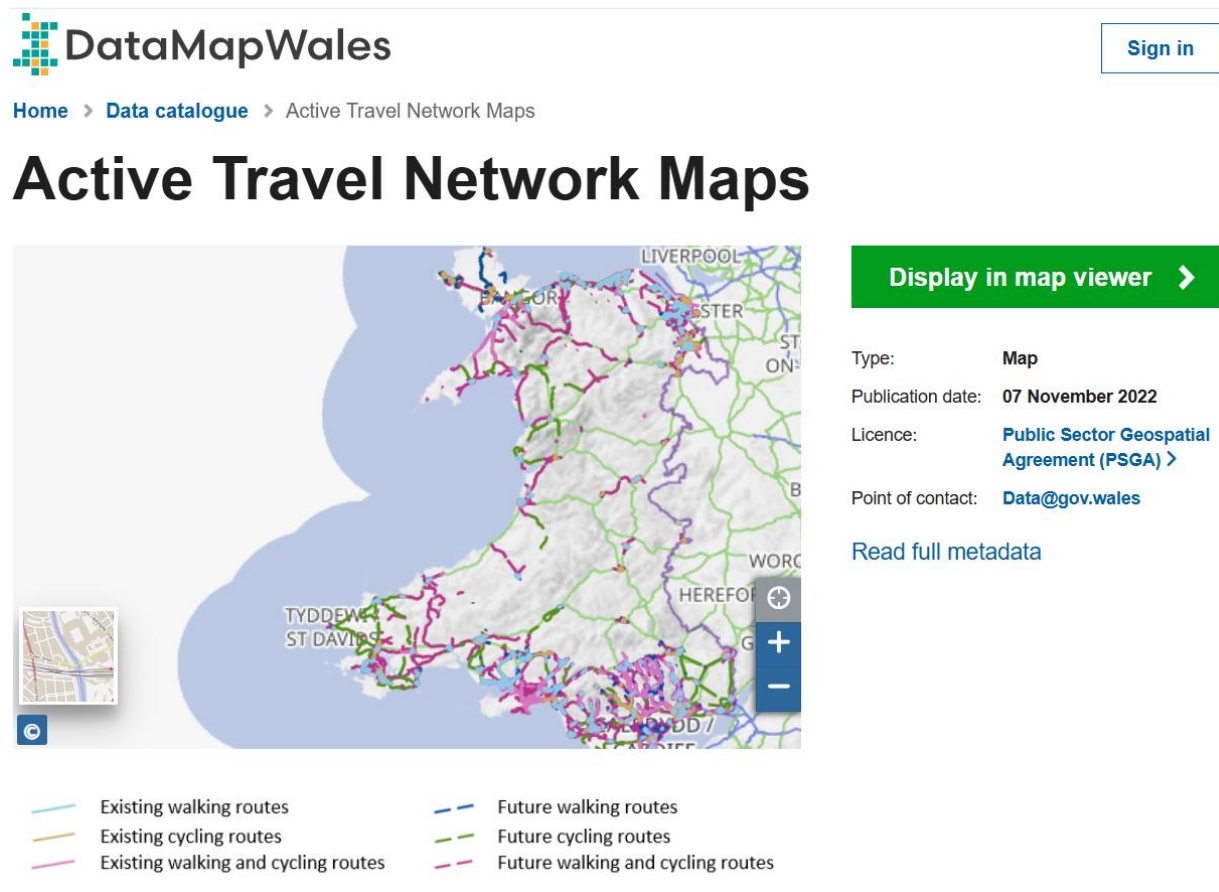
A layer of the network can be viewed on the Gwynedd Map.

Active Travel Maps

Comprehensive active travel maps across Wales can be found on the MapData Cymru website.

[Active Travel Network Maps | DataMapWales](#)

The following is a screenshot of the provision. You can zoom in and see more local detail on the website.



As the network is constantly developing and expanding, the full active travel network is not one that it is easy to provide comprehensive paper versions of them because they are constantly changing.

Lonydd Las Maps

There is information about the following Lonydd Las:

- Lôn Las Ogwen
- Lôn Las Menai
- Lôn Las Peris
- Lôn Gwyrfai
- Lôn Eifion
- Trawsfynydd Trail
- Mawddach Trail

to include maps to be searched via the following website:

[Gwynedd Recreational Routes | Visit Snowdonia](#)

The Lôn Eifion map is provided as an example below.



Transport Information Pack for Gwynedd Schools

As part of a wider pilot scheme active travel maps are currently being developed for:

- Ysgol Y Garnedd, Bangor
- Ysgol Trefarthyr, Cricieth
- Ysgol Godre'r Berwyn, Bala.

In the future, maps will be provided to schools where we are installing new infrastructure in their areas. It will also be intended to create an information pack, to include maps, for schemes that have been delivered in recent years. The scope to achieve this will depend on the availability of resources. This is in the context that the vast majority of the work in this area is carried out by two officers as part of their wider duties.

