



Cyd-Bwyllgor Corfforedig
Gogledd Cymru
North Wales
Corporate Joint Committee



North Wales Regional Transport Plan

Consultation Report

July 2025





Consultation Report

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1. Introduction

1.1 Overview

This Consultation Report provides a summary of the public consultation carried out in connection with the development of the North Wales Regional Transport Plan (NWRTP). It was undertaken for a 12-week period, from the 20th of January to 14th April 2025.

Public consultation has been carried out to help seek feedback on a draft NWRTP and its associated documents, including:

- Draft NWRTP: setting out the long-term vision for a region's transport system, alongside objectives, policies and interventions for improving the transport infrastructure and services. 'Easy Read' (Learning Disability Wales) and 'East to Read' copies helped everyone with an interest in the proposals to engage.
- Draft Regional Transport Delivery Plan (RTDP): setting out the local authority schemes to address the objectives, policies and interventions set out in the draft NWRTP. Supporting separate interactive PDF diagram documents help illustrate the schemes and their details.
- Monitoring and Evaluation Plan: outlining how the NWRTP will be monitored, measured and evaluated, seeking to ensure it will help achieve the national priorities and ambitions in the Wales Transport Strategy (WTS). It includes the region's contribution to national decarbonisation and modal shift targets.
- Integrated Wellbeing Appraisal (IWBA): demonstrating how NWRTP policies will contribute to well-being, supported by impact assessments that consider matters such as the environment, health, equality and biodiversity. A Non-Technical Summary supports the IWBA.

A questionnaire helped people to submit their comments on the consultation documents. The feedback received has been analysed and carefully considered, which has helped inform amendments and improvements to the final copies ready for Welsh Government consideration and approval.

1.2 Alignment with statutory procedures

The NWRTP adopts a collaborative and involved approach, considering the requirements of the Wellbeing of Future Generations (Wales) Act. Engagement with stakeholders has helped shape the NWRTP, for example the Welsh Government, local authorities and Transport for Wales have told us about what they want to see for the transport system in North Wales.

It is a legal requirement for responsible authorities to undertake Strategic Environmental Assessment (SEA) of plans and programmes that are subject to preparation and/or adoption by an authority at a local, regional or national level, are required by legislative, regulatory or administrative provisions and result in development that may have significant environmental effects. The NWRTP is a plan that is required by legislative provisions (CJC Regulations post the Local Government and Elections (Wales) Act 2021) and is likely to result in projects that could have significant environmental effects. SEA is therefore a statutory requirement, and the SEA process has been used as a basis for the IWBA because it is a recognised and systematic process for evaluating the environmental consequences of plans and programmes. By expanding the SEA process to include the requirements of other assessments (including Habitats Regulations, Equality Act, etc.), our IWBA delivers one cohesive assessment using a collaborative approach across the different facets of



sustainability, facilitating shared knowledge and identifying the intersectionality between the topics considered.

An IWBA scoping report was prepared and submitted to statutory consultees (including Natural Resources Wales and Cadw) for a 5-week period from the 15th October until 19th November 2024. The scoping report outlined an approach to the impact assessments as part of the IWBA, the baseline data, relevant international, national and regional plans, policies and sustainability objectives, and the assessment methodology. It also suggested IWBA objectives to set a framework for assessment (the IWBA Framework).

The IWBA was submitted alongside the draft NWRTP documents for consultation as described above, with notifications sent directly to Natural Resources Wales and Cadw seeking feedback on the consultation documents.

Natural Resources Wales submitted their response to the consultation within the consultation period, whilst Cadw did not provide any further comments beyond their scoping response. Natural Resources Wales and other comments received by individuals and organisations in connection with the IWBA have been carefully considered and, where necessary or appropriate changes have been made to address feedback. A Post Adoption Statement for the IWBA has been prepared alongside and separately to this Consultation Report, which explains how the feedback has shaped the IWBA and how the IWBA has informed the NWRTP documents accordingly.

1.3 Structure

This Consultation Report is presented in the following way:

Section 2: Approach to public consultation – a summary of how any individual or organisation could respond to the consultation, including engagement methods, activities, and publicity.

Section 3: Public consultation responses – a summary of the consultation responses, providing statistics and key themes of feedback in relation to comments received.

Section 4: How feedback has been considered – providing a ‘You Said, We Did’ response to the feedback received, to demonstrate how comments have been taken into account and how they have informed our final plans.



2. Approach to Public Consultation

2.1 Overview

Owing to the strategic nature of the Regional Transport Plans and wide geographic scope of those who may have an interest in transport within and connecting the regions, the CJs agreed to take a digital-led approach to their public consultations. Ambition North Wales as the North Wales CJC discussed and agreed with its relevant committees and officer groups to undertake an online consultation with online questionnaire, complemented by more traditional methods of consultation by making documents available for people to read at public locations, a telephone hotline, and postal as well as email address for people to send their responses. Local authorities were invited to arrange local events at their discretion.

2.1.1 Questionnaire

A questionnaire was designed to help respondents submit their comments on the consultation documents. This was available to complete online in a virtual exhibition room, and in paper format when printed, provided at local events, or via copies provided in the post on request.

The questionnaire included both qualitative and quantitative questions, with optional choices, making it as easy as possible for people to have their say by responding to any question and in as little or as much detail as they preferred.

An Easy Read (Learning Disability Wales) copy of the questionnaire was produced alongside the Easy Read copy of the draft NW RTP to help everyone have their say.

A printable copy for download was also made available, seeking to reduce the environmental impact of the consultation by removing images and utilising black and white content rather than colour.

Personal information could be provided as part of the questionnaire, helping ensure transparency and accountability as part of the process, as well as to help identify the demographics of respondents (e.g. age, location, employment or educational status) and ensure a diverse range of views are represented, as well as to help consider whether the consultation has reached key stakeholder groups or communities.

A copy of the questionnaire and its Easy Read version is provided at Appendix 1.

2.1.2 Data

All potential participants in the consultation were provided with a data statement made clear on the questionnaire as well as via a welcome message found in the virtual exhibition room. It confirmed that Arup was undertaking the public consultation on the North Wales Regional Transport Plan on behalf of Ambition North Wales, with a web link provided to Ambition North Wales's data policy. It explained Arup act as a Data Processor on behalf of Ambition North Wales, and at the end of the consultation all personal information is transferred to Ambition North Wales. Personal information is not retained beyond this time. When we do temporarily store information, it is stored securely in cloud infrastructure located within the EU.

2.1.3 FAQ

Supporting the public consultation was a Frequently Asked Questions (FAQ) document, which helped to set out key and important information aimed at helping people engage and respond. This included definitions, roles and descriptions of the CJC, Ambition North Wales, and the consultation documents. It also set out how people could have their say, what would happen to any personal information, next steps after the consultation, and who to contact in case of any questions or queries.

2.2 Digital-led approach and online virtual exhibition room

Arup on behalf of Ambition North Wales created a dedicated online virtual exhibition room utilising their Virtual Engage platform. This was made available for the duration of the consultation period via the advertised website: <https://northwalesregionaltransportplan.virtual-engage.com/>¹.

The virtual exhibition room aimed to, as far as possible, reflect a traditional ‘town hall’ setting, helping display information via exhibition display boards, allow interested parties to view and download the consultation documents, and provide their feedback using an online questionnaire.

This approach provided a 24/7 service, allowing anyone to access the available information, documents and have their say at any time of day over the course of the consultation period.

Display boards introduced the consultation, outlined the key policies and interventions, and set out how people could have their say alongside next steps (see Appendix 2).

A data statement and contact details by telephone, email and freepost were provided in the room to help people ask questions, request paper copies of documents or the questionnaire, and submit feedback.

All information and materials were provided in both Welsh and English languages.

Much like a register in a traditional village hall environment, the Virtual Engage platform allows people to register on the website and collects data on views and visits (see section 3.1 for details).

Screenshots of the Virtual Engage room can be found in Appendix 3.

2.3 Document deposit points

Acknowledging that some people prefer to visit and read consultation documents in person, or access the internet from community venues, paper copies were deposited at public buildings across North Wales. This included at libraries, community centres and educational centres where people could access the internet to view the proposals on request. A list of deposit points is provided in Appendix 4.

¹ This consultation website has now closed. You can find out more about the North Wales Regional Transport Plan here: <https://ambitionnorth.wales/>



2.4 Local events

Local authorities were invited to arrange local events at their discretion, to help people discuss the draft NWRTP and its consultation, as well as encourage participation.

The following local events were held, providing details of location, attendance and key points of discussion (based on attending local authority transport officer feedback to Ambition North Wales).

Isle of Anglesey

- Holyhead Library – 11th February 2025
- Llangefni Library – 13th February 2025

Around 15 people attended across the two events, and discussion focused on:

- Concerns around a lack of frequent buses in rural areas.
- Concerns around lack of connections between train and bus timetables which would help to ensure journeys can be continued. It was suggested a lack of timetable integration is a barrier to an integrated and uninterrupted transport experience.
- Complaints that buses often do not arrive on time and suggestions that there is a lack of consistency when it comes to bus timetables and operational services.
- Concerns around a lack of Real Time Information, which often means users don't know if the bus is late, or if they have missed it.

Flintshire

- Holywell Connects Centre – 1st April 2025
- Deeside Leisure Centre – 8th April 2025

Around 13 visitors across the two days, many of whom were councillors from Flintshire County Council or Holywell Town Council. Discussion focused on:

- Parking and Traffic Regulation Order (TRO) issues, with local concerns.
- The need for the NWRTP to promote the need for a Greenfield Station (Holywell).
- Concerns about overcrowding on trains suggesting many don't provide the needed capacity.
- Questions about the 'Red Route' which was subject to the Welsh Government's Roads Review.

Wrexham

- Wrexham Library – 7 April

Around 10 attended throughout the event, many of which were members of the public, whilst one attendee clarified they represented the Community Transport Association. Discussion focused on:

- The importance of bus services, with concerns about any potential reduction in services.
- General points around rail services, parking and cycle routes.
- General discussion around the value of community transport.
- Suggestions that whilst many in North Wales consider Liverpool and Manchester airports as key airports, Birmingham can be an easier airport to access by rail from Wrexham railway station.



2.5 Ways people could respond

Ambition North Wales consider it important to maximise participation and in doing so make it as easy as possible for people to have their say and submit their feedback. Accordingly, a range of online and more traditional methods of feedback were facilitated as described below.

2.5.1 Consultation email address

A dedicated project email address northwalesregionaltransportplan@arup.com, hosted and monitored by Arup, was set up for the consultation. The email address allowed the public and other interested parties to ask specific questions about the proposals, the consultation, request copies of documents by email or post, and/or submit their feedback. Where email responses to the consultation were received, some involved an attached copy of a completed questionnaire, and others included attached written correspondence by letter or other freeform text (not submitted in questionnaire format).

2.5.2 Consultation freephone telephone and messaging service

A telephone with voicemail answerphone service was also hosted and monitored by Arup, which provided a bilingual message. This helped people who may have difficulty accessing the internet and/or may wish to speak with members of the project team directly to ask questions or discuss their concerns. A voicemail service helped anyone leave a message involving for example a paper copy request or call-back request with contact details.

2.5.3 Consultation freepost address

To accommodate paper responses to the consultation, a freepost address was set up with the Royal Mail to allow anyone to send a response to the consultation by mail with no postage cost to them (with the fee covered by Ambition North Wales). This directed mailed responses directly to Arup's office for processing. The email, telephone and freepost address were promoted across the consultation information (Appendix 2) and associated publicity (Appendix 5).

2.6 Publicity

Ambition North Wales and its communications team led on the publicity of the consultation, seeking to make as many individuals and organisations as possible aware of the opportunity to have their say. They worked with partners and their own communications departments (including North Wales local authorities, Transport for Wales and the Welsh Government) collaboratively to help advertise the consultation through different organisations and media as summarised below. All publicity was bilingual.

2.6.1 Press releases

Ambition North Wales issued press releases at key consultation milestones, including at the launch of the consultation, to help raise awareness. Several media sources published details from the press releases, examples of these are presented in Appendix 5.

2.6.2 Website

The Ambition North Wales website was updated with a dedicated consultation page to provide information about the consultation, make key consultation documents available to download, and set out next steps. It included a link to the virtual exhibition room, encouraging people to complete



the online questionnaire or have their say by the available alternative formats. Screenshots of the published website updates can be found in Appendix 5.

2.6.3 Email notifications

Ambition North Wales maintained a stakeholder database of key contacts where contact details were in the public domain or where organisations asked to be updated about the plans. Direct emails were sent at regular intervals during the consultation to encourage engagement and responses.

2.6.4 Social media posts

Social media posts were made throughout the consultation period via Ambition North Wales's Facebook, X (formerly Twitter) and LinkedIn site, to announce the launch of the consultation, and encourage participation at regular intervals throughout the consultation period. Other interested authorities and organisations also shared or posted from their own accounts, for example including but not limited to Local Authorities and town/community councils. Screenshots with examples can be found in Appendix 5.

2.6.5 Posters

Ambition North Wales prepared and displayed posters to promote the consultation in the Welsh Government offices at Llandudno Junction (Sarn Mynach) for the duration of its length.

2.6.6 Industry events, workshops and focused meetings

Ambition North Wales attended and were guest speakers at a range of industry events, workshops and focused meetings with a view to discussing the draft NWRTP and its consultation, also encouraging feedback. Examples include the Institute of Directors North Wales on 19th March 2025, CBI North Wales Branch on 21st of March 2025, Chartered Institution of Highways & Transportation (CIHT) Cymru Wales Event and separate North Wales Planning Officers Group on 4th April 2025. A regional transport workshop was held with the Design Commission for Wales on 7th April 2025. Throughout draft Plan development Ambition North Wales has also met with North Wales local authority officers and members, as well as the Eryri National Park Authority through its CJC responsibilities in connection with transport and strategic planning. It also met with the North and Mid Wales Trunk Road Agent in connection with the strategic road network, and Transport for Wales in connection with the rail network. At least monthly meetings have also been held with the Welsh Government about the NWRTP and its consultation, which has led to officer feedback outside the consultation, which has informed the plans.

3. Public Consultation Responses

3.1 Overview

Whilst individuals and organisations were encouraged to submit formal responses using the provided feedback questionnaire, some provided emailed or postal free form responses. All have been taken into account, when received during the consultation period. Three responses were received after the consultation period had ended. One of those was from an organisation that explained a technological issue and Ambition North Wales accepted the late response applying its discretion. The other two late responses were not accepted but have been considered outside of this Consultation Report by Ambition North Wales, and direct correspondence has continued to help address feedback.

A total of 1,684 responses were received and accepted. Of those,

- 199 responses were received through the online exhibition room (Virtual Engage).
- There were 51 emailed responses (including 2 using the Easy Read questionnaire form).
- 13 participants responded using the paper feedback questionnaire via post.
- 1,421 were associated with a coordinated campaign response from Wildlife Trusts Wales.

Of the 199 Virtual Engage responses, 49 email responses and 15 postal responses who provided personal data as part of their submission:

- 7% were under 25, 17% were between 25-39, 42% were between 40-60 and 33% were 60+.
- 53% identified as male and 47% identified as female.
- 87% identified as not having a disability and 13% identified themselves as disabled.
- 70% identified as being in employment and 13% identified as being in education/training.

Those who provided personal data as part of their questionnaire response confirmed their post code, which helps identify their location. The results are set out in Table 1 and Figure 1 below.

Table 1: Location of questionnaire respondents (VE included) based on postcode provided.

Local Authority	Conwy	Denbighs hire	Flints hire	Gwynedd	Isle of Anglesey	Wrexham	Other Wales	Outside of Wales
Total Number of respondents	36	14	62	26	26	11	3	3



Figure 1: Location of Virtual Engage room respondents (extract focusing on North Wales).

The majority of those who submitted a Wildlife Trusts Wales campaign response provided a name and postcode. This also helps us identify their location. It should be noted that some postcodes could not be found, which may have been a user error. The results are set out in Table 2 and Figure 2 below.

Table 2: Location of campaign respondents based on postcode provided.

Local Authority	Conwy	Denbighs hire	Flints hire	Gwynedd	Isle of Anglesey	Wrexham	Other Wales	Outside of Wales
Total Number of respondents	139	101	245	113	70	55	67	618

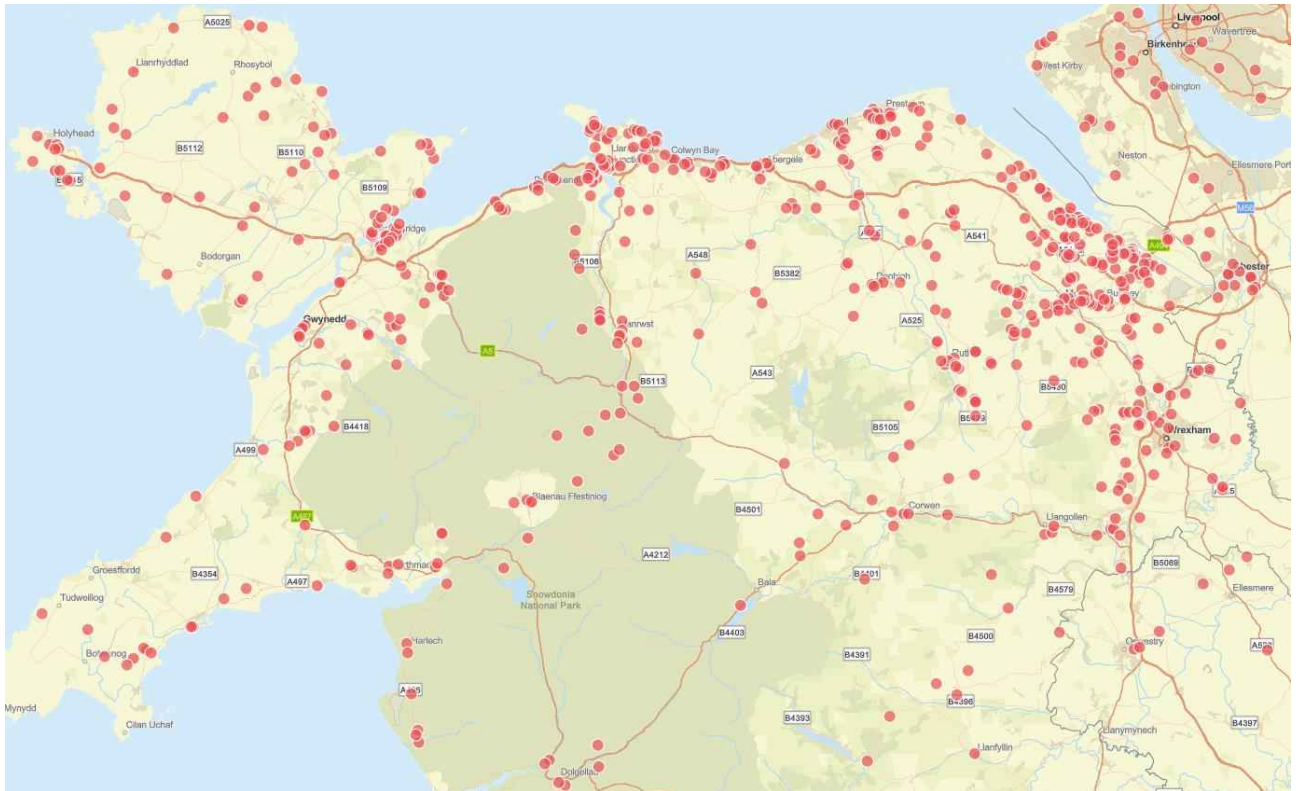


Figure 2: Location of campaign respondents based on postcode provided (extract focusing on North Wales).

The responses were checked to make sure that there were no duplicate responses counted. After reviewing the data, we removed any repeated entries.

The sections below provide an overview of each question asked during the public consultation. Where respondents were able to provide a qualitative response, a coding and analysis exercise has been undertaken to provide feedback themes for each question and applying professional judgement.

A full response has been given to all comments in Section 4.

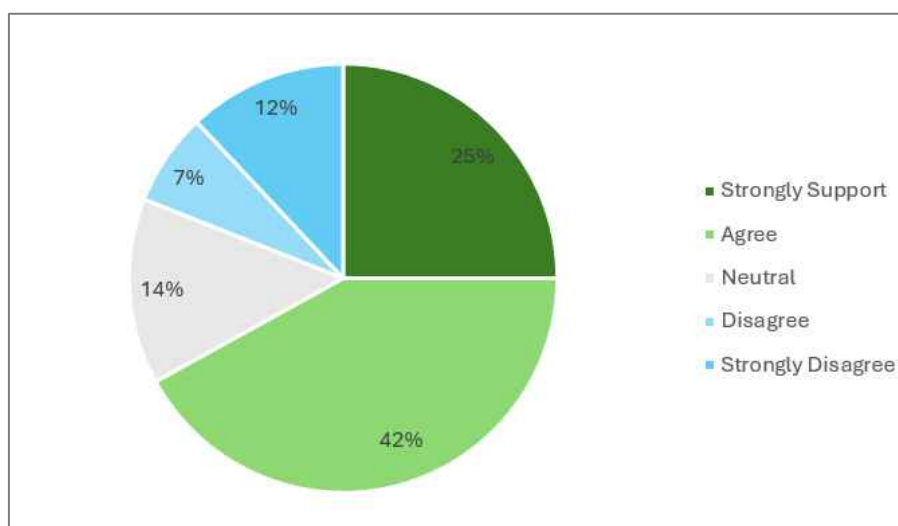
Given the questionnaire allowed anyone to complete any question, some chose to answer every question, whilst others chose to answer one or more. As such, included in the analysis of each question is also a numerical value of how many responses were received in relation to each question, to help provide context.

3.2 Regional Transport Plan

3.2.1 To what extent do you support the vision and objectives set out in our draft Regional Transport Plan?

213 participants provided their views on this question. Figure 1 below provides a visual illustration of the quantitative results. It shows that 67% selected that they either agreed or strongly agreed, 14% said they were neutral, and 19% selected that they either disagreed or strongly disagreed.

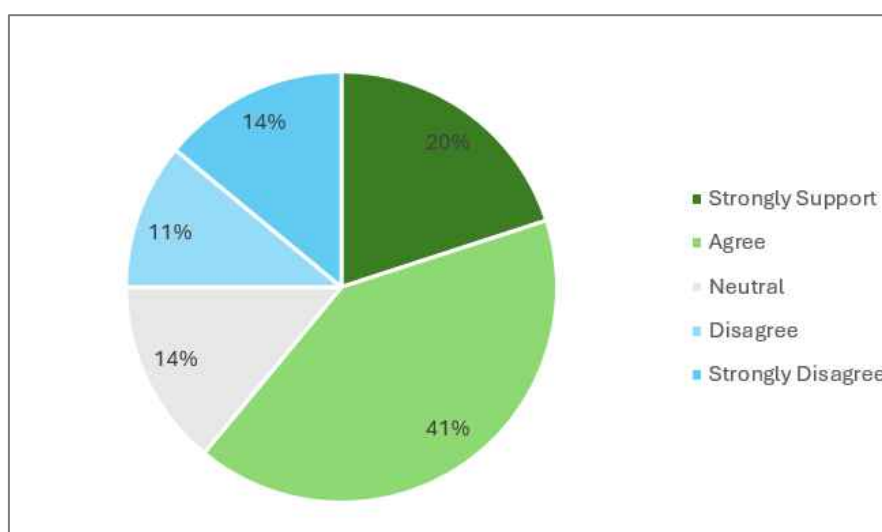
Figure 3: Responses to 'To what extent do you support the vision and objectives set out in our Regional Transport Plan?'



3.2.2 To what extent do you support the policies and interventions set out in our draft Regional Transport Plan?

200 participants provided their views on this question. Figure 2 below provides a visual illustration of the quantitative results. It shows that 61% selected that they either agreed or strongly agreed, 14% said they were neutral, and 25% selected that they either disagreed or strongly disagreed.

