

By e-mail

To [TransportPolicy@liverpoolcityregion-ca.gov.uk](mailto:TransportPolicy@liverpoolcityregion-ca.gov.uk)

Dyddiad / Date: February 2026

Dear Transport Policy Team,

## **NORTH WALES CORPORATE JOINT COMMITTEE RESPONSE TO LIVERPOOL CITY REGION LTP CONSULTATION**

Thank you for the opportunity for the North Wales Corporate Joint Committee (CJC) to comment on the Liverpool City Region (LCR) Local Transport Plan 4 (LTP4) and its Delivery Plan. The CJC has statutory responsibility for strategic transport planning in North Wales and is comprised of the six local authorities in the North Wales Region.

### Cross-Border Movement

It is pleasing that the LTP and the Delivery Plan look beyond the boundaries of the City Region and recognise the importance of movement of people and goods into neighbouring areas, including North Wales. There are strong links between the communities and economies of northwest England and northeast Wales. These links are both cultural and economic and are most notably reflected in a large number of trips across the border each day, particularly at peak times when a large number of people travel for work.

There are a number of significant employment sites on both sides of the border, including Deeside Industrial Park, Wrexham and Chester city centres, Airbus Broughton, Chester Business Park, and Wrexham Industrial Estate. Reducing the number of people that commute to these locations by car will have obvious environmental impacts, but also reduce the impact of congestion on longer distance trips on the highway network.

Enhancing sustainable travel links to these sites for North Wales residents, and residents of England who work in North Wales will require partnership working between organisations in north Wales, and partners in England, including the Liverpool City Region. We are therefore very supportive of the inclusion of the following paragraph in the LTP:

“The LCRCA will work with closely bodies such as the Mersey-Dee Alliance, Transport for Wales, especially on the Network North Wales plans, with Welsh Government, The Great North partnership and adjoining Northern local authorities and Combined Authority areas to deliver joined-up, sustainable travel options across our borders. This will include not only the co-development of cross boundary schemes and enhancements, but also simplified ticketing and travel payment systems.”

The North Wales CJC will also be an important part of that partnership arrangement as the organisation with responsibility for strategic transport planning in North Wales.

It is also encouraging to see specific reference to Network North Wales in the above paragraph. This is a programme that, with effective partnership working, has the potential to transform public transport in parts of North Wales and beyond, particularly for communities and businesses on the Wrexham to Liverpool Line.

### Network North Wales

The CJC is supportive of Welsh Government's Network North Wales proposals and is working with Transport for Wales and other partners to ensure that that programme complements the work that we are doing through our Regional Transport Plan. Liverpool City Region's support and involvement in the development of the Network North Wales programme is welcomed.

It is therefore pleasing to see that the Network North Wales proposal for enhanced service levels on the Wrexham-Liverpool Line are included in the Imminent Delivery Priorities of the LTP Delivery Plan, and wider Network North Wales ambitions included in the Future Vision.

As a CJC we have not identified a preference of operator for services on the Wrexham to Liverpool line. Whether services are TfW or Merseyrail, our aspirations for the Wrexham to Liverpool line are:

- a service level of up to four trains per hour
- shorter journey times could
- a direct link from Wrexham and North East Wales to Liverpool
- improved connections with the North Wales Main Line at Shotton
- improve access to Deeside Industrial Park

### Vision, and Goals of LTP4

We are supportive of the proposed vision of "Clean, safe and accessible transport for moving people and goods" and the five goals of the draft plan, which are:

- Goal 1: Support good, clean job growth and opportunity for all
- Goal 2: Achieve net-zero carbon and an improved environment
- Goal 3: Improve health and quality of life
- Goal 4: Transport that's well maintained and tough
- Goal 5: Plan and respond to uncertainty and change and be innovative

The vision and goals are in line with our vision for transport in North Wales that is set out in our Regional Transport Plan: "North Wales will have a safe, sustainable, affordable, resilient, and effective integrated transport network that supports economic growth, prosperity for all, inclusivity and well-being."

Our vision is supported by four SMART objectives:

- Improve digital connectivity and local services
- Improved accessibility and transport choice
- Enable sustainable economic growth
- Enable decarbonisation through transition to a zero-emission fleet

### Principles of LTP4

We are broadly supportive of all of the principles outlined in the Plan, notably:

- Principle 3: Transport decisions must be based on clear need and evidence – this will ensure that public money is spent effectively and maximise the benefits to the city region. In North

Wales, transport interventions that we are seeking to progress via our Regional Transport Delivery Plan are subject to the WelTAG process to demonstrate need and evidence.

- Principle 4: Transport must support placemaking – this will ensure that transport decisions are not made in isolation, and that transport will play an important role in supporting the success of the LCR as a place. We are taking a similar approach in North Wales, where the Corporate Joint Committees have been given statutory responsibility for developing both the Regional Transport Plan and the Strategic Development Plan. This approach reflects the links between transport, placemaking and land-use planning.
- Principle 5: Prioritise safe, clean, healthy travel in all we do – this will support progress towards net zero and modal shift. This approach is reflective of the Wales Sustainable Transport Hierarchy that influenced our Regional Transport Plan.
- Principle 6: The commitment to inclusivity, accessibility, and social value is in line Welsh Government’s wellbeing priorities, and our Regional Transport Plan in North Wales, where the social value of schemes is a key consideration
- Principle 7: Working with others to promote and deliver the vision, goals, principles and policies of the LTP – this is a principle that we are very supportive of as we are keen to continue working with the Liverpool City Region on shared aspirations and towards common aims.

There are a significant number of shared issues and opportunities between North Wales and the Liverpool City Region. There is also alignment of policy direction in how we are seeking to address those issues and maximise the benefits of the opportunities. We therefore look forward to working closely with the Liverpool City Region on key policy areas such as Network North Wales and cross-border movement in the future.

If you require any further information on the contents of this response, or to engage in further discussion, please contact Adam Graham, the Senior Transport Officer at Ambition North Wales on [AdamGraham@uchelgaisgogledd.cymru](mailto:AdamGraham@uchelgaisgogledd.cymru)

Yours sincerely,

**Clr David A Bithell**  
**Strategic Transport Sub-Committee Chair**