3.2 What plans are in the pipeline?

See response to question 2.3 above and 3.5 below.

3.3 Has the department applied for revenue to the Welsh Government for the maintenance of these routes? If a request has been made, when is a response expected and how much money has been requested?

There is no specific stream to apply for the maintenance of the active travel infrastructure, including Lonydd Las, to the Welsh Government.

Once in place, maintenance is a matter of consideration and prioritisation by local authorities.

3.4 Has a risk assessment been prepared for a situation where maintenance funding is not being received from the Welsh Government?

No specific risk assessment has been completed.

No specific funds are provided for maintenance. This is a national weakness in the current arrangements where capital funding is available to provide and improve infrastructure but no additional revenue funding for the ongoing maintenance. While this is a cause for concern, the desire to continue with the construction and installation of this type of infrastructure remains strong from a stakeholder perspective.

This is an issue that has, and continues, to be raised with the Welsh Government.

Following storms already experienced this winter, officers are looking at ways to fund damage restoration work on Lôn Eifion between Penygroes and the Inigo Jones roundabout near Groeslon.

3.5 Does the department submit applications for grants within this area?

Historically we have developed plans and applications with the intention of winning funding from the Welsh Government's annual Transport Grant programmes. These included:

1. Active Travel Fund, Local Transport Fund
2. Safe Routes in Communities

A summary of the situation for 2025/26 is provided in the Table below.

Grant	Project	£
Active Travel Grant		
	Core Funding <ul style="list-style-type: none">• Afonwen to Golchdy Afonwen• Tywyn to Aberdyfi• Llanrug to Caernarfon• Llanystumdwy to Cricieth• Bike Parking Further information required*: <ul style="list-style-type: none">• Pwllheli to Y Ffor• Small Works	500,000
	Penrhos/Ffordd Penchwintan Phase 3	1,400,000
		1,900,000
Safe Routes in Communities		
	Ysgol Foel Gron, Mynytho	160,000
		160,000

*There will be further contact in relation to the projects for which further information has been sought to ensure that the maximum £500,000 of 'Core' Active Travel Funding can be fully secured and deployed.

For 2026/27 this process changes as schemes will be funded on the basis of the North Wales Regional Transport Plan and through the Corporate Joint Committees.

3.6 Do town and community councils have a responsibility to maintain the active travel routes?

As such, the responsibility for the maintenance of the active travel routes sits with the County Council. There are some exceptions where communities have developed and completed their own routes or where Eryri National Park is responsible.

A distinction needs to be made between the active travel routes, Lonydd Las and public rights of way as the arrangements and responsibilities for maintaining these are different. Arrangements vary in different locations and situations and this is influenced by a number of factors.

Some Community Councils and/or members of the local communities undertake some maintenance work. This can include removing obstacles (e.g. twigs) or litter picking. This often happens on an informal organic basis as people use the routes as well as more formal or organised events.

3.7 What plans are in the pipeline for the Dwyfor area?

The following plans are on track and/or with developmental works underway in Dwyfor:

- Afonwen to Chwilog
- Ysgol Foel Gron, Mynytho
- Cob Crwn, Porthmadog
- Llanystumdwy to Cricieth
- Pwllheli to Y Ffor

The intention is to deliver these in the short/medium term with Pistyll to Nefyn in the longer term.

A comprehensive list of all schemes is included in the North Wales Regional Transport Plan Delivery Plan.

3.8 What engagement is being done with users in order to receive feedback?

We receive feedback from stakeholders on an ongoing basis. This is used to influence priorities and plans and improvements for the future.

As indicated in the answer to question **3.1** there has been significant engagement and consultation in the development of the Active Travel maps. As set out in this report (**6.**), there has been general consultation in the development of the North Wales Regional Transport Plan during 2025.

Consultation and engagement work is a core part of the development of specific plans.

4. Summary and Key Issues

4.1 Demand, Desire and Expectation

Unfortunately the demand, desire and expectation for improvements to active travel infrastructure are far beyond the funding available to deliver them. It is estimated that,

based on the schemes that have already been identified following public engagement and the annual grants allocated, that it would now take over 250 years to deliver the active travel schemes in Gwynedd.

4.2 Maintenance

The ongoing lack of revenue funding for the maintenance of the once-in-place infrastructure is a major and growing concern. This is given that the impact of more volatile, exceptional and frequent periods of severe weather causes significant and very costly damage to repair.

This extends and includes maintenance levels in terms of grass cutting/growth and sweeping and expectations in relation to this. This in turn can influence route usage.

4.3 Priorities

While there has been significant expenditure, unfortunately, this does not appear to have had a significant and ongoing influence on the modes of travel people choose for their daily journeys including to attend school, work and access to services.

This inevitably raises questions from the perspective of return on investment and value for money which in turn can influence and change public spending priorities in an extremely challenging financial climate. A growing number seem to feel that more focus and spending should be on road improvement, maintenance in general rather than active travel infrastructure in particular.