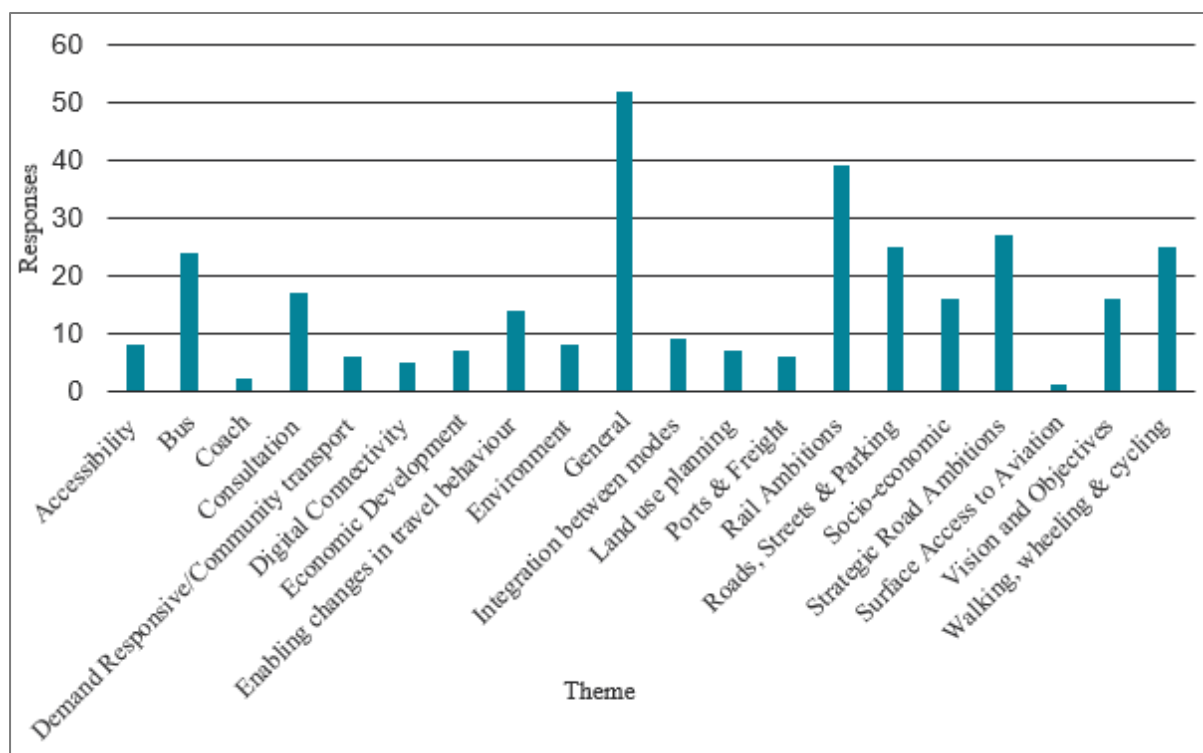
Figure 4: Responses to 'To what extent do you support the policies and interventions set out in our draft Regional Transport Plan?'



3.2.3 Please tell us what you think about our draft Regional Transport Plan or make alternative suggestions here.

159 participants responded to this question. Outlined below is a high-level summary of the key themes raised within the comments received in response to the draft Regional Transport Plan. Details and responses are provided in Appendix 6.

Figure 5: Key themes raised by respondents in response to the draft Regional Transport Plan.



Accessibility: 8 respondents provided feedback on this topic. 6 respondents commented on the importance of transport links to rural areas. The other 2 respondents suggested there should be a greater focus on improving sustainable/active travel for commuters.

Bus: 24 respondents fed back on this topic, 12 of the respondents focused on the importance of a reliable service, with increased frequency. PT1 had 1 comment of support, and 1 comment of opposition. 3 respondents stated that bus fares are too expensive. Other respondents provided feedback on, bus routes, privacy, and connection between bus services.

Coach: 2 respondents provided feedback on this topic. 1 respondent focused on the role coaches can play in connectivity across North Wales, whereas the other respondent commented on the bias toward road transport compared to rail.

Consultation: 17 respondents fed back on this topic, with 16 providing suggestion on how the consultation documents could be improved. 1 respondent supported the consultation documents and process.

Demand Responsive/Community transport: 6 respondents provided feedback on this topic. 3 comments focused on Fflecsi, the other comments focused on investment, tourists and criticism of the plan for not addressing community transport.

Digital Connectivity: 5 respondents fed back on this top, 3 provided alternative suggestions around digitalisation at bus stops and an integrated application. 2 focused on broadband speed.



Economic Development: 7 respondents provided feedback on this topic, providing suggestions on housing and infrastructure, freight routes, and the Holyhead hydrogen hub.

Enabling changes in behaviour: 14 respondents fed back on this topic, with 7 providing suggested alternatives on specific routes, incentives for change, and funding mechanisms. 3 respondents provided general feedback. The other respondents focused on support for Policy LU1, safety concerns and specific local authority areas.

Environment: 8 respondents fed back on this topic, 5 focussed on climate change/net-zero. 1 respondent stated concerns around insufficient emphasis on landscape and visual topics, another respondent stated concerns about the cross-cutting themes excluding decarbonisation and climate resilience.

General: 52 respondents fed back on this topic, 21 were in support of the NWRTP, 17 were in opposition. The other respondents focused on highlighting concerns around funding, reliability, timescales, rural areas, and providing suggestions.

Integration between modes: 5 respondents provided feedback on this topic, 4 of these were suggested alternatives around use of bikes on public transport, specific routes, coaches on train routes and secure parking. 1 respondent agreed with integrating transport modes, but not at the expense of the natural environment.

Land Use Planning: 7 respondents fed back on this topic, with 3 opposing the transition to Electric Vehicles (EV). 1 respondent questioned the roll out of EV charging to meet the targets set by the UK Government. The other respondents provided suggested alternatives and questioned SRN Aspiration 3 and Policy RS1.

Ports & Freight: 6 respondents fed back on this topic, 5 provided suggested alternatives and additional policies around rail freight to Holyhead, other routes, and working in partnerships. 1 respondent provided support for the improvements to key routes which will facilitate efficient movement of goods.

Rail Ambitions: 39 respondents fed back on this topic, 22 of these provides suggested alternatives, including 17 highlighting the omission of Greenfield Station. 12 respondents focused on stations and routes and the other respondents focused on reliability and frequency.

Roads, streets and parking: 25 respondents fed back on this topic, with 4 respondents stating their disagreement with 20mph speed limits. Other respondents focussed on the transition to EV, funding, ongoing maintenance, and specific policies.

Socio-economic: 16 respondents fed back on this topic, with 4 focusing on the health and wellbeing of people in North Wales. 4 respondents focused on tourism impacts in the area. The other respondents commented on impacts and suggestions on culture, commuting, economic growth and the inclusivity of rural areas.

Strategic Road Ambitions: 27 respondents fed back on this topic. 5 respondents commented on the Flintshire 'Red Route' with 4 opposing it and 1 supporting it. 5 respondents mentioned specific policies including SRN 3, SRN 4, and SRN 5. 3 respondents expressed objections and 1 respondent supports the Strategic Road Ambitions. The other respondents provided suggested alternatives relating to speed limits, traffic management, and highways systems.

Surface access to aviation: 1 respondent stated the need for more frequent and direct train routes in North Wales to an airport.

Vision & Objectives: 16 respondents provided feedback on this topic, 2 in support, and 2 in opposition of the Vision & Objectives. 2 respondents questioned how the vision & objectives would

be funded. The rest of the respondents highlighted; policy, challenges for rural areas, existing transport challenges and general feedback.

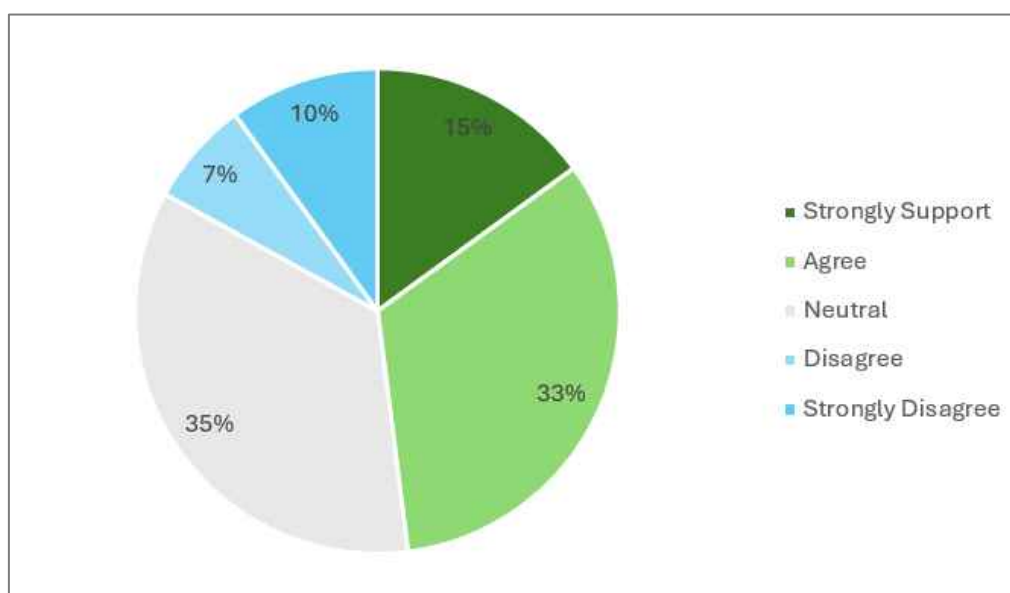
Walking, wheeling and cycling: 25 respondents fed back on this topic, 7 respondents raised concerns around safety. The other respondents focussed on suggested improvements and general feedback. 2 respondents opposed the plan, and 2 fed back their support for the plan.

3.3 Monitoring and Evaluation Plan

3.3.1 To what extent do you support the approach we have taken to our draft Monitoring and Evaluation Plan?

207 participants provided their views on this question. Figure 3 below provides a visual illustration of the quantitative results. It shows that 48% selected that they either agreed or strongly agreed, 35% said they were neutral, and 17% selected that they either disagreed or strongly disagreed.

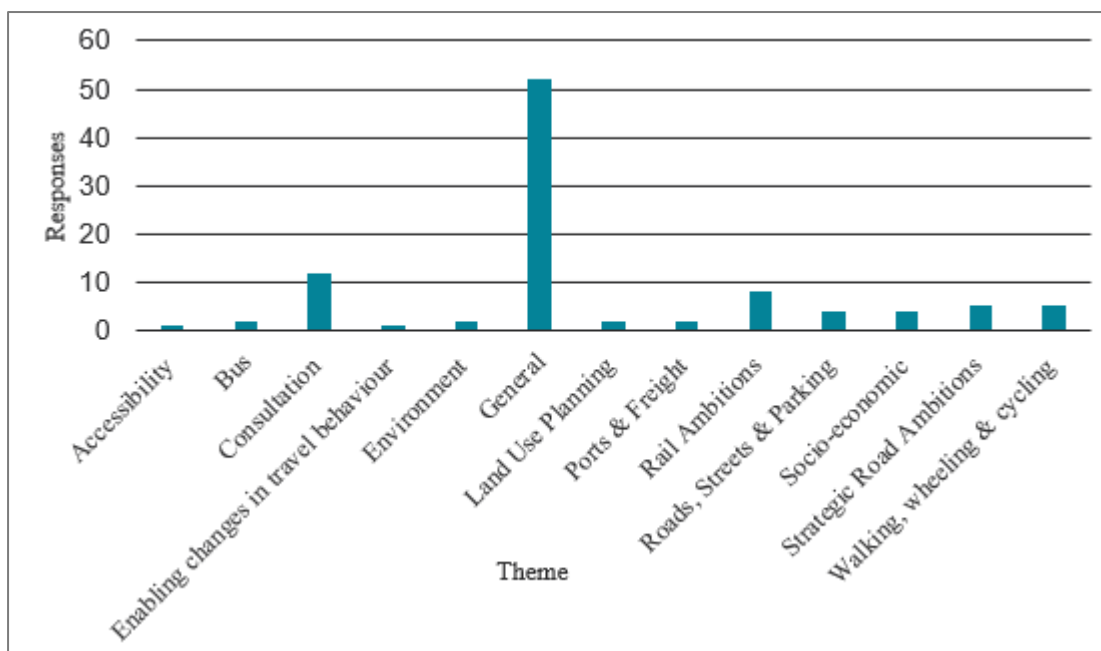
Figure 6: Responses to 'To what extent do you support the approach we have taken to our draft Monitoring and Evaluation Plan?'



3.3.2 Please tell us what you think about our draft Monitoring and Evaluation Plan or make alternative suggestions here.

81 participants responded to this question. Outlined below is a high-level summary of the key themes raised within the comments received in response to the draft Monitoring and Evaluation Plan. Details and responses are provided in Appendix 6.

Figure 7: Key themes raised by respondents in response to the draft Monitoring and Evaluation Plan.



Accessibility: 1 response was received for this topic highlighting the importance of access to travel/transport services, particularly regarding higher frequency train services.

Bus: 2 respondents fed back on this topic, 1 highlighting the importance of using existing bus infrastructure, like electric buses, before investing further, while another supported the opportunity to collaborate when decarbonising the public sector bus fleet and cross border infrastructure design.

Consultation: 12 respondents fed back on this topic, 9 of which presented views of opposition or concern for the consultation process, particularly when it came to access consultation documents. Other responses expressed support for the process, appreciating the opportunity for feedback, while others highlighted the need to use the feedback given to improve the plan, with suggestions of using focus groups or local councillors to monitor satisfaction at various stages of the NW RTP implementation.

Enabling changes in behaviour: 1 response was received on this topic highlighting the need to use existing public bus and train services to accommodate school transport, so students are used to using public transport, enabling behaviour change, and reducing duplicating services, supportive of policy CB10.

Environment: 2 respondents fed back on this topic. 1 respondent was opposed to speed limit reductions as they considered this to reduce air quality. Another respondent questioned how the plan aims to measure environmental impacts of road schemes.

General: 52 respondents fed back on this topic, of which 21 expressed overall support, while 15 respondents expressed opposition or concern for the plan. Other respondents highlighted areas where the monitoring and evaluation plan could be further refined to provide more clarity, especially when it comes to monitoring measures. Remaining comments were made around including all local authority areas and the need to invest in public transport to unlock opportunities across the region.

Land Use Planning: 2 respondents fed back on this topic, both referring to EV infrastructure, expressing concern of the future of EV charging without grid resilience and suggesting the need to include the national procurement framework to streamline the procurement process ensuring consistency across all regions.

Ports & Freight: 2 respondents fed back on this topic. 1 respondent highlighted support for freight movement on railways, with another offering a suggestion to integrate the combination of HGVs in the Regional Plan.

Rail Ambitions: 8 respondents fed back on this topic, with 7 of the responses highlighting the need to include Greenfield Station in the plans. A further response supported hourly rail services between Crewe and Llandudno.

Roads, streets and parking: 4 respondents fed back on this topic, 2 of which opposed the implementation of the Welsh Government's 20mph policy. Others highlighted the need for better road links and improvement to congestion sites across the region, with a further comment suggesting a focus on the financial incentives of EV should be included in NWRTP.

Socio-economic: 4 respondents fed back on this topic with themes of health and well-being and the inclusivity of rural areas. Respondents also suggested that the needs of work travel had been overlooked, and that school travel should be undertaken on public transport.

Strategic Road Ambitions: 5 respondents fed back on this topic. Opposition was expressed for ambitions SRN2, SRN3 and SRN4, while others expressed the need to improve road links and congestion sites.

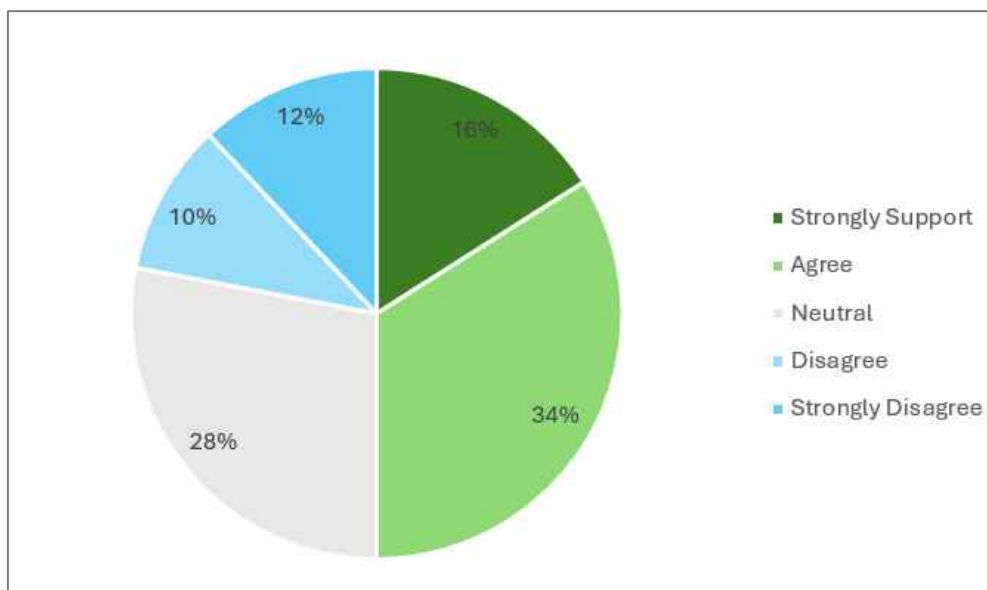
Walking, wheeling and cycling: 5 respondents fed back on this topic, with 2 responses in support and 2 in opposition of schemes. A further comment was made suggesting that the Monitoring and Evaluation Plan should provide better monitoring of active travel and links to health and well-being should be better recognised.

3.4 Regional Transport Delivery Plan

3.4.1 To what extent do you agree with the approach we have taken to our draft Regional Transport Delivery Plan?

202 participants provided their views on this question. Figure 4 below provides a visual illustration of the quantitative results. It shows that 50% selected that they either agreed or strongly agreed, 28% said they were neutral, and 22% selected that they either disagreed or strongly disagreed.

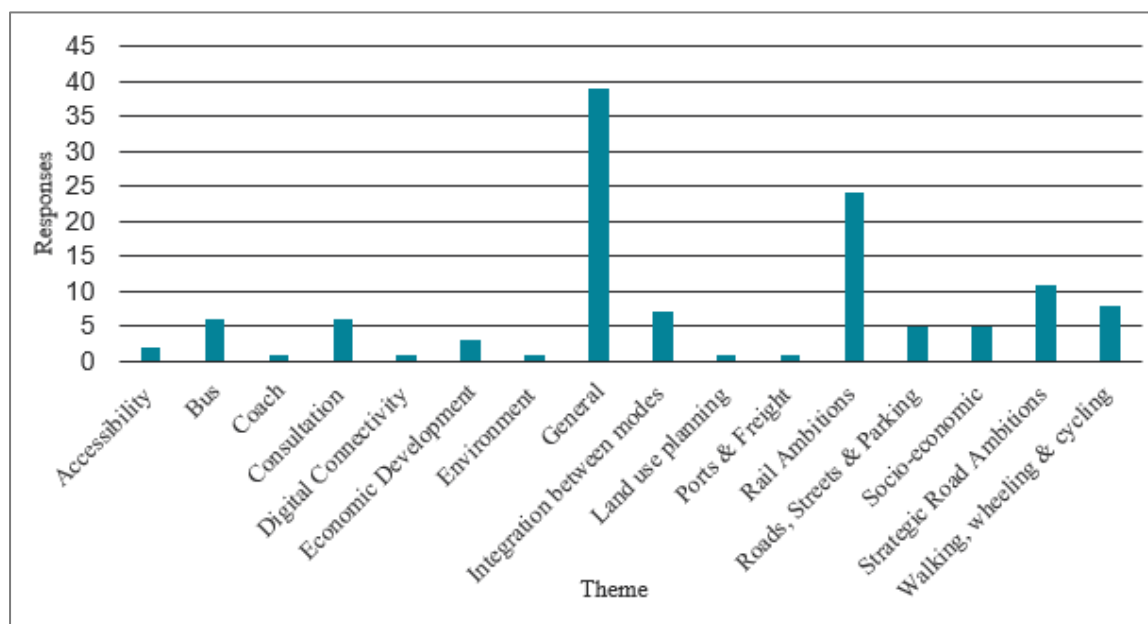
Figure 8: Responses to 'To what extent do you support the approach we have taken to our draft Monitoring and Evaluation Plan?'



3.4.2 Please tell us what you think about our draft Regional Transport Delivery Plan or make alternative suggestions here.

85 participants responded to this question. Outlined below is a high-level summary of the key themes raised within the comments received in response to the draft Regional Transport Delivery Plan. Details and responses are provided in Appendix 6.

Figure 9: Key themes raised by respondents in response to the draft Regional Transport Delivery Plan.



Accessibility: 2 respondents fed back on this topic regarding access to travel / transport services, particularly greater accessibility to trains and buses for disabled individuals.

Bus: 6 respondents fed back on this topic highlighting the need for better bus infrastructure, the need to increase frequency and reliability of services, as well as thought that the plan does not improve the current situation in North Wales.

Coach: 1 respondent fed back on this topic questioning the need for a new express coach which is considered to duplicate the existing rail network.

Consultation: 6 respondents fed back on this topic, considering documents and feedback options to be complicated with wider engagement needed.

Digital connectivity: 1 respondent fed back on this topic expressing support for digital infrastructure at bus stops, supporting policy DC3.

Economic Development: 3 respondents fed back on this topic all considering the greater connectivity provided by the plan will greatly support economic development of North Wales.

Environment: 1 respondent fed back on this topic with concerns for biodiversity when developing active travel routes.

General: 39 respondents fed back on this topic, with expressions of general sentiment, and comments around the need to improve public transport in general, and for local authority areas to be prioritised.

Integration between modes: 7 respondents fed back on this topic expressing support or suggesting additions to plans including comments on intermodal ticketing, additional interchange locations and connections to community transport. General support was given to new park and ride facilities, supporting policy IN5.

Land use planning: 1 respondent fed back on this topic regarding policy development to include better links to multi-department planning.

Ports and freight: 1 respondent fed back on this topic suggesting more emphasis should be made on alternative fuel sources such as hydrogen and hydrogen vehicle solutions, discussed in policy PF4.

Rail Ambitions: 24 respondents fed back on this topic, 11 of which highlight the need for Greenfield Station with further comments suggesting other routes and stations that should be considered. Others expressed that the plan did not offer a serious vision for rail improvement, while others support the plans' improvements.

Roads, streets and parking: 5 respondents fed back on this topic including support and opposition to EV plans, safety concerns along specific routes, the need to improve road links and requests to remove 20mph speed limits.

Socio-economic: 5 respondents fed back on this topic with comments regarding the need to include rural areas, the need to prioritise schemes that offer economic growth and for further consideration to be given to the tourism sector.

Strategic Road Ambitions: 11 respondents fed back on this topic including suggested changes on specific schemes and policies (SRN2&3), the need to incorporate references to highway network improvements, opposition to inclusion of road infrastructure and the Red Route.

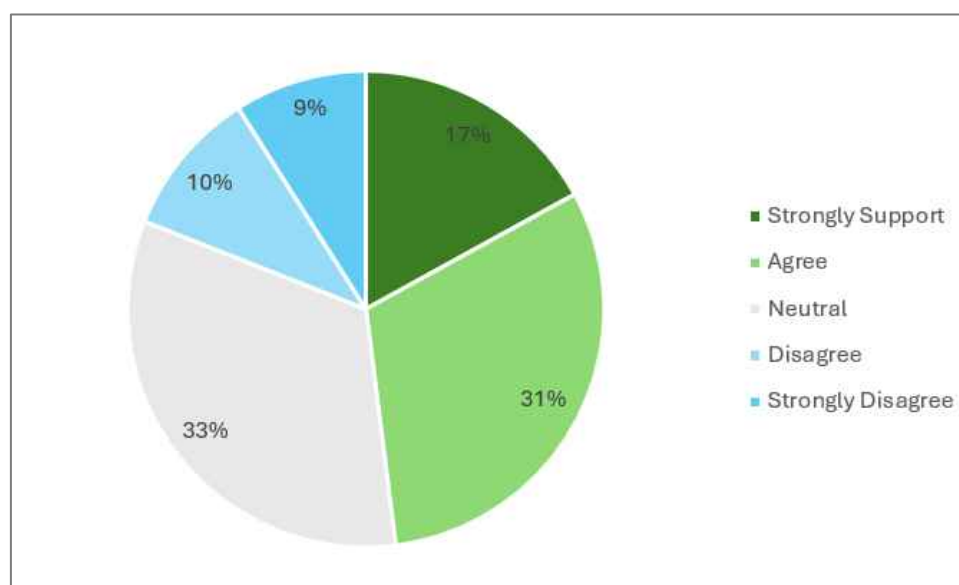
Walking, wheeling and cycling: 8 respondents fed back on this topic suggesting changes to or additional policies, with supporting improvements to active travel while others opposing plans in favour of the private car.

3.5 Integrated Well-being Appraisal

3.5.1 To what extent do you support the approach we have taken to our draft Integrated Well-being Appraisal?

193 participants provided their views on this question. Figure 5 below provides a visual illustration of the quantitative results. It shows that 48% selected that they either agreed or strongly agreed, 33% said they were neutral, and 19% selected that they either disagreed or strongly disagreed.