5. Background / Context

5.1 Introduction

The term active travel is used generally and in its broadest form to refer to traveling in modes rather than the single occupied car with only one person in it. In this context we consider active travel to mean routes that enable walking, cycling and now wheeling.

Active travel aims to ensure that walking, cycling and wheeling, become the normal choice for daily commutes, helping to improve personal health, air quality and make communities more desirable to live and work in. This is seen as a practical way of responding to problems such as traffic congestion and those relating to parking.

Historically, the schemes that have been implemented to provide and build such infrastructure have usually been funded through the Welsh Government's 'Active Travel' and 'Safe Routes in Communities' grants.

In addition to the infrastructure that has been installed through Active Travel and Safe Routes In Communities schemes, in Gwynedd, we have a network of Lonydd Las as set out in **3.1**.

The following Lonydd Las have also been designated as active travel routes as they connect communities:

- Lôn Las Ogwen - Bangor - Glasinfryn - Tregarth - Bethesda
- Lôn Las Menai - Caernarfon - and Felinheli
- Lôn Eifion - Caernarfon - Groeslon - Penygroes - Bryncir

5.2 Link to the Council Plan 2023-28

Cyngor Gwynedd has declared a climate emergency, and we aim to be a net zero carbon and ecologically positive council by 2030. With this, Active Travel is a project that has been identified as part of one of the Green Gwynedd projects in the Council's Plan 2023-28.

Our ambition, from an active travel perspective, is to ensure an excellent network of routes for residents to have the choice of active travel to their place of work, education or leisure.

Active travel aims to ensure that walking and cycling become the normal choice for everyday commutes, in order to improve personal health, air quality and make places more pleasant to live and work in.

We will be improving the county's existing walking and cycling routes and introducing new active travel routes to facilitate more walking and cycling in our communities.

5.3 Ffordd Gwynedd Considerations

Active travel issues directly and indirectly touch on many of the principles that underpin Ffordd Gwynedd.

Providing infrastructure that encourages, promotes and facilitates active travel can have a major benefit in terms of:

- public health (mental and physical) and reducing obesity and other conditions
- responding positively to climate change
- reducing problems associated with traffic congestion and parking
- reducing a sense of loneliness and social
- reducing travel costs

All of these can have a positive influence on the living experience of Gwynedd's communities and residents.

The following reflects the comments of the officers working on active travel projects:

"The work we are carrying out is practically realising ambitions and objectives that have been set out in various strategies. Facilitating and promoting active modes of travel is beneficial to our communities in many ways and it is great to be able to play a part in the development and implementation of projects that are welcomed across Gwynedd".

"I love working on projects that enable the community to travel on a day-to-day basis by foot or bike/scooter, which in turn helps the environment and keeps the residents healthy. However, it is a challenge to carry out the work in a limited timeframe, as part of such a small team and with so much resistance from motorists".

5.4 Legislative context

Active Travel (Wales) Act 2013

The [Active Travel \(Wales\) Act 2013](#) ('the Act') makes provision—

- for approved maps of existing active travel routes and related facilities in a local authority's area,

- for approved integrated network maps of the new and improved active travel routes and related facilities needed to create integrated networks of active travel routes and related facilities in a local authority's area,
- requiring local authorities to have regard to integrated network maps in preparing transport policies and to secure that there are new and improved active travel routes and related facilities,
- requiring the Welsh Ministers to report on active travel in Wales,
- requiring the Welsh Ministers and local authorities, in the performance of functions under the [Highways Act 1980](#), to take reasonable steps to enhance the provision made for walkers and cyclists and to have regard to the needs of walkers and cyclists in the exercise of certain other functions, and
- requiring the Welsh Ministers and local authorities to exercise their functions under the Act to promote active travel journeys and secure new and improved active travel routes and related facilities.

5.5 Possible options for the future

It's an option to work in a positive way with communities. This can mean communities bringing forward plans of their own and looking at alternative ways of developing, delivering and maintaining these.

Securing grants in the field requires high standards which are reflected in high costs. It is possible in some scenarios that a lower quality infrastructure would be perfectly reasonable, practical, acceptable and useful and could be delivered for a fraction of the cost.

5.6 Risks

There are a number of risks associated with this area of work which include:

1. Capital expenditure on the provision of new infrastructure but no revenue for maintenance. It's a significant asset that continues to expand as new projects are delivered. A variety of risks apply and this includes claims for damage and injuries resulting from inadequate maintenance systems.
2. That the numbers using the provision are insufficient and reflect a change in the way people travel away from the car. This is a strategic ambition from the point of view of climate change issues, public health (mental and physical) but also on practical issues such as traffic congestion and parking problems especially in village/town centres, school neighbourhoods, hospitals etc. The public sector can lose credibility and public support as a result.
3. Public and political priorities are changing. Some feel that more investment is needed in improving and maintaining highways rather than active travel provision.
4. That Lonydd Las must be closed if they are not presumed safe to use which will deprive the public of their use.