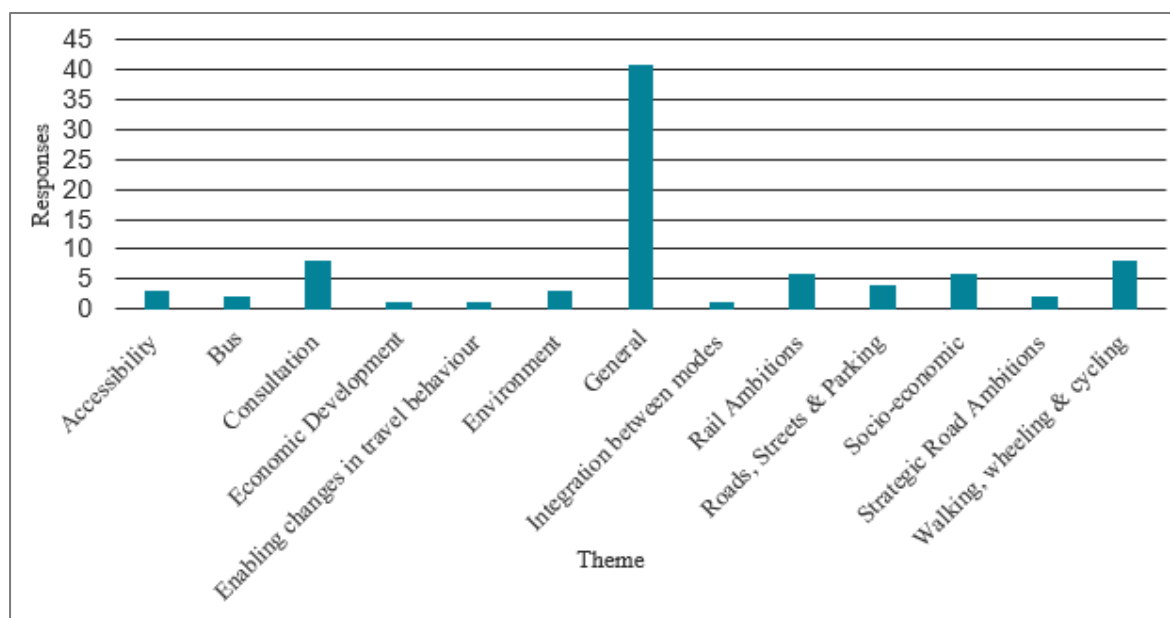
Figure 10: Responses to 'To what extent do you support the approach we have taken to our draft Integrated Well-being Appraisal?'



3.5.2 Please tell us what you think about our draft Integrated Well-being Appraisal or make alternative suggestions here.

66 participants responded to this question. Outlined below is a high-level summary of the key themes raised within the comments received in response to the draft Integrated Well-being Appraisal. Details and responses are provided in Appendix 6.

Figure 11: Key themes raised by respondents in response to the draft Integrated Well-being Appraisal.



Accessibility: 3 respondents fed back on this topic, highlighting the importance of access to travel/transport services, particularly that active travel is not suitable for everyone, and that well-being is aided by good access to services.

Bus: 2 respondents fed back on this topic highlighting the need for increased frequency and reliability of services with rural bus services being reduced, not running at convenient times and bus journeys taking too long to be an efficient alternative mode.

Consultation: 8 respondents fed back on this topic expressing concern/opposition to the overall consultation process specifically considering there to have been an overall lack of engagement, particularly with minority groups, and that consultation materials to be inadequate.

Economic Development: 1 response was received on this topic regarding connectivity, expressing support to reopen Anglesey airport.

Enabling changes in travel behaviour: 1 response was received on this topic expressing support for Policy CB10 and CB11, specifically discussing the need to include education for institutions that can make a difference to the culture and attitude of residents.

Environment: 3 responses were received on this topic including a request to re-wild roadside verges. Comments also expressed opposition to the contents of the IWBA.

General: 42 respondents fed back on this topic mostly expressing overall support or opposition/concern for the IWBA. Overall support comments considered the IWBA to encourage the use of public transport and improve health through walking and cycle and supported the plans approach to but well-being of the environment and population at the heart of the plan. Those who presented opposition to the plan consider that it does not meet the well-being needs of local people and that it fails to assess the impractical issues of transport or any knock-on effects of road infrastructure development on local communities.



Other opposition is more general considering the plan to be not necessary / use of public funds, that does not work for rural areas with ideas presented as 'anti-motorist'. Policy development and existing transport challenges were also discussed here with integration and well-being highlighted as important for further development of proposals.

Integration between modes: 1 response was received on this topic highlighting the need to collaborate with bus, coach and train providers also with existing and potential customers to plan integration effectively and move away from car use.

Rail Ambitions: 6 respondents fed back on this topic suggesting additional stations or routes that should be added to the plan, especially Greenfield Station, and the need for more frequent and reliable services.

Roads, Streets and Parking: 4 respondents fed back on this topic with some suggesting that improving road links and congestion points across the region is the primary requirement of the plan, while others stress the need that building new roads is not effective and that ongoing maintenance issues should be addressed first.

Socio-economic: 6 respondents fed back on this topic highlighting the need to improve the local area for local people before accommodating others. Health and wellbeing were also highlighted with some respondents supporting the engagement of public transport and active travel uptake, with others expressing concern as active travel is not suitable for all.

Strategic Road Ambitions: 2 respondents fed back on this topic focusing on specific policy (SRN5) arguing that traffic management is needed rather than building a new Menai crossing, citing environmental reasons. Other responses highlight opinions that improving road links across the region is the primary requirement.

Walking, wheeling and cycling: 8 respondents fed back on this topic. While some support the plans, others concerned active travel measures to be impractical for rural areas, local communities and drivers. Others highlighted the need for active travel plans to provide an integrated network, not just making minor improvements. It was also highlighted that more cycle routes are required with pedestrians and cyclists segregated where possible to reduce safety concerns.

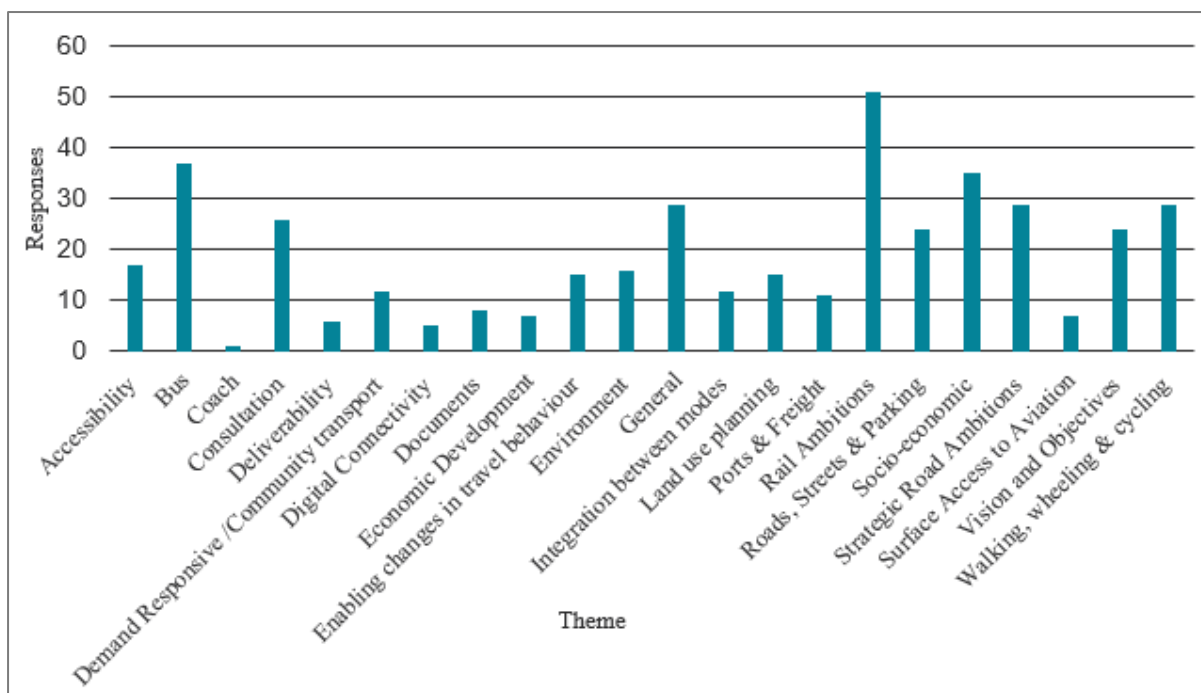
3.6 Any other comments

3.6.1 Do you have any other comments about this consultation or our proposals?

Outlined below is a summary of the key themes raised within the 'other' comments received in response to the draft North Wales Transport Plan. This summary accounts for the responses received through the online virtual engage platform and received via email in relation to the given focus area. For clarity, any submissions (apart from the campaign responses, which are considered in Appendix 6, which have been received not in our template questionnaire format (e.g. freeform responses) have been considered here.

157 participants provided their views on or in relation to this question.

Figure 12: Key themes raised by respondents in response to any other questions.



Accessibility: 17 respondents fed back on this topic highlighting issues around access to travel, service times, and challenges rural communities face.

Bus: 37 respondents provided their views on this topic, with the majority of respondents focusing on bus infrastructure. Other respondents focused on the routes, frequency and reliability of current services.

Coach: 1 respondent fed back on this topic, providing their support for the upgrade of coaches on uncovered routes.

Consultation: 26 respondents provided feedback on this topic, suggesting the consultation was inadequate or involved inaccessible materials.

Deliverability: 6 respondents fed back on this topic, the most common theme raised was the availability of funding.

Demand responsive/Community transport: 12 respondents provided their views on this topic, with the majority highlighting the need for community transport.

Digital Connectivity: 5 respondents fed back on this topic, with the majority in support of digital connectivity. Broadband speed was noted to need improvement in rural areas.

Economic Development: 7 respondents provide their views on this topic, the main themes raised were connectivity, freight access and investment zones.

Enabling changes in travel behaviour: 15 respondents fed back on this topic, the majority of respondents provided suggested alternatives around, pricing, supporting walking, with funding and safety concerns also being raised.

Environment: 16 respondents provided feedback on this topic, with the majority highlighting the impacts on climate change and net zero.

General: 37 respondents provided general feedback, with supportive and opposition comments. 8 comments were made in relation to specific documents; 4 for the RTDP, 3 for the IWBA and 1 for the M&E.



Integration between modes: 12 respondents provided their views on this topic, with the majority of comments focussed on suggested alternatives and additional policies including integrated ticketing, creating new onward links and improving current transport links.

Land use planning: 15 respondents fed back on this topic, the majority were in support of the plan with suggested alternatives added including increasing cycling provision, and decarbonisation.

Ports & Freight: 11 respondents provided feedback on this topic, the comments provided additional suggestions to improve port and freight links including increasing the number of bridges, decreasing long distance commuting and specific routes.

Rail Ambitions: 51 respondents fed back on this topic, a large proportion of respondents focussed on the need for a Greenfield Station. Other responses included suggested new routes and stations.

Roads, Streets and Parking: 24 respondents provided their views on this topic, the themes included ongoing maintenance, EV opposition, suggested alternatives, and environmental concerns.

Socio-economic: 35 respondents fed back on this topic, focused on tourism, suggested alternatives, health and well-being, and travel to work.

Strategic Road Ambitions: 29 respondents provided their views on this topic, the majority of respondents provided suggested alternatives including specific routes, route types and upgrading current roads.

Surface access to aviation: 7 respondents provided feedback on this topic, 3 of the respondents stated that opening Anglesey airport should be a priority, and 1 fed back that there should be no improvements of access to the airports. Other comments focused on general support and frequency of public transport.

Vision and Objectives: 24 respondents fed back on this topic with key themes including existing transport challenges, suggested alternatives, and funding.

Walking, wheeling and cycling: 29 respondents fed back on this topic with key themes including safety concerns, health and well-being and funding.

3.7 Campaign Response

Throughout the consultation, 1,421 campaign responses were received from the Wildlife Trusts Wales in opposition to the A494/A55/ Flintshire Corridor, referred to as the 'Red Route'. Each campaign response received was very similar owing to a campaign email template promoted on the North Wales Wildlife Trust website². All responses received during the consultation period have been considered.

The campaign response typically read as follows:

Please accept this as my objection to the draft North Wales Regional Transport Plan regarding its reference to the A494/A55/ Flintshire Corridor often referred to as the Red Route.

[Tailored / unique text]

I object to the inclusion of this new highway scheme in the list of 'aspirations' set out in paragraph 2 of page 39 of the consultation document, for the following reasons:

² [home page](#) | [North Wales Wildlife Trust](#)

- *The dual carriageway would destroy large areas of Flintshire's rich and irreplaceable wildlife, including for example, the Leadbrook ancient woodland and species-rich grassland.*
- *The new highway would create new traffic, and the resultant increase in carbon emissions, including construction-related emissions would seriously damage Wales's fight against climate change*
- *The project is not needed. Recent advances in SMART traffic technology, minor 'on-line' highway works not involving new highway construction, coupled with enhanced public and active transport would go a very long way towards addressing any congestion issues, at a small fraction of the cost and carbon budget of the Red Route.*
- *The cost has already spiralled out of control – the last Government budget update in 2019, estimated the cost of the Red Route as £300m. The cost, if the Red Route were to proceed now, would be a staggering £5700m, an increase of £207m or 70%. Even these astronomical sums are probably an underestimate.*
- *Welsh Government guidance states that Regional Transport Plans are supposed to focus on making the best use of existing transport infrastructure and help disincentivise car-use, so the inclusion of the Red Route as an aspiration runs counter to the remit of the plan.*

Please therefore delete the Red Route from the list of 'aspirational' schemes set out in the draft North Wales Regional Transport Plan.

[Name and postcode]

Where tailored / unique text was included, common themes of content included concerns about the 'Red Route' in relation to:

- Wellbeing, both mental and physical.
- Increased flood risk.
- Environmental and biodiversity impact.
- Impact on ancient woodland.
- The climate emergency.
- The cost of the route.
- The plans being unjustified.

It is not the role of Ambition North Wales to lobby for the Red Route, however the function of the Regional Transport Plan is to provide options to address transport related problems on the SRN through Flintshire, North Wales and beyond. This point has been clarified with updates to the plans.

It should be noted that the Wildlife Trusts Wales submitted a unique detailed response to the consultation, which has been considered and taken into account separately, also responded to with key themes identified in Appendix 6.



3.8 Organisational responses

Alongside individual responses to the consultation, responses were also identified to be representing organisations as follows (list may not be exhaustive):

- | | |
|--|---|
| 1. Active Travel Board | 21. Isle of Anglesey County Council |
| 2. Ambition North Wales Local Carbon Energy | 22. Llanddaniel Community Council |
| 3. Bangor City Council | 23. Llanengan Community Council |
| 4. Bangor University | 24. Logistics UK |
| 5. Caernarfon Town Council | 25. M-SParc |
| 6. Cheshire West & Chester Council | 26. National Trust |
| 7. CIHT Cymru | 27. Northop Community Council |
| 8. Community Transport Association (CTA) | 28. Natural Resources Wales |
| 9. Crafty Jo (retailer) | 29. RML Consult (Richards, Moorehead & Laing Ltd) |
| 10. Cycling UK | 30. RNIB Cymru |
| 11. Darwin Gray (law firm) | 31. Snowdonia Hub |
| 12. Denbighshire County Council | 32. Stamp Out The Red Route and North Wales Wildlife Trust (joint response) |
| 13. Design Commission for Wales | 33. Sustrans |
| 14. Electric Vehicle Association | 34. The Snowdonia Society |
| 15. Eryri National Park Authority | 35. Transport for the North |
| 16. FI Real Estate Management | 36. Vision Support |
| 17. Friends of the Earth Ruthin | 37. Wrexham County Borough Council |
| 18. Gwynedd Council | |
| 19. Holywell Town Council | |
| 20. Institute of Civil Engineers (ICE) Cymru | |

This list helps to demonstrate a wide variety of interests engaging in the consultation and representing the economy, society, culture and environment in North Wales and beyond.

4. How feedback has been taken into account

All feedback has been carefully considered and taken into account, informing the final NW RTP and its supporting documents.

To help demonstrate how feedback has been taken into account, topics of feedback have been grouped and responses provided in a 'You Said ,We Did' approach, which can be found in Appendix 6. Where the NW RTP or any of its supporting documents have been amended to address feedback, this is explained in the responses provided.

As set out in section 1.2, a Post Adoption Statement for the IWBA has been prepared alongside and separately to this Consultation Report, which explains how the feedback has shaped the IWBA and how the IWBA has informed the NW RTP documents accordingly (in accordance with SEA and associated procedures).

The NW RTP and supporting documents are subject to Welsh Government approval, which when given will lead to the plans being adopted and published by Ambition North Wales.

Appendices





A.1 Consultation Questionnaire (English and Welsh)



Consultation on the draft North Wales Regional Transport Plan Questionnaire



The consultation runs from **20th January 2025 for 12 weeks**. Please submit your response to us by **23:59pm on 14th April 2025**.

Have your say

Ambition North Wales are seeking your views on the proposed Regional Transport Plan for North Wales and its supporting documents, which include a monitoring and evaluation plan, delivery plan for local authority schemes, and an integrated well-being appraisal.

You can view our plans and respond to our consultation by completing a questionnaire online, available in our virtual exhibition room here: <https://northwalesregionaltransportplan.virtual-engage.com/>

Alternatively, you can email responses to northwalesregionaltransportplan@arup.com

Or, write to us and post printed copies of the questionnaire to: **FREEPOST UGC / ANW**

If you'd like to speak to us about our plans, you can also call us on: **01172 405 350**

Paper or alternative copies can be provided to you on request by emailing us or leaving us a message on our telephone service (details above).

We will carefully consider all the feedback we receive, which will be used to update and finalise our plans. We are aiming to publish and adopt our Regional Transport Plan in the Summer 2025.



About you

The following information is optional for you to provide, but by providing us with this data it will help us to understand who has participated in this consultation, which will provide insight on whether comments received are representative of the community in North Wales. It will also help us to consider how to undertake similar consultations in the future. We would only use this information to contact you should we have any unforeseen technical issues with your responses.

If you do not want to complete this section of the form, please only provide us with your postcode, which will help us understand from where people are having their say.

Postcode

First Name / Last Name

Age

☐ under 25 ☐ 25-39 ☐ 40-60 ☐ 60+

Gender

☐ male ☐ female ☐ non-binary
☐ prefer to self-describe ☐ prefer not to say

Do you consider yourself to be disabled?

☐ Yes ☐ No

Are you in employment?

☐ Yes ☐ No

Are you in education or training?

☐ Yes ☐ No

Email address



Data protection

Arup is undertaking a public consultation on the North Wales Regional Transport Plan on behalf of Ambition North Wales. Ambition North Wales's data policy can be found here: [Data protection \(llyw.cymru\)](#). Arup act as a Data Processor on behalf of Ambition North Wales. At the end of the consultation all personal information is transferred to Ambition North Wales. Personal information is not retained beyond this time. When we do temporarily store your information, it is stored securely in our cloud infrastructure located within the EU.

Your feedback including any comments will be anonymised and used to help us finalise our proposals. A record of comments may be produced that could be published. Comments will not be made attributable to any individual or organisation if this happens.

Questions

All questions are optional.

1. Regional Transport Plan

B. To what extent do you support the vision and objectives set out in our draft Regional Transport Plan?

- Strongly support
- Support
- Neutral
- Disagree
- Strongly disagree

C. To what extent do you support the policies and interventions set out in our draft Regional Transport Plan?

- Strongly support
- Support
- Neutral
- Disagree
- Strongly disagree

D. Please tell us what you think about our draft Regional Transport Plan or make alternative suggestions here . . .

2. Monitoring and Evaluation Plan

A. To what extent do you support the approach we have taken to our draft Monitoring and Evaluation Plan?

- Strongly support
- Support
- Neutral
- Disagree
- Strongly disagree

B. Please tell us what you think about our draft Monitoring and Evaluation Plan or make alternative suggestions here . . .

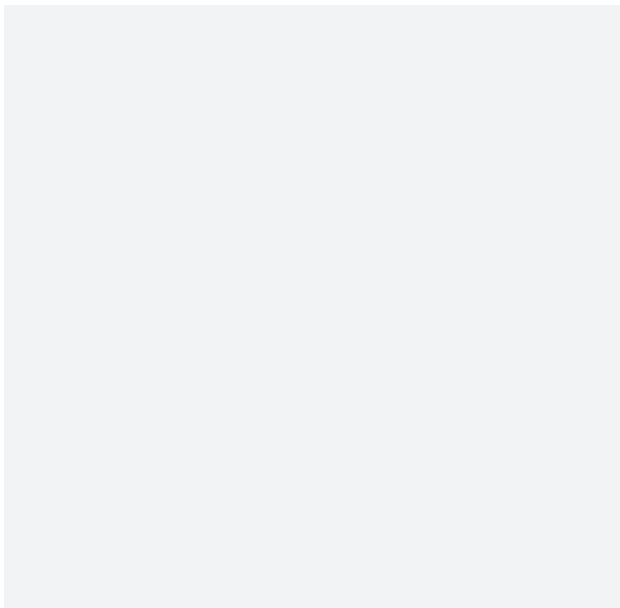


3. Regional Transport Delivery Plan

A. To what extent do you support the approach we have taken to our draft Regional Transport Delivery Plan?

- Strongly support
- Support
- Neutral
- Disagree
- Strongly disagree

B. Please tell us what you think about our draft Regional Transport Delivery Plan or make alternative suggestions here . . .

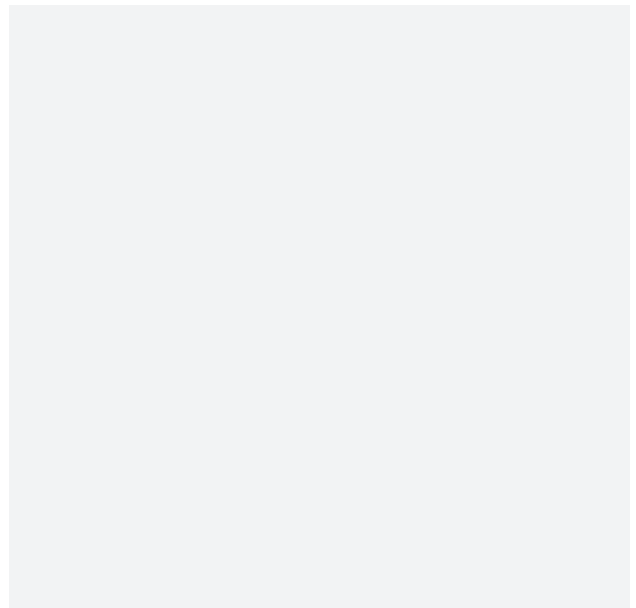


4. Integrated Well-being Appraisal

A. To what extent do you support the approach we have taken to our draft Integrated Well-being Appraisal?

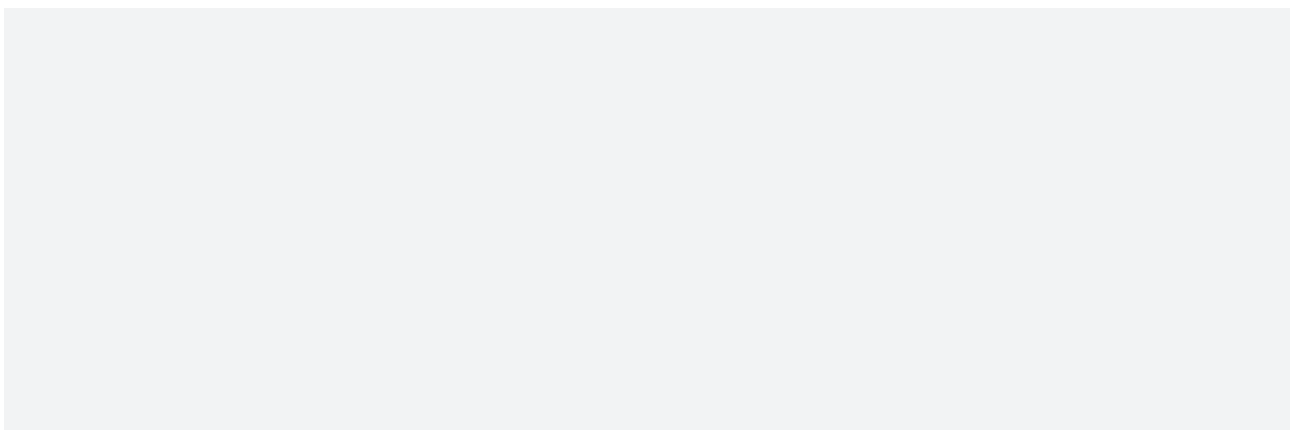
- Strongly support
- Support
- Neutral
- Disagree
- Strongly disagree

B. Please tell us what you think about our draft Integrated Well-being Appraisal or make alternative suggestions here . . .



5. Any other comments

Do you have any other comments about this consultation or our proposals?





Ymgynghoriad ar Gynllun Trafnidiaeth Rhanbarthol drafft Gogledd Cymru Holiadur



Mae'r ymgynghoriad yn rhedeg
o 20 Ionawr 2025 am 12 wythnos.
Anfonwch eich ymateb atom erbyn
23:59pm ar 14 Ebrill 2025.

Dweud eich dweud

Mae Uchelgais Gogledd Cymru yn ceisio'ch barn ar Gynllun Trafnidiaeth Rhanbarthol arfaethedig Gogledd Cymru a'i ddogfennau ategol, sy'n cynnwys cynllun monitro a gwerthuso, cynllun cyflawni ar gyfer cynlluniau awdurdodau lleol, ac arfarniad llesiant integredig.

Gallwch weld ein cynlluniau ac ymateb i'n hymgyngoriad drwy lenwi holiadur ar-lein, sydd ar gael yn ein hystafell arddangos rithwir yma: <https://northwalesregionaltransportplan.virtual-engage.com/>

Fel arall, gallwch e-bostio ymatebion i northwalesregionaltransportplan@arup.com

Neu, ysgrifennwch atom a phostiwch gopïau argraffedig o'r holiadur at:
FREEPOST UGC / ANW

Os hoffech siarad â ni am ein cynlluniau, gallwch hefyd ein ffonio ar: **01172 405 350**

Gellir darparu copïau papur neu amgen i chi ar gais drwy anfon e-bost atom neu adael neges i ni ar ein gwasanaeth ffôn (manylion uchod).

Byddwn yn ystyried yr holl adborth a gawn yn ofalus, a fydd yn cael ei ddefnyddio i ddiweddarau a chwblhau ein cynlluniau. Ein nod yw cyhoeddi a mabwysiadu ein Cynllun Trafnidiaeth Rhanbarthol yn Haf 2025.



Amdanoch chi

Mae'n ddewisol i chi ddarparu'r wybodaeth isod ond trwy ddarparu'r data hwn i ni, bydd yn ein helpu i ddeall pwy sydd wedi cymryd rhan yn yr ymgynghoriad hwn, a fydd yn rhoi cipolwg p'un a yw'r sylwadau a dderbynnir yn gynrychioliadol o'r gymuned yng Ngogledd Cymru. Bydd hefyd yn ein helpu i ystyried sut i gynnal ymgynghoriadau tebyg yn y dyfodol. Byddwn ond yn defnyddio'r wybodaeth hon i gysylltu â chi os oes gennym unrhyw faterion technegol annisgwyl gyda'ch ymatebion.

Os nad ydych am gwblhau'r rhan hon o'r ffurflen, rhowch eich cod post i ni yn unig, a fydd yn ein helpu i ddeall o ble mae pobl yn cael dweud eu dweud.

Cod post

Enw Cyntaf / Cyfenw

Oedran

☐ o dan 25 ☐ 25-39 ☐ 40-60 ☐ 60+

Rhyw

☐ gwryw ☐ benyw ☐ anneuaidd
☐ well gennyf hunan-ddisgrifio ☐ mae'n well gen i beidio â dweud

arall

Ydych chi'n ystyried eich hun yn anabl?

☐ Ydw ☐ Nac ydw

Ydych chi mewn cyflogaeth?

☐ Ydw ☐ Nac ydw

Ydych chi mewn addysg neu hyfforddiant?

☐ Ydw ☐ Nac ydw

Cyfeiriad e-bost



Diogelu data

Mae Arup yn cynnal ymgynghoriad cyhoeddus ar Gynllun Trafnidiaeth Rhanbarthol Gogledd Cymru ar ran Uchelgais Gogledd Cymru. Gellir gweld polisi data Uchelgais Gogledd Cymru yma: Diogelu data (llyw.cymru). Mae Arup yn gweithredu fel Prosesydd Data ar ran Uchelgais Gogledd Cymru. Ar ddiwedd yr ymgynghoriad mae'r holl wybodaeth bersonol yn cael ei throsglwyddo i Uchelgais Gogledd Cymru. Nid yw gwybodaeth bersonol yn cael ei chadw y tu hwnt i'r cyfnod hwn. Pan fyddwn yn storio eich gwybodaeth dros dro, caiff ei storio'n ddiogel yn ein hisadeiledd cwmwl sydd wedi'i leoli yn yr UE.

Bydd eich adborth gan gynnwys unrhyw sylwadau yn ddienw ac yn cael ei ddefnyddio i'n helpu i gwblhau ein cynigion. Gellir llunio cofnod o sylwadau y gellid eu cyhoeddi. Ni ellir priodoli sylwadau i unrhyw unigolyn neu sefydliad os bydd hyn yn digwydd.

Cwestiynau

Mae'r holl gwestiynau yn ddewisol.

1. Cynllun Trafnidiaeth Rhanbarthol

B. I ba raddau ydych chi'n cefnogi'r weledigaeth a'r amcanion a nodir yn ein Cynllun Trafnidiaeth Rhanbarthol drafft?

- Cefnogi'n gryf
- Cefnogi
- Niwtral
- Anghytuno
- Anghytuno'n gryf

C. I ba raddau ydych chi'n cefnogi'r polisïau a'r ymyraethau a nodir yn ein Cynllun Trafnidiaeth Rhanbarthol drafft?

- Cefnogi'n gryf
- Cefnogi
- Niwtral
- Anghytuno
- Anghytuno'n gryf

D. Dywedwch wrthym beth yw eich barn am ein Cynllun Trafnidiaeth Rhanbarthol drafft neu gwnewch awgrymiadau eraill yma . . .

2. Cynllun Monitro a Gwerthuso

A. I ba raddau ydych chi'n cefnogi'r dull a ddilynwyd gennym yn ein Cynllun Monitro a Gwerthuso drafft?

- Cefnogi'n gryf
- Cefnogi
- Niwtral
- Anghytuno
- Anghytuno'n gryf

B. Dywedwch wrthym beth yw eich barn am ein Cynllun Monitro a Gwerthuso drafft neu gwnewch awgrymiadau eraill yma . . .



3. Cynllun Cyflawni Trafnidiaeth Rhanbarthol

A. I ba raddau ydych chi'n cefnogi'r dull a ddilynwyd gennym yn ein Cynllun Cyflawni Trafnidiaeth Rhanbarthol drafft?

- Cefnogi'n gryf
- Cefnogi
- Niwtral
- Anghytuno
- Anghytuno'n gryf

B. Dywedwch wrthym beth yw eich barn am ein Cynllun Cyflawni Trafnidiaeth Rhanbarthol drafft neu gwnewch awgrymiadau eraill yma . . .

4. Arfarniad Llesiant Integredig

A. I ba raddau ydych chi'n cefnogi'r dull a ddilynwyd gennym yn ein Hasesiad Llesiant Integredig drafft?

- Cefnogi'n gryf
- Cefnogi
- Niwtral
- Anghytuno
- Anghytuno'n gryf

B. Dywedwch wrthym beth yw eich barn am ein Harfarniad Llesiant Integredig drafft neu gwnewch awgrymiadau eraill yma . . .

5. Unrhyw sylwadau eraill

A oes gennych unrhyw sylwadau eraill am yr ymgynghoriad hwn neu ein cynigion?

Easy Read



Cyd-Bwyllgor Corfforedig
Gogledd Cymru
North Wales
Corporate Joint Committee

Our plan for transport in North Wales

We want to know what you think



This document was written by the **Ambition North Wales**. It is an easy read version of 'North Wales Regional Transport Plan'.

March 2025



How to use this document



This is an easy read document. You may still need support to read it. Ask someone you know to help you.



Where the document says **we**, this means **Ambition North Wales**. For more information contact:

Website: [Ambition North Wales | North Wales Regional Transport Plan \(draft\) - Public Consultation](#)

Email: northwalesregionaltransportplan@arup.com

Phone: 01172 405 350



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About this plan



We are **Ambition North Wales**.



We are made up of the 6 councils in North Wales.
And some universities and colleges.



We have worked together to make this plan.



It is really important that people can get around easily in North Wales. For example, it should be easy for people to:

- get to work,
- go to school,
- go shopping
- and many other things.



We have made this plan to improve transport in North Wales.



It says what needs to be done in the next 5 years.



We would like to know what you think about this plan.

What we want to change



We want it to be safer to walk, cycle, use wheelchairs and use public transport.



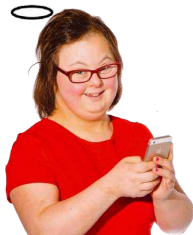
We want public transport to be cheaper.



We want buses and trains to run more often and on time.



We want buses and trains to be better for the environment.



We want it to be easier to plan journeys using the internet and phones.



Some of the changes we want to make are:

Changes to trains



Railways in North Wales are run by the UK Government. So local councils have no control over them.



But we would like to see these things improved:

- North Wales Main Line and Chester Station
- Borderlands Line and Padeswood
- Shotton Station Interchange
- New Station at Deeside Industrial Park
- Shrewsbury – Wrexham – Chester Line
- Conwy Valley and Cambrian Coast Lines

Trunk roads



This means really large, main roads. They connect places to make it easier for people to travel long distances, and to deliver goods.

We do not control these roads. But we would like to see:



- The roads improved. So they are safer and less busy.



- Better connections across the Menai Strait.

Bus



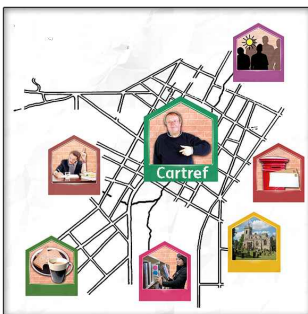
We want buses to be better for the environment.



We want more buses going to more places.



There should be buses at least every hour between main towns. From 7am to 10pm.



Buses should connect villages to large towns at least 3 times a day.



We will support the Welsh Government with how bus services are managed.

Coach and community transport



Coaches can be useful for long trips. And for routes buses do not cover.



We support the services called '**Fflecsi**' and '**Ring and Ride**'. These are transport services that can pick you up and drop you off in places more easier for you.



We want '**Sherpa'r Wyddfa**' to keep going. This is a bus service that travels around Yr Wyddfa. We want this service to connect with other buses and trains better.



We want more coach services between towns and cities where there are no trains.

Walking, wheelchairs and cycling



We want it to be easier to do these things.

We want to see changes like:



- Make it quicker and safer to do these things



- Support hiring bikes and other equipment in a safe way. And that people can afford.

Ports and freight



This is about moving products by ships and lorries.

Some of the changes we want to see are:



- Improve ports and have more jobs there



- Make services for drivers of big lorries safer and easier



- Improve using clean fuel. For example, electric vehicles



- Use more railways to move products. This is better for the environment.

Roads, streets and parking



We want people to travel in ways that are cleaner for the environment.



But we know many journeys still need to be made by car. For example, in countryside areas.



We want roads to be safe and in good condition.



We will help people think about greener ways of travelling. This means travel that is better for the environment.



We want our streets and areas to feel safe. We will look into our car parks and costs.



We will support car sharing schemes. This is where people travelling to the same place, travel together in 1 car.

Access to airports



There are 3 large airports close to North Wales. They are in Liverpool, Manchester and Birmingham.



There is also Anglesey Airport for short flights.



We want to make it easier to travel to airports.

Digital connection



The Welsh Government wants many more people to work away from their office.



This will help reduce traffic and pollution.



So it is important that people can get online and use computers easily.

Some changes we want to see are:



- Better local working hubs



- More training on computers and online services

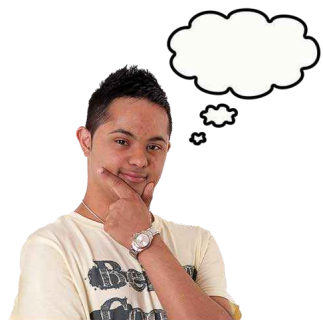


- Better online information about public transport services and times.

Travel behaviour



We want people to have more choices about travel.



We want people to make good choices about travel.
For example, thinking about the environment.



We want people to get the information they need
about travel easily.

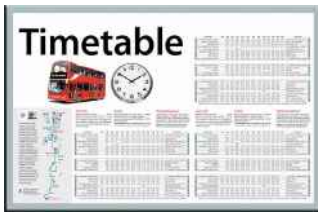


We want visitors to use public transport and support
tourism in the area.

Better connections



People often have to use more than 1 type of transport for a trip. It should be easier to do so.



The different types of transport need to connect together well.



This includes tickets being used on more than one type of transport. And better timetables.

Planning



Planning for cities and towns needs to think more about transport and links.

Checking this plan



We will check how well the goals of this plan are being achieved.



There will be regular meetings about developments and updates.



We will write a report every year for the Welsh Government. And a bigger report every 3 years.

Have your say



We want to know what you think about this plan.



You can call us and speak to us on: 01172 405 350.



You can also complete the questionnaire online here: <https://northwalesregionaltransportplan.virtual-engage.com/>



You can download the form with the questions here:
[Draft: Regional Transport Plan North Wales.](#)



Then email it back to:
northwalesregionaltransportplan@arup.com

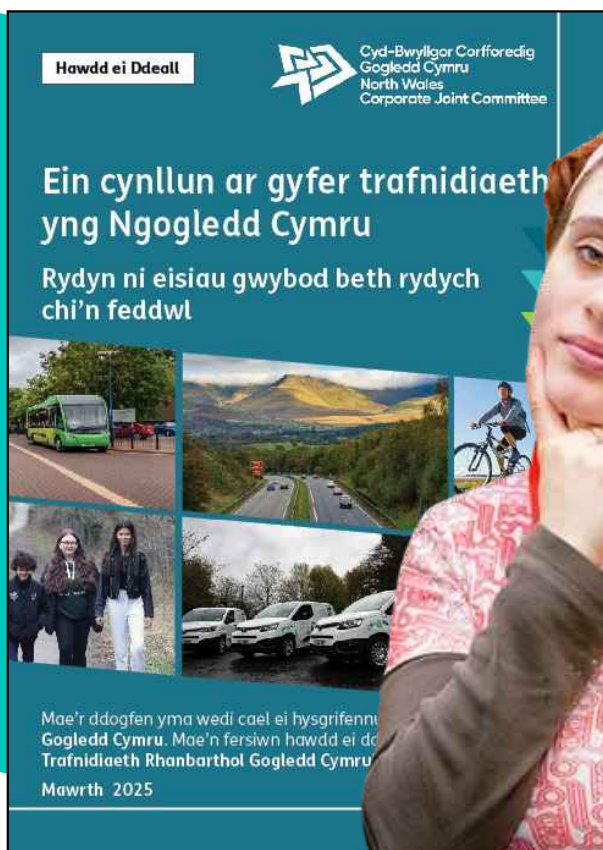


We can also post you a questionnaire. Please
call us on 01172 405 350. Or email us at:
northwalesregionaltransportplan@arup.com



Ein cynllun ar gyfer trafnidiaeth yng Ngogledd Cymru

Ffurflen ymateb



Mae'r ddogfen yma wedi cael ei hysgrifennu gan **Uchelgais Gogledd Cymru**. Mae'n fersiwn hawdd ei ddeall o 'Ymgynghoriad ar Holiadur drafft Cynllun Trafnidiaeth Rhanbarthol Gogledd Cymru'.

Mawrth 2025





Am y ffurflen ymateb yma



Dyma ffurflen ymateb hawdd ei ddeall. Efallai y byddwch chi angen help o hyd i'w darllen. Gofynnwch i rywun rydych chi'n ei adnabod eich helpu chi.



Darllenwch “[Ein cynllun ar gyfer trafnidiaeth yng Ngogledd Cymru](#)”. Ac yna atebwch y cwestiynau yn y ffurflen ymateb yma.



Anfonwch eich atebion i ni erbyn: **14 Ebrill 2025.**



Rydych chi'n gallu e-bostio'r ffurflen at:
northwalesregionaltransportplan@arup.com



Neu ei bostio i: **FREEPOST UGC / ANW**



Fe fyddwn ni'n gwranddo ar beth mae pobl yn
ei ddweud.

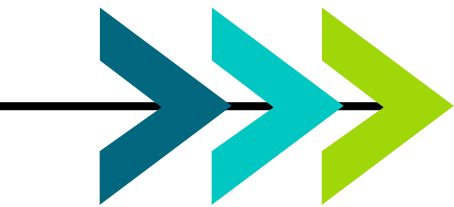


Yna fe fyddwn ni'n gwneud cynllun terfynol yn
haf 2025.



Mae [Hawdd ei Ddeall Cymru](#) wedi gwneud y
ddogfen yma yn Hawdd ei Ddeall gan ddefnyddio
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chi'n feddwl am y fersiwn hawdd ei ddeall yma,
cliciwch yma.](#)

[Rhiftrwydded Photosymbols 4035272477](#)



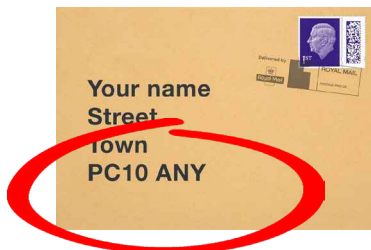
Cwestiynau amdanoch chi



Does dim rhaid i chi ateb y cwestiynau amdanoch chi. Ond fe fydd yn ein helpu i ddysgu mwy am bwy sy'n cymryd rhan.

Dywedwch wrthyn ni beth ydy eich:

Cod post:



Enw Llawn:



Oed:



Rhyw:



Cyfeiriad ebost:





Ydych chi'n cyfrif eich hun yn anabl?

Ydw

Nac ydw



Oes gennych chi swydd?

Oes

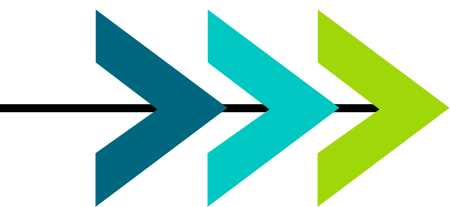
Nac oes



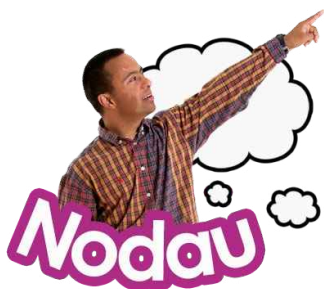
Ydych chi mewn addysg neu hyfforddiant?

Ydw

Nac ydw



Cwestiynau am y cynllun



1. Faint ydych chi'n cytuno â'r newidiadau rydyn ni eisiau eu gwneud yn y cynllun?



Cytuno'n gryf



Cytuno



Dim un ohonyn nhw



Anghytuno



Anghytuno'n gryf



2. Dywedwch wrthyn ni beth rydych chi'n feddwl am y cynllun. Ac unrhyw syniadau sydd gennych chi:



3. Ydych chi'n cytuno â sut fyddwn ni'n edrych dros y cynllun?



Cytuno'n gryf



Cytuno



Dim un ohonyn nhw



Anghytuno



Anghytuno'n gryf



4. Dywedwch wrthyn ni am unrhyw farn neu syniadau sydd gennych chi am edrych dros y cynllun yma:



5. Oes yna unrhyw beth arall rydych chi eisiau ei ddweud am y cynllun?



Sut rydyn ni'n edrych ar ôl eich gwybodaeth bersonol



Mae cwmni o'r enw Arup yn rheoli'r holiadur yma i ni.



Fydd eich gwybodaeth breifat ddim yn cael ei rhannu ag unrhyw un arall. Fe fyddwn ni'n gwneud yn siŵr bod eich gwybodaeth yn cael ei chadw'n ddiogel ac yn breifat.



Fyddwn ni ddim yn rhannu eich gwybodaeth bersonol gyda'ch atebion i'r cwestiynau.



Cysylltwch â ni os ydych chi eisiau rhagor o wybodaeth am hyn. Rydych chi'n gallu:

Ffôn: 01172 405 350

Neu ebostiwch:

northwalesregionaltransportplan@arup.com



A.2 Exhibition Display Boards (English and Welsh)



Welcome

Welcome to our consultation on the proposed Regional Transport Plan for North Wales.

Please read the information on display and find out how you can provide your feedback on our proposals via the ‘Have your say’ panel. This consultation is being undertaken by Ambition North Wales, representing the North Wales Corporate Joint Committee, which is responsible for the Regional Transport Plan.

Who is Ambition North Wales?

Ambition North Wales is a joint committee and decision-making body overseeing the North Wales Growth Deal, which is an agreement that will generate a total investment of over £1 billion for North Wales in order to generate over 4000 new jobs by 2036. Ambition North Wales will take on the responsibilities of the North Wales Corporate Joint Committee, and moving forwards we hope you will hear about us a lot more as we help shape a more vibrant, sustainable and resilient North Wales.

What is a Corporate Joint Committee?

Corporate Joint Committees (CJCs) are new regional government organisations with similar powers and duties to local authorities in Wales, and are responsible for economic well-being, strategic land use planning, and regional transport planning. Our North Wales Corporate Joint Committee includes representatives from the six councils of Conwy, Denbighshire, Flintshire, Gwynedd, Isle of Anglesey, and Wrexham, as well as Eryri National Park Authority for planning matters.

Why do we need a Regional Transport Plan? This Regional Transport Plan will help us to address current and future local and regional transport issues over the next 5 years (2025-2030) by providing a framework for decisions on future investment. It will replace the need for local transport plans and is essential for ensuring that North Wales can contribute to the delivery of national strategies alongside regional and local priorities, building on the extensive work already undertaken and planned. In the future, the Welsh Government funding of transport will be aligned to Regional Transport Plans across Wales.

What do we want your views on?

We want to know what you think about our draft **Regional Transport Plan**, its vision, objectives, policies and interventions.

To help ensure we meet our targets and objectives, such as those related to climate change and sustainable forms of transport, we have prepared our **Monitoring and Evaluation Plan**. We’d like to know if you agree with our proposed approach to monitoring and evaluating the success of our policies and interventions.

Supporting our Regional Transport Plan is our **Regional Transport Delivery Plan**, which sets out the interventions our local authorities will be progressing. We’d like to know whether you agree with our suggested priorities for delivery over the next few years.

Also supporting our Regional Transport Plan is our **Integrated Well-being Appraisal**, which includes the impact assessments we have undertaken to consider issues such as the environment, health, equality, and biodiversity. We’d like to understand if you agree with our appraisal and assessments to make sure that we maximise transport’s contribution to wellbeing across North Wales.



The North Wales Regional Transport Plan

Our draft Regional Transport Plan outlines the vision, objectives, and strategic policies and interventions for improving the transport network in North Wales over the next five years.

We want to create a safe, sustainable, affordable, resilient, and effective integrated transport network that supports economic growth, prosperity, and well-being in North Wales. Our objectives are clear: to improve digital connectivity and local services, enhance accessibility and transport choice, enable decarbonisation through the transition to a zero-emission fleet, and foster sustainable and inclusive economic growth.

Our draft Regional Transport Plan captures the unique challenges and opportunities for North Wales and outlines our strategic policies and interventions across various modes of transport, including rail, road, bus, walking and cycling. We recognise that having access to accurate and up to date information at the touch of a button can modernise and transform commuter experience therefore the significance of digital connectivity is amplified in our draft Plan.

Our proposals also focus on behaviour change and reducing the need to travel by car, for example by better integrating transport with economic development and land use planning. We also consider the needs of our energy systems as we increase our reliance on alternative sustainable fuel sources, such as electric vehicles.

This consultation and supporting draft documents represent the collective efforts of the North Wales Corporate Joint Committee, its Transport Sub-Committee, and our partners, including local authorities, Transport for Wales, the Welsh Government and Arup - who have provided expert advice to inform its development. We now want your views on our proposals to help us shape and progress our plans.





Monitoring and Evaluation Plan

Our draft Monitoring and Evaluation Plan sets out how we intend to monitor and evaluate the progress of our Regional Transport Plan, its policies and objectives. Ambition North Wales, as the North Wales Corporate Joint Committee, will be responsible for monitoring and evaluation, working with local authorities and Transport for Wales to undertake data collection and track progress against our proposed measures and indicators.

The Monitoring and Evaluation Plan includes key and subsidiary measures based on the objectives of the Regional Transport Plan, the Integrated Well-being Appraisal, and closely links to the Wales Transport Strategy Monitoring Framework. Key measures include access to public transport, remote working, active travel (walking, wheeling and cycling), bus services, and reducing greenhouse gas emissions. This approach will help demonstrate how our regional progress is contributing to national targets for modal shift and decarbonisation.

To help the CJC and local authorities undertake and prioritise the monitoring and evaluation, we have developed the North Wales Monitoring and Evaluation Tool to help track and record data and progress over the plan period.

Ambition North Wales will submit annual reports to the Welsh Government and a comprehensive evaluation will be prepared after three years to assess whether the Regional Transport Plan is delivering its expected outcomes, providing value for money and whether there are any unintended consequences. This will feed into the subsequent Regional Transport Plan, and the future National Transport Delivery Plan.





Regional Transport Delivery Plan

Our draft Regional Transport Delivery Plan outlines the specific actions needed to implement the broader objectives and policies set out in our Regional Transport Plan. It sets out the interventions our local authorities will be progressing over the next 5 years. It includes our priorities over time, taking into account likely costs, impacts, and contributions to our regional objectives. It does not include strategic ‘trunk’ road schemes, or rail projects, which would be delivered by other bodies such as the Welsh Government and Network Rail.