5.7 Financial position

The main mechanism to deliver projects that have been initiated and/or new in the field over the period 2025-30 is likely to be through the Regional Transport Plan Delivery Plan. The level of provision and investment will be a reflection of the funding through this source that can be won/secured.

The tables in **Appendix 1** show the current situation by Local Authority allocations in North Wales and give a comparison of this with the historical allocations for information and context.

Of the total £5,700,000 allocated to Gwynedd for 2026/27, £2,440,000 has been set aside for active travel schemes. This compares with £2,060,000 in 2025/26.

Here's how the 2026/27 funding has been allocated:

Project	£
Ffordd Penrhos, Bangor	650,000
Cob Crwn Porthmadog	150,000
Chwilog to Afonwen Phase 2	900,000
Active Travel Core Funding	500,000
Ysgol Maenofferen, Blaenau Ffestiniog	240,000
	2,440,000

Work will now be underway to develop programmes to use the £500,000 Active Travel core funding for 2026/27.

Inevitably with schemes of this type their development is monitored on an ongoing basis and this includes from a fiscal point of view. With this it is possible that the programs and expenditures will change over time. Officers are in constant contact with counterparts in Transport for Wales and the Welsh Government to monitor and manage this.

5.8 Good practice in the field

The following are examples of schemes in Gwynedd that have been the subject of case studies on the basis that they are deemed to reflect good practice.

5.8.1 Ysgol Rhostryfan – Case Study by Sustrans

Welsh Government proposes to Sustrans our Safe Routes in Communities bid as a good example of working with Sustrans:

"Sustrans is looking at how schools' active travel plans support SRIC applications.....we thought your Ysgol Rhostryfan application was a great example of where the school had a plan, the school was clearly engaged in the process and the pupils' voice fed into the application, and therefore strengthened it." (Welsh Government)

The case study on the Sustrans website:

[Resources for your active travel school plan - Walk Wheel Cycle Trust](#) - [Download the case study: Active Journeys case-study_active-journeys.pdf](#)
[astudiaeth-achos_teithiau-llesol.pdf](#)

5.8.2 Ysgol Cymerau, Pwllheli - Transport for Wales case study

Shelters for 30 bikes and 20 scooters in the school:

[Lle diogel i feiciau yn yr ysgol | Trafnidiaeth Cymru](#)

5.8.3 Ysgol Treferyth, Cricieth - Welsh Government case study

"We have received an urgent request for examples of a case study of Welsh Government support for projects that support the rural economy and wondered if we could use Ysgol Treferyth's SRIC scheme, Cricieth from 24-25" (Welsh Government)

The Welsh Government Case Study:

The quiet lane provided by Gwynedd Council as part of the SRIC funded 2024–25 scheme for Ysgol Treferyth in Cricieth, offers a compelling rural example of accessible and sustainable travel designed with children at its heart. Relocating the school to the outskirts of the town initially posed challenges to active travel, but early scrutiny of the proposals – through collaboration between the Welsh Government's Active Travel team, Sustainable Communities for Learning colleagues, the local authority, Transport for Wales, and with the support of the Active Journeys Officer of the Walking Wheel Cycle Trust – enabled the development of a bespoke walk, wheels, and a cycle path linking the new site to a large residential estate, Cricieth library and the high street. One of the key features of the scheme was to designate a local country road as a quiet lane, with limited motor vehicle access at the beginning and end of the school day to prioritise safety and encourage active travel.

Complementary infrastructure improvements included new crossings, widened footways, narrow junctions, dropped curbs, and a bicycle shelter and scooter rack – all elements carefully designed to support safe and inclusive journeys for children and improve accessibility for all users. The scheme has already received positive feedback regarding the number of learners actively travelling to the school. Gwynedd Council's quiet lane initiative demonstrates how thoughtful planning, cross-sector collaboration, and inclusive design can deliver meaningful improvements in rural transport, setting a benchmark for child-friendly infrastructure and sustainable travel in less urban communities.

5.9 Regional and National Developments

As part of a wider shift to working on a regional basis future active travel projects will be developed and realised under the banner of the North Wales Regional Transport Plan and Corporate Joint Committee.

There are Senedd Cymru elections during 2026, and that could mean a change in focus and political priorities, and consequently budgets. Obviously it is not possible to predict what the influence of this will be in general and/or in relation to this area of work but we will monitor and respond to the situation in a timely manner.

5.10 Performance data

As part of the requirements of the Active Travel Act, local authorities are required to report performance to the Welsh Government.

A comprehensive performance data update is presented in **Appendix 2**. This shows the progress that has been made and what has been achieved in recent years.

5.11 Priorities for the future

The plans for the future have been identified and prioritised in the Regional Transport Plan Delivery Plan. It needs to be noted that the Delivery Plan is a framework and that there are a number of factors that can influence when/if certain plans are delivered. These factors include the availability of land, the securing of the budget and the cost of the scheme in relation to the level of budget available.

In line with many other Council services it is not always possible to meet the wants and desires of stakeholders. This is due to a lack of capacity and resources which include the funds available to realise plans and staff time required to facilitate and realise projects.

It is predicted that if the availability of funding were to continue similar to what we have received in recent years then it would take over 250 years to realise active travel schemes that have already been identified in Gwynedd.

Despite the challenges and recognising the frustration the very small team continues to work hard to maximise the projects that can be delivered for the benefit of the communities of Gwynedd.

6. Consultation

Consultation processes have formed part of the development of:

- The active travel network map in Gwynedd
- The Regional Transport Plan

Feedback ranged from the strategic and principled to very parochial and/or local issues and demands. This information was fed and influenced the development of the documents and plans. It must of course be acknowledged:

- not all comments or requests will be responded to positively
- projects must be prioritised
- we need to consider a level of geographical fairness across the County and also from the perspective of rural/urban communities
- probability that a scheme meets the criteria in order to be successful in winning/securing the funding to achieve it

During 2026 a further consultation process will engage with residents' views on current active travel routes as well as active travel plans for the future. This will be included as part of a report to be submitted to the Welsh Government by December 2026.

7. Well-being of Future Generations (Wales) Act 2015

7.1 Have you included residents/service users? If not, when and how do you plan to consult with them?

Residents engage with the Council on an ongoing basis on issues relating to this area.

Public consultation work was undertaken in the development of the active travel map and the Regional Transport Plan.

During 2026 a further consultation process will engage residents' views on current active travel routes as well as active travel plans for the future. This will be included as part of a report to be submitted to the Welsh Government by December 2026.

7.2 Have you considered working together?

The Regional Transport Plan has been developed by Ambition North Wales – as the region's Corporate Joint Committee, in partnership with other North Wales local authorities, Transport for Wales and the Welsh Government.

The RTP was approved by Ken Skates MP, Cabinet Secretary for Transport and North Wales, on 28 October 2025 and work will commence on the implementation of the schemes during 2026-27.

We work closely and on an ongoing basis with stakeholders including:

1. Walking, Cycling and Wheeling Trust (Sustrans)
2. Transport for Wales
3. Welsh Government
4. Trunk Road Agency
5. Public Services Board Members
6. Community Councils
7. Other Council Departments
8. Parc Cenedlaethol Eryri

7.3 What has been done or will be done to prevent problems from arising or worsening in the future?

We are looking to deliver plans in line with the framework set out in the Regional Transport Plan and are looking at ways to secure revenue funding for maintenance as well as capital funding to build and install new active travel infrastructure.

7.4 How have you considered the long term and what will people's needs be in years to come?

Providing infrastructure that enables and facilitates alternative modes of travel to the car can:

1. Mitigating the impact of climate change
2. Improving public health
3. Establish healthy trends and behaviours throughout life
4. Alleviating problems related to traffic congestion and parking

7.5 To ensure integration, have you considered the potential impact on other public bodies?

The active travel plans have been considered and included as part of the Regional Transport Plan which has been developed in conjunction with the 5 other North Wales local authorities.

There has been extended engagement and consultation associated with this.

As part of commitments related to the signing of the Active Travel Charter, the Council works collaboratively with other partners on the Public Services Board.

8. Impact on Characteristics of Equality, Welsh Language and Economic Duty

This is part of the consultation and assessment process associated with the development of each scheme individually.

9. Next Steps

The next steps will be:

1. Deliver the projects in accordance with the North Wales Regional Transport Plan Delivery Plan.
2. Be alive to opportunities to win and secure funding from other sources that will enable the delivery of projects in the field.
3. Update stakeholders if/when there are developments and/or change to delivery programs.
4. During 2026 consult on the current active travel routes as well as active travel plans for the future and report to the Government by December 2026.

10. Additional Information

1. Report to Cyngor Gwynedd Cabinet 11.03.2025 Item 9 page 47-80

Regional Transport Plan - Update

[\(Public Pack\)Agenda Document for The Cabinet, 11/03/2025 13:00](#)

2. Ambition North Wales Strategic Transport

[Ambition North Wales | Strategic Transport](#)

2.1 Regional Transport Plan North Wales

[Regional Transport Plan North Wales](#)

2.2 Regional Transport Plan North Wales: Easy Read

[Easy Read Our plan for transport in North Wales](#)

2.3 Regional Transport Plan North Wales: Delivery Plan

[regional-transport-delivery-plan.pdf](#)

2.4 Regional Transport Plan North Wales: Integrated Wellbeing Appraisal Non-Technical

[integrated-well-being-appraisal-non-technical-summary.pdf](#)

2.5 Regional Transport Plan North Wales: Monitoring and Evaluation Plan

[monitoring-and-evaluation-plan.pdf](#)

2.6 Regional Transport Plan North Wales: Consultation Report
[consultation-report.pdf](#)

3. Active Travel (Wales) Act 2013
[Active Travel \(Wales\) Act 2013 | Law Wales](#)

4. Nabod Ni: Projects
[Nabod Ni - Projects Team](#)

Appendix 1

Table 1 sets out the proposed allocations, capital and revenue, by local authority of the North Wales region for 2026/27. These include funding for a wide range of transport schemes and services which include active travel.