Whilst our Regional Transport Plan and its supporting Monitoring and Evaluation Plan outline what we want to achieve, setting appropriate targets in line with our objectives, our Regional Transport Delivery Plan sets out how we intend to achieve the outcomes we want (considering matters such as affordability, deliverability, and management) and when (including timescales).

Our Regional Transport Delivery Plan identifies a prioritised list of the schemes that our North Wales local authorities will progress to help deliver our Regional Transport Plan, overseen by Ambition North Wales as the North Wales Corporate Joint Committee. This will involve working closely with Transport for Wales and the Welsh Government alongside other partners as appropriate. By working collaboratively, we have considered schemes and their contribution to our objectives, and issues including likely impacts on the environment, land use planning, stakeholder acceptability and deliverability.

This has for example helped us think about how a scheme might help contribute to modal shift, decarbonisation, and what its costs and benefits might be. By taking this approach, we have identified our priorities over the next few years, in the short, medium and longer term.

The Welsh Government’s funding for transport schemes to be delivered by our local authorities will be allocated based on the schemes included in the Regional Transport Delivery Plan. Importantly, the Welsh Government is progressing its plans for a grant modernisation process, which seeks to bring together several local transport grants, aligning these funding streams with the Regional Transport Plans and their Regional Transport Delivery Plans.

This aims to provide us with greater decision-making capability in how local transport grant funding is spent. By allocating funding to regional transport, this will also help to reduce the administrative burden on our local authorities. We will continue to work with our partners to identify sources of funding at a local, regional, national and UK level to progress our plans for a high-quality sustainable transport network across North Wales.





Integrated Well-being Appraisal

Integrated Well-being Appraisal is required as part of the Welsh Transport Appraisal Guidance. Our Integrated Well-being Appraisal for the draft North Wales Regional Transport Plan shows how our policies will contribute to well-being. This includes consideration of impacts related to issues such as the environment, health, equality, culture and Welsh language, children's rights and biodiversity.

Integrated Well-being Appraisal is not just a 'tick box' exercise. As well as meeting the statutory duty for a range of impact assessments, the assessment outcomes must be used to show how well-being has been addressed; designing in benefits whilst designing out any potentially harmful impacts. Integrated Well-being Appraisal addresses four key questions based on the four ambitions in the Wales Transport Strategy:

How will the programme or project benefit people and communities? (equality, health and safety and confidence)

How will it benefit the environment? (reducing carbon emissions, benefiting biodiversity and ecosystems resilience and reducing waste)

How will it benefit places and the economy? (place-making, innovation, freight)

How will it benefit culture and the Welsh language? (arts and sport and the historic environment)

In helping answer these questions, the Integrated Well-being Appraisal combines the requirements of several impact assessments, including ones that are statutory, such as Strategic Environmental Assessment, and Equalities Impact Assessment, among others. It also includes non-statutory assessments such as Health Impact Assessment, and others that consider rural areas and climate change.

Key findings include:

Positive impacts

Improved access to services, reduced social isolation, enhanced physical and mental health, and support for economic growth.

Negative impacts

Potential adverse effects on biodiversity, noise, air pollution and water quality from infrastructure development.

Recommendations have been made to help avoid or mitigate negative impacts, such as incorporating biodiversity protection measures, ensuring accessibility in transport design, and promoting the use of zero-emission vehicles. Overall, we consider that the Regional Transport Plan has the potential to enhance the well-being of North Wales residents by promoting sustainable and integrated transport solutions which meet the needs of the communities they aim to serve.





Have your say

We invite your feedback on our proposals for our Regional Transport Plan for North Wales. Our public consultation runs from **20th January 2025 for 12 weeks. Please submit your response to us by **23:59 on 14th April 2025**. Responses received after then may not be considered.**

You can respond to this consultation by completing our online questionnaire in this virtual exhibition room by clicking on the paper icon at the bottom of this display board, or found in the navigation panel in this virtual exhibition room screen.

Alternatively, you can download an electronic copy by clicking on the questionnaire document, which you can find placed on the table in this virtual exhibition room.

You can email your responses to northwalesregionaltransportplan@arup.com or write to us and post printed copies of the questionnaire to: **FREEPOST UGC / ANW**.

If you have questions about the consultation you can refer to our FAQ document, also available to view from the table in this virtual exhibition room.

You can also speak to our project team, or request paper copies and alternative formats by contacting the project team on the email address above or call us on **01172 405 350**.

You can view a paper copy of our Regional Transport Plan at most local library, community centre, college and university buildings across North Wales. If unsure, please contact us to confirm before you make a visit by emailing or calling us.

Local authorities may arrange local events to help people discuss the Regional Transport Plan and encourage participation in the consultation. Please reach out to your local authority to find out more. Any details of local authority events may also be advertised on the Ambition North Wales website during the consultation period.

What will happen next

We will carefully consider all the feedback we receive, which will be used to update and finalise our plans, which will be sent to the Welsh Government for approval in the **Spring 2025**. We are aiming to publish and adopt our plans in **Summer 2025**.

We will produce a consultation report to explain how your feedback has been considered. A record of comments may be produced that could be published. Your feedback including any comments will be anonymised will not be made attributable to any individual or organisation.

As we move forward, we are committed to working collaboratively to implement our plans and achieve our shared vision for a vibrant, sustainable, and resilient North Wales. We invite you to join us on this journey, as we strive to create an integrated transport system that benefits everyone and supports a thriving and prosperous future for North Wales and beyond.





Croeso

Croeso i'n hymgyngghoriad ar y Cynllun Trafnidiaeth Rhanbarthol arfaethedig ar gyfer Gogledd Cymru.

Darllenwch y wybodaeth sy'n cael ei harddangos a darganfod sut y gallwch chi roi eich adborth ar ein cynigion drwy'r panel 'Dweud eich dweud'. Mae'r ymgynghoriad hwn yn cael ei gynnal gan Uchelgais Gogledd Cymru, sy'n cynrychioli Cyd-bwyllgor Corfforedig y Gogledd, sy'n gyfrifol am y Cynllun Trafnidiaeth Rhanbarthol.

Pwy yw Uchelgais Gogledd Cymru?

Mae Uchelgais Gogledd Cymru yn gyd-bwyllgor a chorff sy'n gwneud penderfyniadau sy'n goruchwyllo Cynllun Twf Gogledd Cymru, cytundeb a fydd yn cynhyrchu cyfanswm buddsoddiad o dros £1 biliwn i Ogledd Cymru er mwyn creu dros 4000 o swyddi newydd erbyn 2036. Uchelgais Gogledd Cymru fydd yn ysgwyddo cyfrifoldebau Cyd-bwyllgor Corfforedig y Gogledd, ac wrth symud ymlaen gobeithiwn y byddwch yn clywed llawer mwy amdanom wrth i ni helpu i lunio Gogledd Cymru fwy bywiog, cynaliadwy a gwynn.

Beth yw Cyd-bwyllgor Corfforedig?

Mae Cyd-bwyllgorau Corfforedig (CICs) yn sefydliadau llywodraeth ranbarthol newydd sydd â phwerau a dyletswyddau tebyg i awdurdodau lleol yng Nghymru, ac maent yn gyfrifol am les economaidd, cynllunio defnydd tir strategol, a chynllunio trafndiaeth rhanbarthol. Mae ein Cyd-bwyllgor Corfforedig yma yn y Gogledd yn cynnwys cynrychiolwyr o'r chwe chynghor sef Conwy, Sir Ddinbych, Sir y Fflint, Gwynedd, Ynys Môn, a Wrecsam, yn ogystal ag Awdurdod Parc Cenedlaethol Eryri ar gyfer materion cynlluni.

Pam ein bod angen Cynllun Trafnidiaeth Rhanbarthol? Bydd y Cynllun Trafnidiaeth Rhanbarthol hwn yn ein helpu i ymdrin â materion trafndiaeth lleol a rhanbarthol yn awr ac yn y dyfodol dros y 5 mlynedd nesaf (2025-2030) drwy ddarparu fframwaith ar gyfer penderfyniadau ar fuddsoddiad yn y dyfodol. Bydd yn disodli'r angen am gynlluniau trafndiaeth lleol ac mae'n hanfodol er mwyn sicrhau y gall Gogledd Cymru gyfrannu at gyflawni strategaethau cenedlaethol ochr yn ochr â blaenoriaethau rhanbarthol a lleol, gan adeiladu ar y gwaith helaeth sydd eisoes wedi'i wneud a'i gynllunio. Yn y dyfodol, bydd cyllid trafndiaeth Llywodraeth Cymru yn cyd-fynd â Chynlluniau Trafnidiaeth Rhanbarthol ledled Cymru.

Am beth yr ydym eisiau eich barn?

Rydym eisiau gwybod beth yw eich barn am ein fersiwn ddrafft o'r **Cynllun Trafnidiaeth Rhanbarthol**, ei weledigaeth, amcanion, polisiau ac ymyraethau.

Er mwyn helpu i sicrhau ein bod yn cyrraedd ein targedau a'n hamcanion, megis y rhai sy'n gysylltiedig â newid hinsawdd a dulliau cynaliadwy o deithio, rydym wedi paratoi ein **Cynllun Monitro a Gwerthuso**. Hoffem wybod a ydych yn cytuno â'n dull arfaethedig o fonitro a gwerthuso llwyddiant ein polisiau a'n hymyraethau.

Mae ein **Cynllun Cyflawni Trafnidiaeth Rhanbarthol** yn cefnogi ein Cynllun Trafnidiaeth Rhanbarthol, sy'n nodi'r ymyraethau y bydd ein hawdurdodau lleol yn eu datblygu. Hoffem wybod a ydych yn cytuno â'n blaenoriaethau a awgrymir i'w cyflawni dros yr ychydig flynyddoedd nesaf.

Mae ein **Harfarniad Llesiant Integredig** hefyd yn cefnogi ein Cynllun Trafnidiaeth Rhanbarthol, sy'n cynnwys yr asesiadau effaith yr ydym wedi'u cynnal i ystyried materion fel yr amgylchedd, iechyd, cydraddoldeb a bioamrywiaeth. Hoffem ddeall a ydych yn cytuno â'n harfarniad a'n hasesiadau i sicrhau ein bod yn gwneud y mwyaf o gyfraniad trafndiaeth at les ledled Gogledd Cymru.



Cynllun Trafnidiaeth Rhanbarthol Gogledd Cymru

Mae ein Cynllun Trafnidiaeth Rhanbarthol drafft yn amlinellu'r weledigaeth, yr amcanion a'r polisiau a'r ymyraethau strategol ar gyfer gwella'r rhwydwaith trafniadaeth yng Ngogledd Cymru dros y pum mlynedd nesaf.

Rydym am greu rhwydwaith trafniadaeth integredig diogel, cynaliadwy, fforddiadwy, gwydn ac effeithiol sy'n cefnogi twf economaidd, ffyniant a lles yng Ngogledd Cymru. Mae ein hamcanion yn glir: gwella cysylltedd digidol a gwasanaethau lleol, gwella hygyrchedd a'r dewis o drafnidiaeth, galluogi datgarboneiddio trwy'r newid i fflyd dim allyriadau, a meithrin twf economaidd cynaliadwy a chynhwysol.

Mae ein Cynllun Trafnidiaeth Rhanbarthol drafft yn crynhoi'r heriau a'r cyfleoedd unigryw i Ogledd Cymru ac yn amlinellu ein polisiau ac ymyraethau strategol ar draws gwahanol ddulliau o deithio, gan gynnwys rheilffyrdd, ffyrdd, bws, cerdded a beicio. Rydym yn cydnabod bod cael mynediad at wybodaeth gywir a chyfredol ar gyffyrddiad botwm yn gallu moderneiddio a thrawsnewid profiad cymudwyr felly mae arwyddocâd cysylltedd digidol yn cael ei gynyddu yn ein Cynllun drafft.

Mae ein cynigion hefyd yn canolbwyntio ar newid ymddygiad a lleihau'r angen i deithio mewn car, er enghraifft drwy integreiddio trafniadaeth â datblygu economaidd a chynllunio defnydd tir yn well. Rydym hefyd yn ystyried anghenion ein systemau ynni wrth i ni gynyddu ein dibyniaeth ar ffynonellau tanwydd cynaliadwy amgen, fel cerbydau trydan.

Mae'r ymgynghoriad hwn a'r dogfennau drafft ategol yn cynrychioli ymdrechion cyfunol Cyd-bwyllgor Corfforedig y Gogledd, ei Is-bwyllgor Trafnidiaeth, a'nartneriaid, gan gynnwys awdurdodau lleol, Trafnidiaeth Cymru, Llywodraeth Cymru ac Arup - sydd wedi darparu cyngor arbenigol i lywio ei ddatblygiad. Rydym nawr eisiau eich barn ar ein cynigion i'n helpu i lunio a datblygu ein cynlluniau.





Cynllun Monitro a Gwerthuso

Mae ein Cynllun Monitro a Gwerthuso drafft yn nodi sut rydym yn bwriadu monitro a gwerthuso cynnydd ein Cynllun Trafnidiaeth Rhanbarthol, ei bolisiau a'i amcanion. Uchelgais Gogledd Cymru, fel Cyd-bwyllgor Corfforedig y Gogledd, fydd yn gyfrifol am fonitro a gwerthuso, gan weithio gydag awdurdodau lleol a Thrafnidiaeth Cymru i gasglu data a thracio cynnydd yn erbyn ein mesurau a'n dangosyddion arfaethedig.

Mae'r Cynllun Monitro a Gwerthuso yn cynnwys mesurau allweddol ac ategol yn seiliedig ar amcanion y Cynllun Trafnidiaeth Rhanbarthol, yr Arfarniad Llesiant Integredig, a chysylltiadau agos â Fframwaith Monitro Strategaeth Drafnidiaeth Cymru. Mae mesurau allweddol yn cynnwys mynediad at gludiant cyhoeddus, gweithio o bell, teithio llesol (cerdded, olwyno a beicio), gwasanaethau bysiau, a lleihau allyriadau nwyon tŷ gwydr. Bydd y dull hwn yn helpu i ddangos sut mae ein cynnydd rhanbarthol yn cyfrannu at dargedau cenedlaethol ar gyfer newid moddol a datgarboneiddio.

Er mwyn helpu'r CJC ac awdurdodau lleol i ymgymryd â'r gwaith monitro a'r gwerthusiad a'i flaenoriaethu, rydym wedi datblygu Teclyn Monitro a Gwerthuso Gogledd Cymru i helpu i dracio a chofnodi data a chynnydd dros gyfnod y cynllun.

Bydd Uchelgais Gogledd Cymru yn cyflwyno adroddiadau blynyddol i Lywodraeth Cymru a bydd gwerthusiad cynhwysfawr yn cael ei baratoi ar ôl tair blynedd i asesu a yw'r Cynllun Trafnidiaeth Rhanbarthol yn cyflawni ei ddeilliannau disgwyliedig, gan ddarparu gwerth am arian ac a oes unrhyw ganlyniadau anfwriadol. Bydd hyn yn bwydo i mewn i'r Cynllun Trafnidiaeth Rhanbarthol dilynol, a'r Cynllun Cyflawni Trafnidiaeth Cenedlaethol yn y dyfodol.





Cynllun Cyflawni Trafnidiaeth Rhanbarthol

Mae ein Cynllun Cyflawni Trafnidiaeth Rhanbarthol drafft yn amlinellu'r camau penodol sydd eu hangen i weithredu'r amcanion a'r polisiau ehangach a nodir yn ein Cynllun Trafnidiaeth Rhanbarthol. Mae'n nodi'r ymyraethau fydd ein hawdurdodau lleol yn eu datblygu dros y 5 mlynedd nesaf. Mae'n cynnwys ein blaenoriaethau dros amser, gan ystyried costau, effeithiau a chyfraniadau tebygol i'n hamcanion rhanbarthol. Nid yw'n cynnwys cynlluniau 'cefnffyrdd' strategol, na phrosiectau rheilffyrdd, a fyddai'n cael eu darparu gan gyrff eraill fel Llywodraeth Cymru a Network Rail.

Er bod ein Cynllun Trafnidiaeth Rhanbarthol a'i Gynllun Monitro a Gwerthuso ategol yn amlinellu'r hyn yr ydym am ei gyflawni, gan osod targedau priodol yn unol â'n hamcanion, mae ein Cynllun Cyflawni Trafnidiaeth Rhanbarthol yn nodi sut rydym yn bwriadu cyflawni'r deilliannau yr ydym eu heisiau (gan ystyried materion fel fforddiadwyedd, cyflawniad a rheolaeth) a phryd (gan gynnwys amserlenni).

Mae ein Cynllun Cyflawni Trafnidiaeth Rhanbarthol yn nodi rhestr flaenoriaeth o'r cynlluniau y bydd ein hawdurdodau lleol yng Ngogledd Cymru yn eu datblygu i helpu i gyflawni ein Cynllun Trafnidiaeth Rhanbarthol, a oruchwylir gan Uchelgais Gogledd Cymru fel Cydbwyllgor Corfforedig y Gogledd. Bydd hyn yn golygu gweithio'n agos gyda Thrafnidiaeth Cymru a Llywodraeth Cymru ochr yn ochr â phartneriaid eraill fel y bo'n briodol. Drwy gydweithio, rydym wedi ystyried cynlluniau a'u cyfraniad i'n hamcanion, a materion gan gynnwys effeithiau tebygol ar yr amgylchedd, cynllunio defnydd tir, derbynioldeb a chyflawniad rhanddeiliaid.

Mae hyn er enghraifft wedi ein helpu i feddwl sut y gallai cynllun helpu i gyfrannu at newid dulliau teithio, datgarboneiddio, a pha gostau a buddion allai ei gael. Drwy ddilyn y dull hwn, rydym wedi nodi ein blaenoriaethau dros y blynyddoedd nesaf, yn y tymor byr, canolig a thymor hwy.

Bydd cyllid Llywodraeth Cymru ar gyfer cynlluniau trafndiaeth a ddarperir gan ein hawdurdodau lleol yn cael ei ddyrannu'n seiliedig ar y cynlluniau sydd wedi'u cynnwys yn y Cynllun Cyflawni Trafnidiaeth Rhanbarthol. Yn bwysig, mae Llywodraeth Cymru yn bwrw ymlaen â'i gynlluniau ar gyfer proses moderneiddio grantiau, sy'n ceisio dod â nifer o grantiau trafndiaeth lleol ynghyd, gan alinio'r ffrydiau ariannu hyn gyda'r Cynlluniau Trafnidiaeth Rhanbarthol a'u Cynlluniau Cyflawni Trafnidiaeth Rhanbarthol.

Nod hyn yw rhoi mwy o allu i ni wneud penderfyniadau o ran sut mae arian grant trafndiaeth lleol yn cael ei wario. Drwy ddyrannu cyllid i drafndiaeth ranbarthol, bydd hyn hefyd yn helpu i leihau'r baich gweinyddol ar ein hawdurdodau lleol. Byddwn yn parhau i weithio gyda'n partneriaid i adnabod ffynonellau cyllid ar lefel leol, ranbarthol, genedlaethol a'r DU i ddatblygu ein cynlluniau ar gyfer rhwydwaith trafndiaeth gynaliadwy o ansawdd uchel ledled gogledd Cymru.





Arfarniad Llesiant Integredig

Mae angen Arfarniad Llesiant Integredig fel rhan o Ganllawiau Arfarnu Trafnidiaeth Cymru. Mae ein Hasesiad Llesiant Integredig ar gyfer Cynllun Trafnidiaeth Rhanbarthol drafft Gogledd Cymru yn dangos sut y bydd ein polisïau yn cyfrannu at lesiant. Mae hyn yn cynnwys ystyried effeithiau sy'n gysylltiedig â materion fel yr amgylchedd, iechyd, cydraddoldeb, diwylliant a'r Gymraeg, hawliau plant a bioamrywiaeth.

Nid ymarfer 'ticio bocs' yn unig yw Arfarniad Llesiant Integredig. Yn ogystal â chyflawni'r ddyletswydd statudol ar gyfer ystod o asesiadau effaith, rhaid defnyddio deilliannau'r asesiad i ddangos sut yr eir i'r afael â llesiant; cynnwys buddion yn y dyluniad ac eithrio unrhyw effeithiau niweidiol posibl o'r dyluniad. Mae Arfarniad Llesiant Integredig yn mynd i'r afael â phedwar cwestiwn allweddol yn seiliedig ar y pedwar uchelgais yn Strategaeth Drafnidiaeth Cymru:

Sut fydd y rhaglen neu'r prosiect o fudd i bobl a chymunedau?
(cydraddoldeb, iechyd, diogelwch a hyder)

Sut y bydd o fudd i'r amgylchedd?
(lleihau allyriadau carbon, buddiol i fioamrywiaeth a gwytnwch ecosystemau a lleihau gwastraff)

Sut y bydd o fudd i leoedd a'r economi? (creu lleoedd, arloesi, cludo)

Sut y bydd o fudd i ddiwylliant a'r Gymraeg? (y celfyddydau a chwaraeon a'r amgylchedd hanesyddol)

Wrth helpu i ateb y cwestiynau hyn, mae'r Arfarniad Llesiant Integredig yn cyfuno gofynion sawl asesiad effaith, gan gynnwys rhai sy'n statudol, fel Asesiad Amgylcheddol Strategol ac Asesiad Effaith Cydraddoldeb, ymhlith eraill. Mae hefyd yn cynnwys asesiadau anstatudol fel Asesiad o'r Effaith ar Iechyd, ac eraill sy'n ystyried ardaloedd gwledig a newid hinsawdd.

Mae'r prif ganfyddiadau yn cynnwys:

Effeithiau cadarnhaol

Gwell mynediad at wasanaethau, llai o unigedd cymdeithasol, gwell iechyd corfforol a meddyliol, a chefnogaeth ar gyfer twf economaidd.

Effeithiau negyddol

Effeithiau niweidiol posibl ar fioamrywiaeth, sŵn, llygredd aer ac ansawdd dŵr o ddatblygiad isadeiledd.

Gwnaed argymhellion i helpu i osgoi neu liniaru effeithiau negyddol, megis ymgorffori mesurau diogelu bioamrywiaeth, sicrhau hygrychedd mewn dylunio trafndiaeth, a hyrwyddo'r defnydd o gerbydau dim allyriadau. Yn gyffredinol, rydym o'r farn bod gan y Cynllun Trafnidiaeth Rhanbarthol y potensial i wella llesiant trigolion Gogledd Cymru trwy hyrwyddo datrysiadau trafndiaeth cynaliadwy ac integredig sy'n diwallu anghenion y cymunedau y maent yn anelu at eu gwasanaethu.





Dweud eich dweud

Rydym yn gwahodd eich adborth ar ein cynigion ar gyfer ein Cynllun Trafnidiaeth Rhanbarthol ar gyfer Gogledd Cymru. Mae ein hymgyngghoriad cyhoeddus yn rhedeg o **20 Ionawr 2025 am 12 wythnos. Anfonwch eich ymateb atom erbyn **23:59 ar 14 Ebrill 2025**. Efallai na fydd ymatebion a dderbynnir ar ôl hynny yn cael eu hystyried.**

Gallwch ymateb i'r ymgynghoriad hwn drwy gwblhau ein holiadur ar-lein yn yr ystafell arddangos rithwir hon trwy glicio ar yr eicon papur ar waelod y bwrdd arddangos hwn, neu a welir yn y panel llywio yn y sgrin ystafell arddangos rithwir hon.

Fel arall, gallwch lawrlwytho copi electronig trwy glicio ar y ddogfen holiadur, y gallwch ddod o hyd iddi wedi'i gosod ar y bwrdd yn yr ystafell arddangos rithwir hon.

Gallwch e-bostio eich ymatebion at northwalesregionaltransportplan@arup.com neu ysgrifennu atom a phostio copïau printiedig o'r holiadur i: **FREEPOST UGC / ANW**.

Os oes gennych gwestiynau am yr ymgynghoriad, gallwch gyfeirio at ein dogfen Cwestiynau Cyffredin (FAQ), sydd hefyd ar gael i'w gweld ar y bwrdd yn yr ystafell arddangos rithwir hon.

Gallwch hefyd siarad â'n tîm prosiect, neu ofyn am gopïau papur a fformatau amgen drwy gysylltu â thîm y prosiect ar y cyfeiriad e-bost uchod neu ein ffonio ni ar **01172 405 350**.

Gallwch weld copi papur o'n Cynllun Trafnidiaeth Rhanbarthol yn y rhan fwyaf o adeiladau llyfrgell, canolfannau cymunedol, colegau a phrifysgolion lleol ledled Gogledd Cymru. Os nad ydych yn siŵr, cysylltwch â ni i gadarnhau cyn i chi wneud ymweliad drwy anfon e-bost atom neu ein ffonio.

Gall awdurdodau lleol drefnu igwyddiadau lleol i helpu pobl i drafod y Cynllun Trafnidiaeth Rhanbarthol ac annog cyfranogiad yn yr ymgynghoriad. Cysylltwch â'ch awdurdod lleol os ydych chi am wybod mwy. Hefyd, gellir hysbysebu manylion unrhyw ddigwyddiadau awdurdodau lleol ar wefan Uchelgais Gogledd Cymru yn ystod y cyfnod ymgynghori.

Beth fydd yn digwydd nesaf

Byddwn yn ystyried yr holl adborth a gawn yn ofalus a bdd yn cael ei ddefnyddio i ddiweddarau a chwblhau ein cynlluniau, a fydd yn cael eu hanfon at Lywodraeth Cymru i'w cymeradwyo yng **ngwanwyn 2025**. Rydym yn bwriadu cyhoeddi a mabwysiadu ein cynlluniau yn **haf 2025**.

Byddwn yn llunio adroddiad ymgynghori i esbonio sut mae eich adborth wedi'i ystyried. Gellir llunio cofnod o sylwadau y gellid eu cyhoeddi. Bydd eich adborth, gan gynnwys unrhyw sylwadau, yn ddienw ac ni fyddant yn cael eu priodoli i unrhyw unigolyn na sefydliad.

Wrth i ni symud ymlaen, rydym wedi ymrwymo i weithio ar y cyd i weithredu ein cynlluniau a chyflawni ein gweledigaeth ar y cyd ar gyfer Gogledd Cymru bywiog, cynaliadwy a gwydn. Rydym yn eich gwahodd i ymuno â ni ar y daith hon, wrth i ni ymdrechu i greu system drafnidiaeth integredig sydd o fudd i bawb ac sy'n cefnogi dyfodol ffyniannus a llewyrchus i Ogledd Cymru a thu hwnt.





A.3 Screenshots of Virtual Engage









A.4 Deposit Points

Location	Address
Abbey Road Centre	5-9 Abbey Rd, Bangor LL57 2EA
Aberffraw Community Hub	52 Church St, Aberffraw, Ty Croes LL63 5LQ
Abergele Library	Market St, Abergele, LL22 7BP
Abermaw library	Ffordd yr Orsaf, Abermaw, LL42 1LU
Abermaw Library	Station Rd, Barmouth LL42 1LE
Acton Community Resource Centre	Overton Way, Wrexham, LL12 7LB
Amlwch Library	Parys Rd, Amlwch LL68 9AB
Bagillt Community Centre	Bagillt CH6 6BB
Bala	Ffrydan Rd, Bala LL23 7RU
Bangor Public Library	Gwynedd Road, Bangor LL57 1DT
Bangor University	Gwynedd LL57 2DG
Bangor University Library	Main University Building, College Rd, Bangor LL57 2DG
Beaumaris Library	Grammar School Lane, Beaumaris LL58 8AL
Blaenau Ffestiniog Library	7 Maenofferen St, Blaenau Ffestiniog, LL41 3DH
Bodelwyddan Community Centre	Ronaldsway, Bodelwyddan, Rhyl LL18 5TE
Broughton and Bretton Community Hall	1 Brookes Ave, Broughton, Chester, CH4 0RD
Broughton Library	119 Broughton Hall Rd, Broughton, Chester CH4 0QO



Location	Address
Bryn Cadno Community Centre	Bryn Cadno, Colwyn Bay LL29 6DW
Buckley Library (shared accommodation with Connects)	The Precinct, Brunswick Rd, Buckley CH7 2EF
Caernarfon Library	Pavilion Hill, Caernarfon LL55 1AS
Canolfan Ddiwylliant Conwy Culture Centre	Town Ditch Rd, Conwy LL32 8NU
Canolfan Dewi Sant Centre	S Parade, Pensarn Abergele LL22 7RG
Canolfan Ebeneser	Bridge St, Llangefni LL77 7PN
Canolfan Esceifiog	Gaerwen, LL60 6HS
Canolfan Glanhwfa	Glanhwfa Rd, Llangefni LL77 7EN
Canolfan Gymuned	Llys Yr Eifl, Caernarfon LL55 2LJ
Canolfan Gymunedol Coed Mawr Community Centre	1 Ffordd Coed Mawr, Bangor LL57 4TB
Canolfan Gymunedol Noddfa	Cil Peblig, Caernarfon LL55 2RS
Canolfan Penmynydd	Penmynydd, Llanfairpwllgwyngyll LL61 6PG
Canolfan Penrhosgarnedd	Penrhosgarnedd, Bangor, LL57 2NN
Capel Curig Community Centre	Capel Curig Community Centre, Betws-y-Coed, LL24 0EE
Cefn Mawr Library	Plas Kynaston Ln, Cefn-Mawr, Wrexham LL14 3AT
Cerrigydrudion Library	The Library King St, Cerrigydrudion, Corwen LL21 9UB
Chirk Library	Chapel Ln, Chirk, Wrexham, LL14 5NF
Clwb yr Efail	Berry St, Conwy LL32 8DG
Coedpoeth Library	1A Castle Road, Coedpoeth, Wrexham, LL11 3NU
Coleg Cambria	Various



Location	Address
Connah's Quay Library (shared accommodation with Connects)	Wepre Dr, Connah's Quay, Deeside CH5 4HA
Conwy North Family Centre, Abergele	Canolfan Dinorben, Faenol Avenue, Abergele, LL22 7HT
Conwy North Family Centre, Colwyn Bay	Canolfan Ffordd Douglas, 3 Douglas Road, Colwyn Bay, LL29 7PE
Conwy North Family Centre, Llandudno	Eryl Wen, Eryl Place, Llandudno, LL30 2TX
Corwen Library	London Rd, Corwen LL21 0DR
Council offices, Ruthin	Neuadd y Sir, Ffordd Wynnstay, Ruthin LL15 1YN
Craig-y-Don Sports and community centre	Queen's Rd, Craig-y-Don Llandudno, LL30 1TE
Criccieth Library	Encil y Coed Centre, High St, Criccieth LL52 0RN
CRNCA Activity Centre	Cefn-Mawr, Wrexham LL14 3PA
Cyngor Conwy	Coed Pella, Conway Road, Colwyn Bay, LL29 7AZ
David Hughes Community Centre	1 Cadnant Ct, Beaumaris LL58 8AL
Deeside Library (and mobile library)	Chester Rd, Deeside CH5 1SA
Denbigh Library	Hall Square, Denbigh LL16 3NU
Denbighshire Council offices, Rhyl	Russell House, Churton Road, Rhyl LL18 3DP
Denbighshire libraries, Rhyl and Ruthin offices	Rheoli Cyfathrebu ac Ymgyrchoedd, Gwasanaethau Cymorth Corfforaethol: Pobl, Cyngor Sir Ddinbych, Level 3, Neuadd y Sir, Ffordd Wynnstay, Ruthin LL15 1YN
Dolgellau Library	Ffordd y Bala, Dolgellau, LL40 2YF
Dyffryn Ogwen Community Library	Coetmor Rd, Bethesda, Bangor LL57 3NL
Dyserth Community Hall	Cwm Rd, Dyserth Rhyl LL18 6BA
Eirianfa Community Centre	Factory Pl, Denbigh, LL16 3TS
Ffrith and Llanfynydd Community centre	High St, Ffrith, Wrexham LL11 5LH
Flint Library	Church St, Flint CH6 5AP
Flintshire Connects	Flintshire Connects, High Street, Holywell, Flintshire, CH8 7TD
Flintshire Council offices	Chapel Street, Flint, Flintshire, CH6 5BD
Froncysyllte Community Centre	1 Gate Rd, Froncysyllte Llangollen LL20 7RH



Location	Address
Garth Community Centre	Garth Hill, Bangor, LL57 2SY
Gresford and District Community Library	GDCL, Vicarage Ln, Gresford Wrexham, LL12 8UW
Gresford Trust Memorial Hall	Gresford Trust Off, High Street, Gresford LL12 8PS
Grwp Llandrillo Campuses (Rhos, Rhyl, Bangor, Parc Menai, Llwyn Brain, Llangefni, Pwllheli, Dolgellau)	Llandrillo Menai, Ffordd Penlan, Parc Menai, Bangor, LL57 4HJ
Gwelfor Community Centre	Ffordd Tudur, Holyhead LL65 2DH
Gwersyllt Library and Resource Centre	Second Ave, Gwersyllt, Wrexham LL11 4ED
Hightown Community Resource Centre	Fusilier Way Wrexham LL13 7YF
Holyhead Library	The Market Hall, Stanley Street, Holyhead LL65 2DH
Holywell Library	Holywell Leisure Centre, North Road, Holywell CH8 7TQ
Hope Community Library	Fagl Ln, Hope, Wrexham, LL12 9PY
HWB Cemaes	Glascoed Road, Cemaes Bay LL67 0HN
Johnstown Community Centre	Heol Kenyon, Johnstown Wrexham LL14 2BE
Jubilee Community Centre	Seabank Drive, Prestatyn LL19 7PP
Kings Hall Community Centre	Kings Ave, Prestatyn LL19 9AA
Kingsland Community Centre	Holyhead, LL65 2TF
Kinmel Bay Community Centre	Foryd Rd, Kinmel Bay, Rhyl LL18 5BT
Kinmel Bay Library	Community Centre, Kendal Rd, Kinmel Bay LL18 5BT
Leeswood Community Centre	Kings St, Leeswood, Mold CH7 4SB
Library Coleg Cambia	Grove Park Rd, Wrexham, LL12 7AB
Llanberis Community Centre	Llanberis, Y Ganolfan LL55 4UR
Llanddulas Youth and Community Centre	Beach rd, Llanddulas Abergele LL22 8HB
Llanfaes Community Centre	17 Hampton Way, Llan-Faes, Beaumaris LL58 8LG
Llanfairfechan Community Centre	Village Rd, Llanfairfechan, LL33 2AB
Llanfairfechan Library	Village Rd, Llanfairfechan, LL33 0AA
Llanfwrog Community Centre	Mwrod St, Ruthin LI15 1LE
Llangefni Library and mobile libraries	Llyfrgell Llangefni Lon Y Felin, Llangefni LL77 7RT
Llangollen Library	Castle St, Llangollen LL20 8NU



Location	Address
Llanrwst Library	Glasdir, Llanrwst LL26 0DF
Llay Library	Market Square, Llay LL12 0TR
Llay Park Resource Centre	Market Square, Llay Resource Centre, Llay Wrexham LL12 0SA
Llyfrgell Bae Colwyn Bay Library and Council Office at Coed Pella	Woodland Road West, Colwyn Bay, LL29 7DH
Llyfrgell Bae Penrhyn Bay Library	Llandudno Rd, Penrhyn Bay, Llandudno LL30 3NH
Llyfrgell Benllech Library	Min-Yr, Afon, Benllech, Tyn-y-Gongl LL74 8TF
Llyfrgell Llandudno Library	48 Mostyn St, Llandudno LL30 2SW
Llyfrgell Porthaethwy Library	Wood St, Meni Bridge LL59 5AS
Mancot Library	Mancot Ln, Mancot, Deeside CH5 2AH
Maesgwyn Community Centre	Lilac Way, Wrexham LL11 2BB
Meliden Community Association	10 Ffordd Talargoch Meliden Prestatyn LL19 8LA
Millbank Community Centre	Bryn Gwyn Rd, Holyhead LL65 1ST
Mold Library & Museum (shared accommodation with Connects)	Earl Rd, Mold CH7 1AP
Mostyn Community Centre	Ffordd Ddyfrdwy, Mosytn, Holywell CH8 9PF
Nefyn Library	Rhodfar Mor, Nefyn, Pwllheli LL53 6EB
Newry Community centre	1 Newry Street, Holyhead LL65 1LA
Oak Tree Centre	Ffordd Las, Rhyl LL18 2DY
Overton Library	Cocoa Rooms, Pen-Y-Llan St, Overton, Wrexham LL13 0EE
Parkfields community centre	Ash Grove, Mold, CH7 1TB
Penmaenmawr Community Centre	Conway Rd, Constitution Hill, Penmaenmawr LL34 6AB
Penmaenmawr Library	Penmaenmawr Library/ Bangor Rd, Penmaenmawr LL34 6DA
Pentre Gwyn Community Centre	Abenbury Rd, Wrexham, LL13 0NT
Pentre Halkyn Community Centre	Martins HI, Pentre Halkyn, Holywell CH8 8JE
Pentredwr Community Centre	Pentredwr Llangollen LL20 8DG
Penygroes Library	Dyffryn Nantlle Technology Centre, Heol y Dŵr, Penygroes, LL54 6LR.
Plas Pentwyn Community Centre	1A Castle Road, Coedpoeth, Wrexham, LL11 3NU
Porthi Dre	St Helen's Rd, Caernarfon LL55 2YD



Location	Address
Porthmadog Library	Stryd Y Llan, Porthmadog, LL49 9HX
Prestatyn Community Hall	1 Church Walks, Prestatyn LL19 9BY
Prestatyn Library	Kings Ave, Prestatyn LL19 9AA
Pwllheli Library	Penlan St, Pwllheli, LL53 5DE
Rhosddu Community Centre	Price's Ln, Wrexham LL11 2NB
Rhosllanerchrugog Library	Princes Rd, Rhosllanerchrugog, Wrexham, LL14 1AB
Rhosneigr Library	1 Awel-Y-Mor, Rhosneigr LL64 5UJ
Rhosneigr Village Hall	High St, Rhosneigr LL64 5UX
Rhuddlan Community Centre	5AW Parliament St, Rhuddlan Rhyl
Rhuddlan Library	9 Vicarage Ln, Rhuddlan, Rhyl LL18 2UE
Rhyl Community Association	20 Ffordd Las, Rhyl LL18 2EB
Rhyl Library	Church St Rhyl, LL18 3AA
Ruabon Library	Ruabon Library, Caer Llan, Ruabon, Wrexham, LL14 6NH
Ruthin Library	Record St, Ruthin LL15 1DS
Sandycroft Community Centre	Sandycroft, Deeside, CH5 2PD
St Asaph Library	Library, The Roe, Saint Asaph LL17 0LU
St Josephs community centre	Brackley Ave, Colwyn Bay, LL29 7UU
The Opportunity Centre, Plas Madoc	Plas Madoc, Hampden Wy, Acrefair, Wrexham LL14 3US
The Trinity Centre Llandudno	Trinity Ave. Llandudno LL30 2TQ
The Youth and Community Centre	Penrhyn Ave, Bangor, LL57 1LS
Towyn Community Centre	Ty'n y Coed, 9ES Towyn Rd, Towyn Abergele
Trearddur Bay Village Hall	Lon Y Traeth, Trearddur Bay, Holyhead, LL65 2YJ
Trefnant Village Hall	The Village Hall, A525 Trefnant Denbigh LL16 5UG
Ty Calon	Ty Calon, Deeside, CH5 1SA
Ty Caradoc Community Centre	4 Caradoc Rd, Prestatyn LL19 7PF
Ty Llywelyn	Ffordd Tyr Orsedd, Llandudno LL30 1LA
Tynewydd Community Centre	19A Tynewydd Rd, Rhyl LL18 3ST
Tywyn Library	Neptune Rd, Tywyn LL36 9HA
Wellington Community Centre	Wellington Rd, Rhyl LL18 1LE



Location	Address
Wrexham Library	Arweinydd Llyfrgelloedd Wrecsam, Llyfrgell Wrecsam, Ffordd Rhosddu, Wrecsam, LL11 1AU
Wrexham Library	Rhosddu Rd, Wrexham LL11 1AU
Wrexham University campus	Swyddog Cyfathrebu a Marchnata Cyhoeddus, Prifysgol Wrecsam, Ffordd yr Wyddgrug, Wrecsam, LL11 2AW
Y Ganolfan Community Centre	High St, Porthmadog LL49 9LU
Y Ganolfan Pentrefelin	A497 Pentrefelin, Criccieth LL52 0PU
Yr Orsaf	Water St, Penygroes, Caernarfon LL54 6LP



A.5 Examples of Publicity

Date	Publication/ Notification	Headline	Link	Article Image
20th Jan 25	The Leader	Have Your Say on the Future of Transport in North Wales	https://www.leaderlive.co.uk/news/24870533.say-future-transport-north-wales/	
20th Jan 25	Golwg360	Ymgynghoriad cyhoeddus ar ddyfodol trafnidiaeth yn y gogledd	Ymgynghoriad cyhoeddus ar ddyfodol trafnidiaeth yn y gogledd – Golwg360	
21st Jan 25	North Wales Chronicle	Consultation launched to shape transport in North Wales	Consultation launched to shape transport in North Wales North Wales Chronicle	



Date	Publication/ Notification	Headline	Link	Article Image
21st Jan 25	Business News Wales	Have Your Say on the Future of Transport in North Wales	https://businessnewswales.com/have-your-say-on-the-future-of-transport-in-north-wales/	
21st Jan 25	North Wales Pioneer	Consultation launched to shape transport in North Wales	https://www.northwalespioneer.co.uk/news/24869286.consultation-launched-shape-transport-north-wales/?ref=rss	
21st Jan 25	Rhyljournal.co.uk	Consultation launched to shape transport in North Wales	https://www.rhyljournal.co.uk/news/24869286.consultation-launched-shape-transport-north-wales/	
22nd Jan 25	Placenorthwest.co.uk	Input sought on Ambition North Wales transport vision	https://www.placenorthwest.co.uk/input-sought-on-ambition-north-wales-transport-vision/	



Date	Publication/ Notification	Headline	Link	Article Image
24th Jan 25	Wrexham.com	Residents asked to help shape future of North Wales' travel networks	https://wrexham.com/news/residents-asked-to-help-shape-future-of-north-wales-travel-networks-264149.html	
24 th Jan 25	Llyr Gruffydd on X	Launch of public consultation	https://x.com/LlyrGruffydd/status/1882785875530260923?mx=2	
21st Feb 25	MSN	Public consultation launched to shape the future of travel across the region	Public consultation launched to shape the future of travel across the region	



Date	Publication/ Notification	Headline	Link	Article Image
14th Feb 25	The Leader	Reversing long-term impact of austerity will take time'	Reversing long-term impact of austerity will take time' The Leader	
19th Feb 25	WiredGov	Have your say on improving transport in your area	https://www.wired-gov.net/wg/news.nsf/articles/Have+your+say+on+improving+transport+in+your+area+19022025141500?open	
21 st Feb 25	MSN	Public consultation launched to shape the future of travel across the region	Public consultation launched to shape the future of travel across the region	



Date	Publication/ Notification	Headline	Link	Article Image
26th Feb 25	Business News Wales	New Eco-Tourism Drive Encourages Visitors to Explore North Wales by Train and Bus	New Eco-Tourism Drive Encourages Visitors to Explore North Wales by Train and Bus	
6th March 25	The Leader	Campaign to bring back 'critical' A483 Wrexham Bypass congestion plan	https://www.leaderlive.co.uk/news/24986509.campaign-bring-back-critical-a483-wrexham-bypass-congestion-plan/	
6th March 25	The Leader	Wrexham pledges rural bus support as Welsh franchise plans progress	https://www.leaderlive.co.uk/news/24987707.wrexham-pledges-rural-bus-support-welsh-franchise-plans-progress/	



Date	Publication/ Notification	Headline	Link	Article Image
25th March 25	North Wales Live	Revival plan for controversial 'Red Route' road 'could cost every North Wales household £1,770'	https://www.dailypost.co.uk/news/north-wales-news/revival-plan-controversial-red-route-31275954	
25th March 25	Daily Post.co.uk	Revival plan for controversial 'Red Route' road 'could cost every North Wales household £1,770'	https://www.dailypost.co.uk/news/north-wales-news/revival-plan-controversial-red-route-31275954	
25th March 25	Deeside.com	Flintshire: Red Route rethink sparks outcry from wildlife trust	https://www.deeside.com/flintshire-red-route-rethink-sparks-outcry-from-wildlife-trust/	



Date	Publication/ Notification	Headline	Link	Article Image
26th March 25	BBC News online	Fears for wildlife after road scheme revived	https://www.bbc.co.uk/news/articles/c7782j0evjko	
26th March 25	The Leader	Controversial A55 'Red Route' emerges in transport plan	https://www.leaderlive.co.uk/news/25036711.controversial-a55-red-route-emerges-transport-plan/	
27th March 25	Business News Wales	Final Chance to Have Your Say on Regional Transport Plan for North Wales	https://businessnewswales.com/final-chance-to-have-your-say-on-regional-transport-plan-for-north-wales/	



Date	Publication/ Notification	Headline	Link	Article Image
27th March 25	Wrexham Council News	Come find out more about the regional Transport Plan for North Wales	https://news.wrexham.gov.uk/come-find-out-more-about-the-regional-transport-plan-for-north-wales/	
27th March 25	WalesOnline	Toll charge' call over renewed proposal to build controversial 'Red Route' road	https://www.walesonline.co.uk/news/wales-news/toll-charge-call-over-renewed-31292874	
1st April	Chester Standard.co.uk	Controversial A55 'Red Route' emerges in transport plan	https://www.chesterstandard.co.uk/news/25052716.controversial-a55-red-route-emerges-transport-plan/	



Date	Publication/ Notification	Headline	Link	Article Image
10th April 25	The Leader	Welsh Government questioned over Delyn transport priorities	https://www.leaderlive.co.uk/news/25075527.welsh-government-questioned-delyn-transport-priorities/	
15 th April 25	Uchelgais Gogledd Cymru – Ambition North Wales on LinkedIn	YN CAU HEDDIW – CLOSING TODAY	https://www.linkedin.com/posts/ambitionnorthwales_bilingual-post-yn-cau-heddiw-activity-7317441675256094720-mL2Q?utm_source=share&utm_medium=member_desktop&rcm=ACoAAD5tDH8BR4Kv7_Gbp93YqkXf6X6ei8zcZk0	



A.6 You Said, We Did

This document provides responses to comments made during the public consultation on the draft North Wales Regional Transport Plan and associated documents.

The table below provides an overview of comments categorised by common themes, with a response provided for each.

Responses have informed amendments to the final North Wales Regional Transport Plan and associated documents.

Responses from Natural Resources Wales and Cadw as statutory consultees are considered in the Integrated Well-being Appraisal Post Adoption Statement.

Theme	Summary of issues raised in consultation	Response
Vision & Objectives	Some respondents, while in broad agreement with the Regional Transport Plan's vision, feel it lacks the mention of well-being and should focus more on sustainable transport.	Whilst well-being is referenced in our vision, a comprehensive Integrated Well-being Appraisal has been completed in support of the Regional Transport Plan, which considers how the policies will contribute to well-being. Our objectives and cross cutting themes as set out in the Regional Transport Plan seek to embed sustainable transport into the proposals.
	Some respondents strongly support the plan's vision and objectives, noting that they reflect the national targets for modal shift and decarbonisation of transport.	Noted.
	Some respondents urge a commitment to accessibility and inclusivity as part of the vision statement. This would reflect the strengths of the Objectives, with a clear focus to 'improve accessibility and transport choice.' It is recommended that all the Objectives consider the needs of disabled people, including blind and partially sighted people, by adding details on integrating assistive technologies and physical accessibility features. This will enable and aid all people to get around an improved and integrated transport network in North Wales.	The Regional Transport Plan has been updated to strengthen Ambition North Wales's commitment to accessibility and inclusivity as part of its vision statement. Further reference has been made to integrating assistive technologies and physical accessibility features in the digital connectivity section of the plan to aid all people to get around an improved and integrated transport network in North Wales.