Table 1

Summary

	RTP Year 1 FY2026-27		
	Capital	Revenue	TOTAL
Local Authority			
Conwy	£5.21M	£0.06M	£5.27M
Denbighshire	£3.95M	£0.06M	£4.01M
Flintshire	£3.57M	£0.08M	£3.65M
Gwynedd	£5.70M	£0.15M	£5.85M
Ynys Môn	£3.78M	£0.00M	£3.78M
Wrexham	£5.32M	£0.07M	£5.39M
North Wales Corporate Joint Committee	£0.85M	£0.00M	£0.00M
Total	£28.37M	£0.43M	£27.95M

Table 2 shows the percentage of capital and revenue budget per local authority for 2026/27.

Table 2

	RTP Year 1		
	FY2026-27		
	Capital	Revenue	TOTAL
Local Authority			
Conwy	18%	15%	19%
Denbighshire	14%	13%	14%
Flintshire	13%	19%	13%
Gwynedd	20%	36%	21%
Ynys Môn	13%	0%	14%
Wrexham	19%	16%	19%
North Wales Corporate Joint Committee	3%	0%	0%
Total	100%	100%	100%


Table 3 shows the percentage split by local authority for 2026/27 compared to the average of the previous six years.

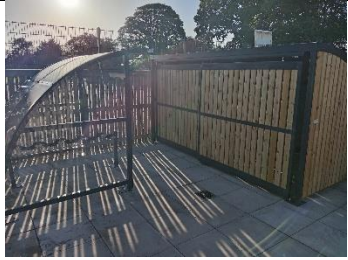
Table 3



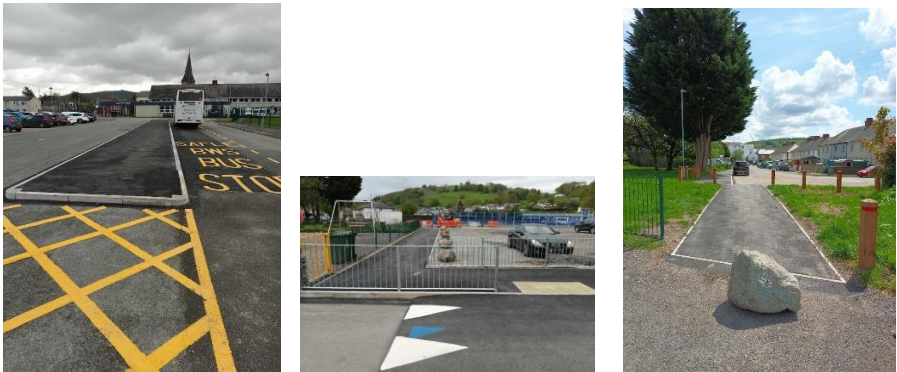
<i>Percentage Split - Comparison to previous six year average</i>	Capital %	
	RTP Yr1: FY 2026-27	Average of 2020-2026
Conwy	18.3%	25.9%
Denbighshire	13.9%	11.0%
Flintshire	10.8%	20.0%
Gwynedd	20.3%	14.1%
Ynys Môn	16.3%	11.1%
Wrexham	17.5%	18.0%
North Wales Corporate Joint Committee	3.0%	
Total	100.0%	100.0%



Appendix 2



Active Travel Performance Data

<p>Lôn Las Ogwen, Bangor</p>	<ul style="list-style-type: none"> Improvements were made to a section of multi-use route of 650 metres Replaced 3 bridges in Porth Penrhyn <p><i>Further information:</i> Replacement bridges installed near Porth Penrhyn on Lon Las Ogwen Cegin Viaduct restoration, Porth Penrhyn, Bangor YGC - Ymgynghoriaeth Gwynedd Consultancy</p>
<p>Ffordd Penrhos, Bangor</p>	<p>A multi-year construction programme to upgrade the existing footpath into a multi-use active travel route on Penrhos Road between Treborth roundabout and the Belmont Road roundabout in Bangor.</p> <ul style="list-style-type: none"> Approximately 2km length of footway upgraded to multi use path Installed 4 crossings along the 2km of road close to: Coed Mawr Ysgol Y Garnedd Ysbyty Gwynedd Ysgol Faenol <p><i>Further information:</i> Active travel Ymgynghoriad Darpariaethau Teithio Llesol ar Ffordd Penrhos Penrhos Road Active Travel Scheme, Bangor, Gwynedd YGC - Ymgynghoriaeth Gwynedd Consultancy</p> <div data-bbox="475 1319 1378 1541">  </div>
<p>Ysgol Y Garnedd, Bangor</p>	<p>At Ysgol Y Garnedd connecting to Ffordd Penrhos, installed new:</p> <ul style="list-style-type: none"> Bike shelter for 10 bikes Scooter shelter for 20 scooters <p><i>Further information:</i></p>