Theme	Summary of issues raised in consultation	Response
	Some respondents suggest it would be useful to explicitly detail how objectives work to achieve the vision and to set more SMART (Specific, Measurable, Achievable, Relevant, and Time-bound) objectives for each policy area. Some respondents highlight Objective 4 to be particularly vague with the statement 'increased range of travel within 1 hour' considered unambitious and unmeasurable.	Our four SMART objectives have been developed further to 15 initial ambitions agreed with the North Wales local authorities, which are detailed in the Case for Change. They reflect the national targets for modal shift and decarbonisation of transport, which will help ensure our region's progress and successes contribute positively to national outcomes. Our objectives inform our Monitoring and Evaluation Plan, which aligns with the overarching national and regional objectives for transport to help ensure it contributes to meeting them, considering each policy area with a series of measures and indicators.
Rail ambitions	Some respondents recommend the plans consider the importance of the Manchester & North West Transformation Programme / Manchester Task Force in unlocking congestion in Manchester, as an enabler to deliver greater regional rail connectivity with North Wales. It is suggested the plans refer to the TriLink programme to renew the West Coast Main Line North of Crewe. It is suggested commitments to the Borderlands Line align with Liverpool City Region (LCR)'s ambition for a new station at Woodchurch, and that a new station at Daresbury would also offer benefits to North Wales. It is also suggested LCR also supports a new station at Deeside Industrial Park.	The national rail network in North Wales is managed and maintained by Network Rail, with passenger services operated by Transport for Wales and Avanti West Coast. The Regional Transport Plan recognises the importance of cross border connectivity between North Wales and Northwest England, and these helpful suggestions have been taken into account with updates made to the plans accordingly as part of the rail ambitions. Flintshire County Council supports the comments for a new station at Deeside Industrial Park on the Borderlands Line.
	Some respondents consider the need for Rail Aspiration 9 to further prioritise capacity and service enhancements on the Conwy Valley and Cambrian Coast Lines to address rural service risks and economic disadvantages. It is suggested the scheme is too low priority with a failure to explicitly define the train service frequency expansion ambition for the Cambrian Coast Line or the Conwy Valley Line.	Plans to further prioritise capacity and service enhancements on the Conwy Valley and Cambrian Coast Lines are not in the Rail Board Priorities or the National Transport Delivery Plan. Whilst no business case work has been done to identify preferred service levels Transport for Wales will continue to monitor levels of potential support and funding. The Regional Transport Plan will help continued engagement with Transport



Theme	Summary of issues raised in consultation	Response
	Some respondents highlight a need for increased frequency of services and later trains (or buses) for commuters, especially connecting Tywyn Aberdovey and Machynlleth.	for Wales seeking to ensure public transport in North Wales meets the needs of its communities in its operating hours and frequency. In terms of buses, services are subject to on-going review and any enhancements subject to funding will continue to be considered by Cyngor Gwynedd.
	Some respondents consider the plan rightly recognises the improvements at Chester Station which are in line with proposals for Chester City Gateway and support aspirations for improvements to the Borderlands Line, including providing direct through-services to Liverpool, which would provide significant benefits for Cheshire West and Chester residents in Neston and Parkgate. However, reassurances are sought that these improvements do not lead to negative impacts on rail services on the Merseyrail network within Cheshire West and Chester, with groups keen to work together to ensure potential improvements on the Borderlands Line and potential improvements from Hooton to ORIGIN Business Park in Ellesmere Port are mutually compatible.	Transport for Wales is working with partners cross-border to identify preferred solutions to both improving services on Borderlands and increasing capacity at Chester station. Future service specification decisions on Merseyrail services to Chester would be a decision for Liverpool City Region who would consult on these as per their own requirements and programmes.
	Some respondents raise that Ruabon Station footbridge has never been replaced, that this was to include disabled access, currently preventing access and use of services, particularly going north or alighting south.	An outline design for an Access for All scheme at Ruabon has been completed with Network Rail working with partners to take through the approvals and permissions process.



Theme	Summary of issues raised in consultation	Response
	Some respondents express concern as to a perceived omission of Greenfield / Holywell Station in the plans. Some raise concerns that Transport for Wales did not present the North Flintshire Transport Study 2021 to the Transport Commission. The omission is seen as having a negative impact on local regeneration. It is suggested Holywell Town Council strongly supports Greenfield Station in future rail recommendations, noting that a Welsh Transport Appraisal Guidance (WelTAG) Stage 1 study is completed, and WelTAG Stage 2 is mostly completed. Some respondents suggest there is a gap in rail access along the north coast between Prestatyn and Flint without the station, and that the existing infrastructure at Greenfield would require little work to bring it back into operation, opening up rail travel for a large number of people in Holywell. Some respondents raise concerns about project prioritisation, suggesting that Transport for Wales's North Wales Metro plans have been scaled back by omitting a new station in Greenfield.	The national rail network in North Wales is managed and maintained by Network Rail, with passenger services operated by Transport for Wales and Avanti West Coast. The Regional Transport Plan has been updated to explain the position on any plans for a station at Greenfield. Where there is a strong case for new stations or rail infrastructure that will improve access to the rail network without adversely impacting existing services and encourage sustainable travel, Transport for Wales will work with partners to progress these. This work will also consider wider options for better connecting communities to rail stations. Ambition North Wales will continue to engage with Transport for Wales recognising that locations where there is local support for a new station include Greenfield.



Theme	Summary of issues raised in consultation	Response
	Some respondents consider it disappointing that infrastructure improvements proposals are not prioritised west of Llandudno Junction (RA4). This is suggested to fail to meet the aspirations set out in the Regional Transport Plan and not take into account the importance of Holyhead Rail Station which could cater for international passengers to connect onward travel from/to Ireland to the rest of the UK or even to Europe through London and to the Ynys Mon Freeport. Some respondents consider the need for better connections between Llandudno Junction to Llandudno from the west.	The national rail network in North Wales is managed and maintained by Network Rail, with passenger services operated by Transport for Wales and Avanti West Coast. The business case for service enhancements on the North Wales Main Line identifies that benefits decrease, and costs increase further west. The preferred services levels identified in the Regional Transport Plan however would provide enhanced services at all stations between Holyhead and Chester and upgrades are programmed to help ensure an affordable pipeline of improvements across North Wales. The proposals for Holyhead Gateway will facilitate improved interchange at the station, and make it easier to access the station by walking, cycling, and public transport, whilst enhancing the local environment at this important gateway to Wales. The Regional Transport Plan includes policies on enhancing access to the Freeport and the Port of Holyhead, and Ambition North Wales will work with partners to help identify how this can be done. In terms of connections at Llandudno Junction to Llandudno from the west, Transport for Wales has suggested it is unlikely an infrastructure solution would be affordable or practical.
	Some respondents consider ambitions for Bangor station to be unclear, suggesting there is an opportunity to create a dynamic and high quality transport Hub that offers clear and easy onward travel options, as well as pointing people in the right direction for areas to visit and how to do this sustainably.	The Bangor Gateway proposals that have been developed by Transport for Wales in partnership with Cyngor Gwynedd will create a dynamic high quality transport interchange. Details will emerge as the proposals progress.



Theme	Summary of issues raised in consultation	Response
	Some respondents highlight a need to increase frequency and availability of train services at the following locations: • Hourly train service between Crewe and Llandudno to improve connectivity. • Wrexham to Cardiff, as it is currently quicker and easier to travel to London. • Holyhead Port, for employees that work early shifts. • Holywell to Chester. • Linking Caernarfon to the national rail network for more convenient west/south connections.	Transport for Wales has undertaken business case work to help identify the most effective service patterns on the North Wales Main Line. This has informed the service level aspirations that are identified in the Regional Transport Plan. Studies have been undertaken on linking Caernarfon as part of wider route studies. Whilst there may be some merit in this providing a direct rail connection to Caernarfon it is complex and unlikely to be prioritised in the medium term. However, the town has direct bus links to both Bangor station on the North Wales Main Line and Porthmadog and Machynlleth on the Cambrian Line via the Traws T2 service. Wrexham to Cardiff and London journey times are comparable. Where there is a strong case for new stations or rail infrastructure that will improve access to the rail network without adversely impacting existing services and encourage sustainable travel, Transport for Wales will work with partners to progress these. This work will also consider wider options for better connecting communities to rail stations. Ambition North Wales will continue to engage with Transport for Wales recognising that locations where there is local support for a new station include Holywell / Greenfield amongst others.
	Some respondents highlight support for train timetable investment and capacity improvements to improve rail services, especially at Hawarden and Shotton.	Noted.



Theme	Summary of issues raised in consultation	Response
	Some respondents suggest that rather than focusing on the Chester and Borderlands Line, priority should be had for improvements to the North Wales Coast Line as the busiest and in need of most improvements. Respondents also highlight a lack of attention to improving rail infrastructure at Bangor despite acknowledgment that it is the most used station in the region.	The national rail network in North Wales is managed and maintained by Network Rail, with passenger services operated by Transport for Wales and Avanti West Coast. The Borderlands Line provides an important north-south link in the east of our region. The potential to provide direct services to Liverpool provides significant opportunity to increase access to jobs for all North Wales residents and increases the labour market for employers in our region. The North Wales Main Line has received investment more recently than the Borderlands line and the service levels aspired to cannot be achieved without work to increase capacity at Chester Station, so this is key to enhancing rail services in North Wales. The proposals for Bangor Gateway will facilitate improved interchange at the station, and make it easier to access the station by walking, cycling, and public transport, whilst enhancing the local environment the most used station in North Wales.
	Some respondents highlight a lack of discussion in the plans regarding the frequent flooding of the Conwy Valley line and the significant constraints this creates for its dependability.	The Regional Transport Plan has been updated to recognise the importance of resilience and reliability on the Conwy Valley/Cambrian Coast infrastructure.
	Some respondents suggest Regional Transport Delivery Plan Scheme No. 9 (Integration with strategic public transport services: Improved access to Ruabon Station and Gwersyllt Station) should be listed separately, as they are on different lines and will be delivered independently.	This change has been made to the Regional Transport Delivery Plan further to engagement with Transport for Wales on this matter.



Theme	Summary of issues raised in consultation	Response
	Some respondents highlight the need for continued strong connections with London and Northwest England as a priority in the long-term to connect people onwards from Dublin and for business travel for those who choose to reside on the [Anglesey] Island and would be very valuable for 'hybrid-working'. In this regard, Policy PF1 appears at odds with this where the policy promotes prioritising sustainable transport connections to Holyhead, but the aspiration to improve infrastructure does not appear to extend beyond Llandudno Junction. Similarly, the cost of rail travel (recently increased by Transport for Wales) and the lack of stopping services at most stations on Anglesey does not encourage regular use over private cars.	Transport for Wales has agreed that an aspiration to prioritise Crewe to Llandudno Junction is correct as that is where the business case is strongest and would enable benefits to the entire line through to Holyhead. Transport for Wales recognises that the section(s) to Holyhead are more challenging, and the Regional Transport Plan has been updated to recognise that Bangor then Holyhead are longer term aspirations with a view to exploring an affordable programme of upgrades.



Theme	Summary of issues raised in consultation	Response
	Some respondents consider there to be lack of commitment to protect the former rail alignment from Penryffordd to Mold from development, which was detailed in the Campaign for Better Transport's 2019 'Expanding the Railway Network' which identified the railway as a priority candidate for reopening, considering it an omission from the draft Regional Transport Plan. Some respondents suggest a lack of synergy with Llwybr Newydd in respect of re-utilising disused railway lines. One stakeholder cited the opportunity for Lein Amlwch asset to be brought into use, suggesting re-utilising redundant rail assets for future use could create a positive visitor economy and a community asset if reopened.	Whilst Transport for Wales is not aware of any aspirations or work being undertaken to reopen the former rail alignment from Penryffordd to Mold and that it would be a long term scheme which would need to upgrade the whole Borderlands signalling to achieve further upgrades, this comment has been shared with land use planning officials with a view to the point being considered as part of the emerging Strategic Development Plan and Flintshire's Local Development Plan. The North Wales Transport Commission (NWTC) recommended safeguarding 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, which is consistent with the Regional Transport Plan. The NWTC recognised there is some interest in the reinstatement of the Amlwch – Gaerwen and Bangor – Porthmadog rail lines and concluded d these interventions are not the most effective use of public funds compared to the other recommendations, however, where development has not already taken place, it is prudent to safeguard previous rail routes across the region. It supported the creation of an active travel link between Amlwch and Llangefni in line with low carbon modal shift, travel to work and leisure. In addition, it recommended that bus routes, integrated with the railway network, are introduced along both the Amlwch – Gaerwen and Bangor – Porthmadog corridors. The Regional Transport Plan sets out that in more rural areas there is also the opportunity to make use of former railway lines for active travel and connecting towns, which should be explored as complementary measures to the delivery of the Active Travel Network Maps.



Theme	Summary of issues raised in consultation	Response
	Some respondents suggest the need for more train lines and stations to be reopened, specifically mentioning: • Bangor to Caernarfon • Pwllheli to Bangor • Nant Conwy Line • Menai Bridge, Plas Menai and/or Gaerwen stations • Johnstown, Gresford and Marford stations • Loop-line from Shotton High Level to North Wales Midline (which would also allow for cross-border services to Birmingham) • Direct trains from Holyhead to Lime Street via the Halton Curve (the Regional Transport Plan states there is a direct rail service to Liverpool, but this is not the case on the North Wales Main Line) • A station at Deeside (to reduce traffic to work) • Bangor to Afon Wen • Bangor to Llangefni • Amlwch • Shrewsbury – Wrexham – Chester • Chirk – as a Gateway Station (Policy IN1)	The Regional Transport Delivery Plan includes local authority schemes seeking to improve connectivity to rail services, for example a new station for Deeside Industrial Park (development of new railway station with connecting bus route) alongside aspirations for Shrewsbury, Wrexham and Chester. Where there is a strong case for new stations or rail infrastructure that will improve access to the rail network without adversely impacting existing services and encourage sustainable travel, Transport for Wales will work with partners to progress these. This work will also consider wider options for better connecting communities to rail stations.



Theme	Summary of issues raised in consultation	Response
Strategic road ambitions	Some respondents suggest SRN Aspiration 3 which read in the draft Regional Transport Plan “The case for delivering selected paused strategic highway schemes” may need to be changed, suggesting referenced schemes have been cancelled by the Welsh Government (as part of its Roads Review). Some respondents suggest it is confusing to have both SRN3 and RS1, maintenance of existing highway assets, which does not mention the potential need for highway network improvements.	The Roads Review Panel advised the Welsh Government on road projects and how we should consider road projects in future. The Welsh Government is content with the current drafting and the SRN Aspiration 3 involves a review of delivering selected paused strategic highway schemes, particularly those that can provide wider benefits and enhance facilities. This implies a focus on re-evaluating previously paused projects and alternatives that could offer significant improvements to the transport network.
	Some respondents highlight the need to have plans reviewed through the lens of the principles set out by the Wales Road Review Report: The future of Road investment in Wales.	The Strategic Road Network (SRN) in North Wales is managed and maintained by the North and Mid Wales Trunk Road Agent and the Welsh Government, whereas the local highway network as considered in our ‘roads, streets and parking’ section of the Regional Transport Plan, is the responsibility of our local authorities. Improvements are focused more on the resilience of the network rather than capacity.



Theme	Summary of issues raised in consultation	Response
	Some respondents consider building more trunk road schemes and a 3rd Menai Crossing will not encourage any modal shift away from road use. Some consider that the Menai Crossing scheme would be a mistake (without clarification). Others expressed support for such improvements, considering it to be an opportunity for Anglesey and Northwest Wales to resolve a transportation and economic challenge. Some stress aspirations for transformational infrastructural change at the Menai Crossing is vital to the resilience of the A55 (Euro-22 route) corridor which is the transport artery of the North Wales region for international connectivity with Ireland. Some emphasise the adverse impacts bridge closures have upon the economic and social well-being of residents.	The Strategic Road Network (SRN) in North Wales is managed and maintained by the North and Mid Wales Trunk Road Agent and the Welsh Government. This means that 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 regional aspirations for strategic roads as these are key to supporting our wider connectivity aspirations for North Wales. SRN Aspiration 4 and 5 relate to Menai Crossing resilience, supporting a case for a third crossing and a package of interventions including public transport and active travel infrastructure enhancements, wind deflectors, junction improvements, and traffic management measures. Following the recommendations of the North Wales Transport Commission, the Welsh Government has progressed with work on the highest priority recommendations including improvements to junctions and carriageway alignments, introduction of wind deflectors to Britannia Bridge and improvements for walking and cycling. This study is now nearing completion, and it will be able to decide and announce details of the preferred options and the next stages of development in summer 2025. This does not rule out a third crossing in the future, but the Welsh Government considers more could be done in the short to medium term to improve the resilience of the existing crossings.
	Some respondents consider the need to upgrade the A483 Chirk Bypass into a dual carriageway to match the rest of the area, with too much of a bottleneck forming throughout the day due to the single carriageway section.	Welsh Government currently have no plans to dual the A483 at Chirk. Route management strategies for mahoe strategic routes will be developed in Wales starting with the A55 and M4 with considerations and future planning part of this work which will consider the incorporation of RTP proposals.



Theme	Summary of issues raised in consultation	Response
	Many respondents oppose the A494/A55/Flintshire Corridor (commonly referred to as the 'Red Route' in responses) which is referenced as part of the draft Regional Transport Plan SRN aspirations. Many express its reference / inclusion in the plans should be reconsidered, often citing that it will not help reduce congestion but will have a significant negative environmental impact (with explicit references to wildlife, ancient woodland and flood risk). It should be noted that some respondents express support for improved roads, particularly referencing the Red Route (but with comments of objection significantly outweighing comments of support owing to a campaign response in connection with the Wildlife Trusts Wales). Some raise concerns that there is no consideration of SRN Aspiration 3 and 4 (some explicitly referencing the Red Route) against Net Zero and climate targets. Some respondents welcome the proposed replacement of the River Dee Bridge but raise concerns about a continued lack of coherence in the adjoining network. It is believed the scheme could offer opportunities to improve the highways system resilience in this location, especially for westbound traffic.	The Strategic Road Network (SRN) in North Wales is managed and maintained by the North and Mid Wales Trunk Road Agent and the Welsh Government. This means that 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 regional aspirations for strategic roads as these are key to supporting our wider connectivity aspirations for North Wales. SRN Aspiration 3 involves a review of delivering some previously paused strategic highway schemes, particularly those that can provide wider benefits and enhance facilities. This involves re-evaluating previously considered projects through exploring alternatives that could offer significant improvements to the transport network. It is not the role of Ambition North Wales to lobby for the Red Route, however the function of the Regional Transport Plan is to provide options to address transport related problems on the SRN through Flintshire, North Wales and beyond. This point has been clarified with updates to the plans. The Welsh Government confirms that the A55/A494/A548 Flintshire Corridor Improvements are not currently being progressed following the recommendations of the Roads Review Panel and it is currently in the process of commissioning work to develop a Route Strategy for the A55/A494 which will identify the challenges and issues along the corridor along with potential interventions to address them.



Theme	Summary of issues raised in consultation	Response
	Some respondents suggest the following change to be made to Llanbedr Transport Improvements: Cyngor Gwynedd is collaborating with partners to identify a package of sustainable transport solutions to improve access and alleviate transport problems in Llanbedr. This is being progressed through the WelTAG process in line with the 2021 Roads Review.	The Regional Transport Plan has been updated to make this change.
	Some respondents question how the A55 Llanfairfechan to Llandudno will be improved and question if there will be any changes to the A494 proposals given sensitive land issues and the purchase of homes.	The Regional Transport Delivery Plan includes multiple schemes seeking improvements along the A55 and a scheme to identify and implement localised active travel links in connection with the River Dee Crossing. The Welsh Government has confirmed that the A494 River Dee Bridge Replacement continues to be progressed with a preferred option due to be announced in summer 2025. This will include an active travel route parallel to the A494 with links to other active travel networks in the area. As part of the statutory process, draft Orders and an Environmental Statement are due to be published in autumn 2025 which will identify the land required for the scheme. A Public Local Inquiry may be held depending on the nature of the responses/objections received.
	Some respondents highlight a need to upgrade the road between Cross Foxes to Machynlleth through Corris, expressing frustration that the focus on maintenance is not enough.	This comment relates to the A487 trunk road, which is the responsibility of the Welsh Government and maintained by the North and Mid Wales Trunk Road Agent.



Theme	Summary of issues raised in consultation	Response
	Some respondents welcome the Regional Transport Plan supporting a review into key routes which will help ease congestion, although suggest a lack of funding allocated to improve roads could result in many of the projects not proceeding. Some respondents consider it essential that the plans seek to improve road links across the region with views that residents are unlikely to cycle or take the bus if they have cars, especially during summer congestion. The A55 is specifically mentioned as needing further investment to reduce congestion issues, particularly Junctions 14 to 16 Improvements which is flagged as needing to be prioritised from stalled schemes due to the roundabouts causing major blockages, similar to the Menai Crossing constraint. Other respondents also raised that without new roads, environmental issues in villages will remain. Some other respondents express objection to any new roads.	As is outlined in the Regional Transport Plan, roads in North Wales are maintained by the North and Mid Wales Trunk Road Agent and the Welsh Government meaning the Corporate Joint Committee and Local Authorities have no direct influence over the strategic road network. However, policy aspirations highlighted in the 'Strategic Road Network' and 'Roads, Streets and Parking' sections of the Regional Transport Plan highlights how the plan will continue to ensure that routes remain safe and reliable (SRN1/RS1), as well as how the road network can be improved to enhance facilities for sustainable travel (SRN3/RS6). SRN3 explains that certain paused highway schemes will be reviewed where they can help address congestion and support wider aspirations for sustainable transport. The Regional Transport Plan has been updated to make this clearer. The Welsh Government has confirmed it has commissioned a study (WeITAG 1 and 2) to consider network operational challenges, resilience and road safety between Junctions 14 and 18 on the A55. The Welsh Government is also commissioning work to develop a A55/A494 Route Strategy.
Enabling changes to travel behaviour	Some respondents specify the need for changes to the Highway Code regarding the hierarchy of road users to help make a positive change to people travelling by alternative modes to the car. The national CLOCS and Kerbcraft campaigns are also suggested as a way to raise awareness, especially within schools.	Whilst changes to the Highway Code are outside of the remit of Ambition North Wales and the Regional Transport Plan, it has been updated to reflect the need for good information to help people make sustainable and safe travel choices.



Theme	Summary of issues raised in consultation	Response
	Some respondents support the proposals to promote and facilitate greater remote working, some referencing a good example being the development of collaborative working spaces such as those provided at M-SParc. It is suggested that hot-desking and networking opportunities could help address some of the challenges of home/remote working as well as promote collaboration, innovation and entrepreneurship, especially in rural areas. It is also suggested this is particularly important to support micro and small businesses which form a key part of the regional economy.	The North Wales Growth Deal, through its Egni project with Bangor University is focused on developing a Low Carbon Energy Centre of Excellence at Bangor University and M-Sparc. This will enhance the region's capabilities for research, design and innovation in low carbon energy and it will provide opportunities for further research, supply chain development and in making North Wales attractive for inward investment opportunities. The enhancement of capacity at M-Sparc is core to this project and will facilitate a greater collaborating across businesses and the wider community.
	Some respondents support the proposals for public engagement and campaigns to share information, awareness and help address transport related barriers. Others suggest this type of activity must be built around a coherent narrative and consistent messaging across the region, be relevant to people, and incentivise them to make more sustainable decisions. Some suggest this will require a significant commitment in terms of time and resources, and will need to be co-ordinated effectively to ensure impact.	The Regional Transport Plan recognises that providing the infrastructure and services that allow people to make sustainable travel choices is important but can only be effective if people are aware of them and the benefits of using them. Marketing and communications campaigns are essential and can be tailored to focus on specific target user groups, such as tourists and leisure users, commuters, young people, or older people. Ambition North Wales will work with communications specialists and partner organisations to help ensure it has the skills and resources needed to deliver its plans.
	Some respondents consider the opportunity for education to make a difference to the culture and attitudes of residents, including transport based education in schools.	The Regional Transport Plan recognised the importance of providing people with choices about how they access education, and Ambition North Wales will work with local authorities to support transport based education.



Theme	Summary of issues raised in consultation	Response
	Some respondents suggest introducing promotions on travel for certain groups, including tourists or new home owners.	Ambition North Wales will work with stakeholders as appropriate to help identify and progress innovative approaches to encouraging sustainable transport choices. Relevant is Regional Transport Plan Policy CB14 (marketing and communications campaigns) and Policy CB15 (work with partners and stakeholders in the tourist sector to investigate methods for encouraging visitors to North Wales to travel sustainably).
	Some respondents highlight the need for public transport to be more affordable in order to increase footfall.	Affordability is a cross-cutting theme in the Regional Transport Plan and Ambition North Wales will work with stakeholders to help improve access to affordable sustainable transport.
	Some respondents highlight Policy CB23 (A partnership approach will be taken to develop a plan for further improvement to rail services in North Wales that better supports the visitor economy) as important in the way that visitors access the area but suggest consideration needs to be given to onward travel options, luggage storage, information systems and bike storage as exists in most other countries where rail is a common mode of transport.	Whilst other Regional Transport Plan policies are complementary, for example Policy DC3(A partnership approach will be taken to rolling out digital and real time information about public transport services, prioritising digital displays at key transport interchanges, and working towards real time information at bus stops across North Wales) and PT8 (Key bus stops, such as those in village centres, those with high usage, and those where interchange between modes or services is common, will be prioritised for enhancement...), updates to Policy CB23 (A partnership approach will be taken to develop a plan for further improvement to rail services in North Wales that better supports the visitor economy) have been made to make Ambition North Wales's support for enabling provisions in connection with public transport services clearer.