	
<p>Lôn Las Menai, Caernarfon</p>	<p>Widen the multi-use path to active travel standards near Waterloo Port</p> <ul style="list-style-type: none"> • 120 metres length <p><i>Further information:</i> Active Travel – Waterloo Port, Caernarfon YGC - Ymgynghoriaeth Gwynedd Consultancy</p> <div data-bbox="475 790 1321 972">  </div>
<p>Ysgol Treferyth, Criccieth</p>	<p>Improve and extend the existing active travel infrastructure connecting with the new school, enhancing accessibility and safety for pedestrians and cyclists.</p> <ul style="list-style-type: none"> • Upgraded 388 metres of footway to a multi-use path • 1 toucan crossing (pedestrians and cyclists) • 1 raised crossing • Quiet Lane • Bike Shelter for 10 bikes at Ysgol Treferyth • Scooter rack for 10 scooters at Ysgol Treferyth <p><i>Further information:</i> New Active Travel route to the new Ysgol Treferyth primary school Criccieth and for public use YGC - Ymgynghoriaeth Gwynedd Consultancy</p> <div data-bbox="475 1624 1353 1839">  </div>

	
Ysgol Rhostryfan, Rhostryfan	<p>Installed an accessible ramp linking the community car park to the rear entrance of the primary school, improving safe and convenient access for pupils and parents. The ramp structure was designed using concrete blocks and precast concrete walls, creating a vital connection between the car park, the school, and adjacent playing fields, ensuring inclusive access for all users.</p> <ul style="list-style-type: none"> • 1 ramp – 60m length <p><i>Further information:</i></p> 
Bala	<p>Completed a route to facilitate walking and cycling to access the Ysgol Godre'r Berwyn safely and actively.</p> <ul style="list-style-type: none"> • 650 metres of improved walking route for better access to Ysgol y Godre'r Berwyn • Move an existing crossing point • Changes to traffic management to improve pedestrian safety <p><i>Further information:</i></p> <p>Ysgol Godre'r Berwyn sees benefit of active travel improvements YGC - Ymgynghoriaeth Gwynedd Consultancy</p> 

<p>Ysgol Cymerau, Pwllheli</p>	<p>Installed Bike and Scooter shelters at the school for:</p> <ul style="list-style-type: none"> • 30 bikes • 20 scooters <p><i>Further information:</i> A safe place for bikes at school Transport for Wales</p> <p><i>Before:</i></p> <div data-bbox="477 533 1072 745">  </div> <p><i>After:</i></p> <div data-bbox="477 922 1310 1153">  </div>
<p>Abergwyngregyn</p>	<p>Provide a new multi-use path connecting Abergwyngregyn and Tal y Bont, Llanfairfechan and National Cycle Network 5.</p> <ul style="list-style-type: none"> • 4 kilometre of new multi-use path <p><i>Further information:</i> Gwelliannau A55 Abergwyngregyn i Tai'r Meibion YGC - Ymgynghoriaeth Gwynedd Consultancy</p> <div data-bbox="477 1581 930 1836">  </div>
<p>Blaenau Ffestiniog</p>	<p>As part of a North and Mid Wales Trunk Road Agent development on the A470(T) footways were upgraded to multi-use path.</p>

	<ul style="list-style-type: none"> • 1.05 kilometres multi-use path <p><i>Further information:</i> Blaenau Ffestiniog Link Path to Llechwedd Quarry YGC - Ymgynghoriaeth Gwynedd Consultancy</p> 
Hirael, Bangor	<p>The Hirael Flood Prevention scheme included a new footway and cycle path.</p> <ul style="list-style-type: none"> • New footway and cycle path approximately 400metres length <p><i>Further information:</i> Hirael Flood Prevention Scheme YGC - Ymgynghoriaeth Gwynedd Consultancy</p> <p>Hirael </p> 
Aldi, Pwllheli	<p>As part of the construction for Aldi in Pwllheli Cyngor Gwynedd secured a multi-use path in front of the existing supermarket as well as land and funding to build additional multi-use path towards Y Ffor on the A499.</p> <ul style="list-style-type: none"> • New multi-use path of 260 metres length
Byw'n Iach Electric Bike Scheme	<p>Provides an opportunity for the local community to experience using an electric bike for the first time. The e-bikes are available to hire, or the public can attend guided sessions and take part in a tour of the surrounding areas.</p> <ul style="list-style-type: none"> • Byw'n Iach Bangor • Byw'n Iach Arfon, Caernarfon • Byw'n Iach Plas Silyn • Byw'n Iach Penllyn, Y Bala • Byw'n Iach Plas Ffrancon, Bethesda <p><i>Further information:</i> E-Bikes - Byw'n Iach</p>
Road Safety Unit	2024-25

	<p>Officers from the Road Safety Unit co-ordinated with Officers at Living Streets to begin the WAW scheme,</p> <ul style="list-style-type: none"> • A total of 12 Schools (2 Secondary School and 10 Primary Schools) were nominated <p><i>Further information:</i> Uned Diogelwch Ffyrdd Gwynedd Road Safety Unit Facebook.</p> <p>Officers from the Road Safety Unit launched the “Carys Ofalus – Teithio Llesol” book in 3 primary schools (Chwillog, Cae Top Bangor and Penybryn Tywyn). Conducted story time and craft to Key Stage 1 and Scooter Session to Key Stage 2</p> <p>Living Streets Officer visited the Ysgol Friars Secondary School Year 6 parents open evening to speak to parents about active travel to school options (no data collected at this event). The school was due to take part in a Walking Challenge next academic year where data would be collected on how Year 7 pupils travel to school before and after the challenge</p> <p>Living Streets Cymru 01/07/23 – 31/03/25</p> <p>11 primary schools involved in the WOW Walk to School Challenge</p> <ul style="list-style-type: none"> • 63.3% of the 197,000 journeys recorded were active travel • 15.8% increase in active travel • 13.1% decrease in driving the whole journey <p>2 Next Steps to Secondary Schools recruited</p> <ul style="list-style-type: none"> • both completed a Transition event and 1 a challenge week. • 48% reported walking more and 17.4% increase in pupils actively travelling to school because of the challenge. <p>1 school joined the Winter Walking in Wales online assembly.</p> <p>Living Streets visited Ysgol Penybryn Tywyn to celebrate their commitment to leading healthy and active lifestyles and achieving number 4 in the WOW Top Ten.</p> <p><i>Further information:</i> Gwynedd Walk to School Wales 23-25 end of project report.pdf</p>
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Name	Baseline active travel %	Journeys logged active travel %	Active travel change from baseline (p.pts.)	Walk/wheel all the way change from baseline (p.pts.)	Driven all the way change from baseline (p.pts.)
<u>Ysgol Gynradd Penybryn</u>	41.23%	83.89%	42.66 ↑	15.27 ↑	-35.28 ↓
<u>Ysgol Cefn Coch</u>	43.67%	69.19%	25.52 ↑	12.92 ↑	-25.07 ↓
<u>Ysgol Y Garnedd</u>	51.96%	62.94%	10.98 ↑	12.53 ↑	-11.12 ↓
<u>Ysgol Gynradd Nefyn</u>	34.92%	57.88%	22.96 ↑	6.57 ↑	-13.66 ↓
<u>Ysgol Bro Lleu</u>	47.19%	53.12%	5.93 ↑	4.75 ↑	-4.98 ↓
<u>Ysgol y Traeth</u>	56.07%	70.99%	14.92 ↑	3.59 ↑	-10.19 ↓
<u>Borth y Gest</u>	15.63%	56.90%	41.27 ↑	3.37 ↑	-16.21 ↓
<u>Ysgol Gynradd Talysarn</u>	52.87%	61.67%	8.80 ↑	2.49 ↑	-7.88 ↓
<u>Ysgol Yr Hendre</u>	51.63%	63.76%	12.13 ↑	1.76 ↑	-11.45 ↓
<u>Ysgol Cae Top</u>	32.02%	46.52%	14.50 ↑	1.57 ↑	-12.86 ↓

Schools involved in the projects have seen **an increase (from baseline) of 19.4% in walking/wheeling** all the way to school and an **increase of 33.3% in active journeys** to school.

Ysgol Borth Y Gest arranged a walking bus for Park and Stride and **active travel increased from 16% to 59%. 20% of journeys in June 2024 were Park and Stride** with parents participating even on days when Park and Stride were not arranged.

2023-24

Living Streets Cymru (www.livingstreets.org.uk):

- **10 Primary Schools** recruited and launched WOW [WOW - the walk to school challenge \(livingstreets.org.uk\)](http://www.livingstreets.org.uk)
- 1,605 pupils recorded 30,191 journeys (1/09/23 – 31/03/24)
- 2 Next Steps to Secondary Schools recruited
- All schools received WOW set-up meetings
- All WOW schools received a 'Walking through Winter' assembly
- At WOW schools there has been 22% increase in active travel and driving all the way to WOW schools decreased by 16%

Public Health Hands Up Surveys ([Travel to School Hands Up Survey - Public Health Wales \(nhs.wales\)](https://www.nhs.uk/public-health/schools/travel-to-school-hands-up-survey)):

- 12 schools took part in the survey
- 545 pupils participating
- 327 (60%) Active Travel pupils
- 218 (40%) non-active travel pupils
- 45.8% walked to school
- 3.9% cycled to school
- 2.2% scoot to school
- 8.1% used a Mixed Mode to school