Theme	Summary of issues raised in consultation	Response
	Some respondents welcome Policy CB16 (Opportunities will be sought to support the visitor economy through management of coach and motorhome parking on suitable sites close to attractions in North Wales. This should consider charging opportunities for zero emission vehicles) but recommend additional wording to this policy as per the following: It is agreed that management of coach and motorhome parking is needed, but the choice of new sites will need to consider locations that avoid harmful impacts, such as upon the Special Qualities of the Eryri National Park, and be in accordance with Development Plan policies.	The Regional Transport Plan has been updated to make this change.
	Some respondents suggest making Policy CB18 more explicit, by including reference to an expansion in park and ride capacity at 'gateway' locations serving Yr Wyddfa and Dyffryn Ogwen, coupled with a gradual reduction in existing parking provision along roads through the highly sensitive mountain environment.	The Regional Transport Plan has been updated to make this change.
	Some consider the Regional Transport Plan provides no clarity on how behaviour change interventions will achieve the mode switch that is alluded to.	The Monitoring and Evaluation Plan sets out a series of measures and indicators to help consider progress towards identified targets. The Regional Transport Plan behaviour change based policies and interventions seek to help contribute to helping achieve those targets.
	Some respondents suggest policies that make car use more expensive at times and in places where road use is heavily congested. With the rural nature of the area meaning congestion charging is unlikely to be an effective solution, there should be a greater consideration of workplace parking levies, for example.	A network-based approach has been taken to our proposals, where the key focus is on providing all groups of people with more choice about when and how they travel. At this time Ambition North Wales has no plans to introduce a policy for road user charging or workplace parking levies.



Theme	Summary of issues raised in consultation	Response
	Some respondents consider the need to improve accessibility to buses and trains to prevent isolation, citing issues including: • Visibility issues at crossing to reach stops and stations • Stopping distances from pavements making it harder to get on and off buses • New trains having higher steps to get on and off, as well as distance from platform edge • Local buses are not accessible by wheelchair	Ambition North Wales is committed to making public transport in North Wales fairer and accessible to all. Regional Transport Plan Policy PT10 is an example, where we will work with partners including local authorities and operators to make bus travel more accessible for people with restricted mobility or disabilities. Ambition North Wales will also work with Transport for Wales to help ensure rail services and stations are accessible.
	Some respondents consider more importance should be put on creating safe cycle routes especially around schools. Some respondents consider that public trains and buses should be part of school transport, so students get familiar using public transport. Some respondents are concerned that through the promotion and improvement of active travel routes to schools, revenue would be saved by stopping school buses, resulting in higher private car use.	The Regional Transport Plan includes policies focused on providing people with choices about how they access services, including schools and education. Those seek to help ensure priority will be given to funding schemes and services that improve sustainable access (Policy CB8), pursue a total services contract to combine services to provide a better service to the public and to reduce duplication of resources (Policy CB9), and provide people with choices about how they access education (Policies CB10, 11 and 12).



Theme	Summary of issues raised in consultation	Response
Bus	While some respondents are encouraged by the possibility of bus franchising, some also express concern citing changes to TrawsCymru Services (T3) changing routes and frequency resulting in a reduction of passengers. Other respondents highlight that with funding already declining due to lack of demand of services, it is unclear how franchising will assist other than to save the Senedd the capital cost of vehicles. Other respondents highlight the need for smaller bus operatives to have a place in the new model, to increase choice and fairness.	In connection with Regional Transport Plan Policy PT1 (work with Transport for Wales and Welsh Government to support the roll-out of bus franchising in North Wales, which should include multi-year funding that would provide certainty for the travelling public, authorities, and operators) the Regional Transport Plan has been updated to clarify Ambition North Wales will work with Transport for Wales and the Welsh Government to help achieve the best possible network for residents of North Wales which should meet the needs of communities. We also recognise Small and Medium-sized Enterprises (SMEs) / smaller operators need to be part of the solution and should not be overlooked with the new franchising model. We also recognise that the SMEs / smaller operators play an important function in delivering home to school transport for local authorities.
	Some respondents encourage the plans to consider how the supply and distribution of hydrogen might be considered on a cross-border basis alongside hydrogen hubs in North Wales, capitalising on projects such as Hynet North West. Some respondents express support for hydrogen powered vehicles, referencing how this has been considered in the Local Area Energy Plans for council fleet and heavy good vehicles.	Whilst the Regional Transport Plan recognised hydrogen as a potential solution to decarbonising the bus fleet (Policy PT3) and low emission HGVs (Policy PF4), Ambition North Wales will consider the wider opportunities with stakeholders including as part of the North Wales Energy Strategy, which has been given greater consideration as part of updates to the Regional Transport Plan.



Theme	Summary of issues raised in consultation	Response
	Some respondents highlight frustrations when bus routes are run by different companies and timetables do not integrate. If this was improved, it is believed usage would increase. Some raise this concern as a particular concern and opportunity in rural areas, where people can become socially excluded through lack of transportation options.	Our plans for bus travel are considered within the context of the proposed future bus network across Wales, which Transport for Wales are currently developing as part of the Welsh Government's proposals to introduce bus franchising. Those plans are outlined in the One Network, One Timetable, One Ticket white paper and Roadmap to Bus Reform document. Those proposals are expected to deliver a seamless, integrated multimodal transport system with enhanced customer information, fares, and ticketing from 2026 onwards. The Regional Transport Plan has been updated to give an update on the latest plans for bus franchising following the Welsh Government publishing the Bus Services (Wales) Bill on 31 March 2025. It has also been updated to stress the importance of timetable integration to help make it easier for people to people to make sustainable travel choices.
	Some respondents support improving cross-border bus connectivity, and aims to interface bus franchising plans announced by the Welsh Government and those being progressed in Liverpool City Region.	Noted.
	Some respondents highlight the need for rural areas to have reliable bus services 7 days per week, with limited services since the pandemic leading to a reliance on private cars and isolation. Some also highlighted the need to consider the effect of 20mph policies on bus schedules, with a reduction of services noted since the policy implementation.	The Regional Transport Plan includes Policy PT1 to PT5 seeking to enable everyday bus services that are fit for purpose. Proposals for bus improvements are within the context of the Welsh Government's 20mph policy.
	Some respondents commend Policy PT10 as a standalone commitment to accessibility, agreeing that bus travel needs to be easier and fairer for all.	Noted.



Theme	Summary of issues raised in consultation	Response
	Some respondents specified a need or preference for specific bus routes and priority measures, including: • Mold • Dolgellau to Blaenau • Wrexham to Chester • Llandudno to Blaenau Ffestiniog • South Flintshire to Chester • Dolwyddelan • Lledr Valley • Conwy Valley • Holyhead to South Stack • Talacre • Bangor – Felinheli – Caernarfon • Bangor – Anglesey • Rural Anglesey • Northop • Bodnant Gardens	Regional Transport Plan Policy PT4 seeks to support the Bus Service Transformation Network rollout in North Wales. This will include a core network of services between and within major settlements and employment sites with a frequency of two to four buses an hour extending into the evenings. The Regional Transport Delivery Plan includes bus schemes that will be prioritised over the plan period. A study has been undertaken across North Wales to consider works that could be put in place to improve bus priority and local authorities look forward to working with Ambition North Wales, Transport for Wales, and the Welsh Government, to take this project forward to implementation, subject to funding. In terms of buses, services are subject to on-going review and any enhancements subject to funding will continue to be considered by local authorities. Dolgellau to Blaenau was a previously direct route now served by the T2 and T22 services. Isle of Anglesey County Council will continue to engage with stakeholders at South Stack Nature Reserve around sustainable access. The car park hasn't been served by a registered bus service for a number of years and safe vehicle movements have been problematic.



Theme	Summary of issues raised in consultation	Response
Coach, demand responsive and community transport	Some respondents consider that Fflecsi services are key for rural populations, connecting communities with some calls for further funding for such schemes. A specific request is made for the implementation of a Fflecsi scheme in Anglesey and to allow services to cross borders if they are to be effective. However, other respondents consider Fflecsi services to be inflexible with a lack of capacity that does not work well for tourists, stressing that the reliance on Fflecsi should not prevent future transport improvements or developments. Some respondents highlight how Fflecsi services do not currently operate as a hop-on-hop-off service, requiring booking two weeks in advance especially during high season. It also relies on having a mobile phone or access to the internet, resulting in inequality of travel options.	The Regional Transport Plan has been updated to confirm Ambition North Wales will work with Transport for Wales to review and further enhance the Fflecsi offer in North Wales to help ensure that Demand Responsive Transport best meets the needs of communities not served by other public transport.



	Some respondents express the need for the Regional Transport Plan to consider community transport and the Third Sector Miniplan of Llwybr Newydd further. By not considering community transport more fully, it is suggested there is an impact on the prioritised list of schemes within the related Delivery Plan. Recommendations are made including but not limited to: • The Regional Transport Plan should include a commitment to increasing the number of Community Transport Schemes, to grow the reach and coverage of the sector and provide more fully inclusive transport options. • Develop a Community Transport Development Plan for each local authority area in North Wales, as part of an integrated approach across the North Wales region. • Community Transport Development Plans to be supported by Investment Plans to accelerate the rate of development for equitable access to transport across Wales for people with additional mobility requirements. • Incorporate the Rural Pathway within the Regional Transport Plan and include policies, programmes and projects to invest in and develop community-led transport initiatives within rural areas. • The Community Transport Development Plans to include a decarbonisation pathway for the sector in North Wales, and an allocation from existing resource, such as the Ultra Low Emission Fund, to assist non-profit community transport providers.	The Regional Transport Plan includes a section on coach, demand responsive and community transport. The value of community transport and the third sector is recognised and the Third Sector Miniplan of Llwybr Newydd has been given greater consideration as part of updates to the Regional Transport Plan.
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Theme	Summary of issues raised in consultation	Response
	• Include a commitment within the Regional Transport Plan for investment in Wheels to Work proof of concept schemes and an independent pan-Wales evaluation. • To include the Community Transport Association and community transport operators in the development of a Total Services Contract pilot. • Alongside the commitment to increasing the number of car clubs should be a similar commitment to increasing the number of Community Car schemes.	
	Some respondents consider the plans serve coastal and urban communities reasonably well, but rural and smaller market towns appear to be an afterthought. Whilst generally welcoming policies PT11 and PT12, Fflecsi and community transport initiatives are often seen as a second-best solution. Local experience shows that they can be unreliable and limited particularly regarding evening and weekend services and should work alongside tourist transport initiatives. Some suggest national policy does not fully consider the challenges facing rural areas in the transport sector and the lack of public transport in rural areas exacerbates car dependency with a lack of realistic alternatives.	The Regional Transport Plan recognises the importance and value of transport connections to rural and market town communities, and includes policies focused on providing people with choices in rural and semi-urban areas. One of the cross-cutting themes in the plan is equity or parity of transport options, which means ensuring that everyone in North Wales has fair access to transport options. It recognises that different people have different needs, particularly those belonging to disadvantaged groups, or those in rural communities.
	Some respondents appreciate acknowledgement of the Sherpa bus service, highlighting the need for such service at Eryri which has regular parking issues throughout the season, and there are few sustainable travel options in this area. Working with communities to identify their needs at these peak periods is essential.	Noted.



Theme	Summary of issues raised in consultation	Response
	Some respondents question why an express coach is proposed for Holyhead to Liverpool when this largely duplicates the existing rail network.	The proposed express coach service from Holyhead to Liverpool is being developed by Transport for Wales focusing along the A55 corridor, a strategic route currently without regular public transport options. This service aims to bridge significant gaps in rail coverage by connecting underserved areas in North Wales, such as Bodelwyddan and Holywell. Moreover, it would provide direct links to destinations in North West England, including Liverpool and other areas which lack direct connections via the rail network such as Cheshire Oaks and Liverpool Airport. By integrating with rail services at Llandudno Junction and connecting to local bus services along its route, the coach service seeks to establish an integrated public transport network in North Wales, improving accessibility for both residents and visitors in the region.
Walking, wheeling and cycling	Some respondents consider the plans to be too heavily weighted in favour of active travel, which they consider to be impractical in rural areas with the plans overlooking the need to improve public transport in terms of frequency, reliability, cost, and coverage before prioritising a reduction in car use and an increase in active travel. Some highlight the need for action at an operational level when it comes to the behaviour change requirements needed for effective active travel uptake with the plan needing to better emphasise active travel over private car use.	The Regional Transport Plan seeks to promote and improve transport choice across North Wales including rural areas. The plans respond to Welsh Government policy and the Sustainable Travel Hierarchy in Llwybr Newydd as well as local aims to improve active travel, public transport, and contribute to modal shift to reduce reliance on the car. The Regional Transport Plan includes policies as part of Enabling changes to travel behaviours to help achieve modal shift. As set out in the Regional Transport Delivery Plan, schemes have been identified, appraised and consulted upon to help ensure the plans are fit for purpose and endorsed as widely as possible. Active travel measures are considered to be important to help reduce reliance on the car for shorter trips, and the Regional Transport Plan recognises the importance of providing people with choices in rural and semi-urban areas.



Theme	Summary of issues raised in consultation	Response
	Some respondents express it is pleasing to see the National Cycle Network mentioned.	Noted.
	Some respondents suggest that local authorities are only making minor improvements via their Active Travel Network Maps and that an integrated network is not provided, with overall footpath maintenance being poor and routes are often unusable. A further suggestion was made that active travel should include pathways suitable for horses.	Regional Transport Plan Policy AT5 seeks to help ensure local authorities should first focus on routes with the most opportunity to connect communities to local destinations, bringing them up to a standard that could help increase walking, wheeling, cycling, and horse-riding in rural areas. Policy AT6 supports the creation of Quiet Lanes in Wales. These are intended to enable walkers, cyclists, horse riders and people with mobility impairments to enjoy country lanes in safety by encouraging slower traffic speeds and lower traffic volumes. Policy RS1 seeks to help ensure adequate revenue as well as capital funding for surfacing and maintenance.
	Some respondents consider the plans could be clearer about the mechanisms that will be used to prioritise and fund the current programmes of work in line with the Active Travel Network Maps in each local authority. In addition, there is strong support for multi-year funding agreements and respondents consider a clear delivery plan is needed alongside the funding arrangements.	The Regional Transport Delivery Plan sets out the approach taken to, and results of, scheme prioritisation. This includes schemes to be progressed by local authorities in line with the Active Travel Network Maps in each local authority. Ambition North Wales through the Regional Transport Plan and a regional approach to planning and delivery seek to ensure a consistent and coordinated approach across North Wales. We recognise local authority active travel teams are already lean and often under-resourced, and regional coordination will help with sharing best practice, pooling resources, reducing dependence on consultants, and prioritising where the highest needs are.
	Some respondents consider it to be unclear how regional and local active travel planning will be aligned. The suggestion of a single regional Active Travel function is welcome, but concern is raised if this results in an overall reduction in active travel capacity across the region.	



Theme	Summary of issues raised in consultation	Response
	Some respondents support the proposal for an Active Travel Delivery Unit with the proviso that it avoids unnecessary extra bureaucracy and capitalises on existing expertise within local authorities, Transport for Wales and third-sector organisations such as Sustrans.	Much of the responsibility for the delivery of walking and cycling schemes sits with local authorities. There are a number of different organisations involved in improving walking and cycling infrastructure, including Transport for Wales, the Corporate Joint Committee, Sustrans and the North and Mid Wales Trunk Road Agent, with funding from the Welsh Government. The introduction of an Active Travel Unit for North Wales could facilitate joint working and streamline the delivery of active travel schemes, share expertise and best practice, and better coordinate the resourcing of multi-year delivery and funding programmes.
	Some respondents suggest Sustrans should be consulted on all schemes that could impact the National Cycle Network and that Sustrans' Network Development Plan informs project prioritisation.	The Regional Transport Delivery Plan sets out the approach taken to, and results of, scheme prioritisation. This is based on an agreed process involving Transport for Wales and the Welsh Government alongside local authorities. This includes schemes to be progressed by local authorities who are responsible for delivery, and who should engage with Sustrans as part of project planning, design and development work as appropriate.
	Some respondents raise concerns about Policy AT14 in the way it refers to exploring E-scooter usage, suggesting they present a danger to blind and partially sighted people, and that any E-bike schemes should promote safe and respectful user behaviour and an awareness of sight loss.	The Welsh Government and local authorities in Wales will continue to observe the results of the UK trials and provide any updated advice in the future as appropriate, which should take into account the needs of all groups including blind and partially sighted people.



Theme	Summary of issues raised in consultation	Response
	Some respondents welcome the renewed commitment to Active Travel Network Maps but express disappointment to not see a matching commitment to maintaining the standards set out in the Active Travel Act Guidance as maintaining these standards will be important in maximising funding for active travel developments. It is suggested that the final Regional Transport Plan includes a clear statement that the Active Travel Act Guidance will be maintained.	The Welsh Government is responsible for publishing its Active Travel Act Guidance, which includes best practice on infrastructure design and gives guidance on how to provide related facilities such as cycle parking. The Regional Transport Delivery Plan includes schemes to be progressed by local authorities who are responsible for delivery, and who should apply the relevant guidance as part of project planning, design and development work as appropriate.
	Some respondents suggest the plans should include the following schemes: • Cross border routes identified by the Mersey Dee Alliance in their 2024 Active Travel Strategy and the opportunity for modal shift in cross-border flows. • Key elements of the North Wales Transport Commission recommendations, particularly ‘upgrading and completing missing sections of the NCN5 along the coast’ (some individual improvements are noted but route should be seen as a regional asset).	The Regional Transport Delivery Plan sets out the approach taken to, and results of, scheme identification and prioritisation. This is based on an agreed process involving Transport for Wales and the Welsh Government alongside local authorities. This includes cross border schemes to be progressed by local authorities who are responsible for delivery.



Theme	Summary of issues raised in consultation	Response
	Some respondents specify certain locations of perceived inadequate active travel provision, including: • Gwynedd into Ynys Mon • Caernarfon and Bangor to Llanberis • Anglesey to the mainland • Holywell to Prestatyn • Dolwyddelan to Betws-y-Coed • A470 Lledr Valley • Llanfachraeth • Bodedern • Wrexham to Mold Former railway lines were also suggested to be converted to active travel routes, allowing for segregation between cyclists, pedestrians and other road users, specifically: • Mold to Rhydymwyn and beyond through the Wheeler Valley to Denbigh • Rhyl to Chester • Ruthin to Denbigh	The Regional Transport Delivery Plan includes a wide range of active travel schemes seeking to improve connectivity and provision for walking, wheeling and cycling. The requested corridors/routes will be considered as part of the Active Travel Network Map reviews. The Regional Transport Plan Policy AT4 is targeted at improving active travel in rural areas and explicitly considers the opportunity to make use of former railway lines for active travel and connecting towns, which should be explored as complementary measures to the delivery of the Active Travel Network Maps. The Welsh Government and Trunk Road Agent are responsible for both Menai bridges, and the Isle of Anglesey Council will continue to engage alongside Ambition North Wales around resilient and sustainable access in this area. The Llanfairpwll A5 Scheme has already developed to link to Menai Loop. Both Bodedern and Llanfachraeth are outside of the active travel settlements, however the potential to improve a link to Bodedern will be considered as part of a WelTAG Study which will connect RAF Valley to Valley. Provision at Llanfachraeth could be revisited should developments at Wylfa Newydd progress. The River Clwyd Railway Bridge project within the Regional Transport Delivery Plan proposes to utilise the redundant span of the railway bridge to provide a new active travel route connecting Rhyl and Kinmel Bay. National Cycle Network Route 5 connects Prestatyn to the Denbighshire/Flintshire boundary, and comments are noted.



Theme	Summary of issues raised in consultation	Response
	Some respondents consider the need for the plans to better promote and improve active travel routes. Suggestions made include: • Right of way entrances • Implementing traffic calming measures • Segregate cyclist from pedestrians to improve safety • Need for 'crucial consideration' when deciding route widths to preserve wildlife habitats and consider other road users • Consider impact of 20mph on cyclists – some consider it dangerous to have vehicular traffic traveling at the same speed as cyclists • Road markings to show pedestrian priority • Improving safety around potential interchange sites e.g. bus stops • Greater flexibility of Active Travel Design Guidance for rural walks to allow local authorities to successfully develop active travel routes to benefit all users • Provide Active Travel routes to schools	The Regional Transport Delivery Plan sets out the approach taken to, and results of, scheme identification and prioritisation. This includes active travel schemes to be progressed by local authorities who are responsible for delivery, who will consider the relevant active travel guidance and best practice in designing and developing their schemes.



Theme	Summary of issues raised in consultation	Response
Integration between modes	Some respondents agree that further integration between modes is needed, especially between bus and rail, with increased accessibility. Some suggest the Regional Transport Plan focuses on transport modes in isolation and suggest there is a need for more focus on interconnectivity. Some respondents specify this for bus routes between Bangor and Llandudno Junction, which should be stopping at the station, not just Conwy.	The Regional Transport Plan recognises the importance of modal and network integration, and one of its cross-cutting themes is integration: recognising that modal shift requires a holistic, integrated approach to journey planning, working across different modes and sectors to make it easier for people to travel door-to-door using sustainable transport modes. It focuses on improving integration and cross-border connectivity, effective integration between bus and rail services through enabling easier interchange, whilst policy themes include integration between modes with explicit policies and interventions IN1-5. The Regional Transport Delivery Plan includes schemes seeking to improve bus connectivity via the Llandudno Junction Station transport integration; Bangor Gateway Station Area transport integration; and Mobility Hub in Bangor. The Regional Transport Delivery Plan also includes a scheme to improve the Colwyn bay town centre which includes improved road infrastructure outside the station forecourt at Colwyn Bay.
	Some respondents suggest that train and bus integration in Colwyn Bay should be approached similar to that implemented at Llandudno and Rhyl, with bus stop infrastructure also needing upgrading.	RTDP includes Scheme 8 Integration with strategic transport services: Colwyn Bay station transport integration, which will improve the Colwyn bay town centre which includes improved road infrastructure outside the station forecourt at Colwyn Bay



Theme	Summary of issues raised in consultation	Response
	Some respondents consider the need for interchange locations at: • Caernarfon, including connections to Sherpa/Traws Cymru networks • Llanfairpwll	Cyngor Gwynedd confirm that the Caernarfon interchange currently facilitates connections with Sherpa/ Traws Cymru services. There is a bus interchange at Menai Bridge and a better service available at Bangor whilst an interchange at Llanfairpwll would duplicate existing provision. It is considered the focus should be on integrating bus and rail timetables at Llanfairpwll. This would be possible as a modal shift option, at present the bus service timetables on Anglesey aren't worked to ensure integration with rail timetables with potential for improvements.
	Some respondents consider the need for integration policies to include consideration of implementation and cost of integrated ticketing.	Our plans for bus travel are considered within the context of the proposed future bus network across Wales, which Transport for Wales are currently developing as part of the Welsh Government's proposals to introduce bus franchising. Those proposals are expected to deliver a seamless, integrated multimodal transport system with enhanced customer information, fares, and ticketing from 2026 onwards.
	Some respondents particularly welcome Policy IN5 and hope that the consideration of further Park and Ride options will be imminent to address the serious congestion and parking issues faced within the Eryri area during peak times.	Noted.
	Some respondents suggest linking Menai bridge to Llanfairpwll and Bangor train stations earlier and later in the day and Sundays.	Noted (subject to commercial decision making and Isle of Anglesey County Council could re-visit as part of bus franchising).



Theme	Summary of issues raised in consultation	Response
	Some respondents highlight the need for better integration between modes, particularly bus and train times, to accommodate commuters and school pupils, or ensuring that car parks at bus and train stations are secure and available so commutes do not have to be completed fully by car.	The Regional Transport Plan responds to the need for improved integration between modes in its policies IN1-6.
	Some respondents consider that parking provision at stations on the Borderlands line at Buckley, Hawarden and Shotton is adequate and there would be a barrier to increased use of the line if the proposed service improvement took place.	Noted. Promotion of active travel and public transport integration is encouraged as part of the plans to help ensure modal shift, recognising it isn't feasible to increase the car parking provision at these stations. Flintshire County Council suggest further consideration should be given to developing Penyffordd (Chester) Station as a Park and Ride opportunity for rail. Also, where parking is considered, this needs to promote electric vehicle provision.
Ports and freight	Some respondents highlight that the plans do not set a target to support a shift to rail freight. It is suggested the target should align with the Department for Transport's national target (75% growth in rail freight by 2050) and Transport for the North's target to treble rail's freight share to 25.5% by 2050.	The Monitoring and Evaluation Plan sets out a series of measures and indicators to help consider the Regional Transport Plan's progress towards identified targets aligned to the Transport for Wales Monitoring Framework, responding to the Welsh Government's guidance to Corporate Joint Committees. The Welsh Government and Transport for Wales undertake their own monitoring of national targets.
	Some recommend further reference to the Port of Liverpool to reflect the Port's role in the region and the implications of HGV traffic, reflecting the need to mitigate, decarbonise and shift to rail where possible.	The plans acknowledge the importance of cross border transport and connectivity, and the Regional Transport Plan has been updated to include reference to the Port of Liverpool accordingly.



Theme	Summary of issues raised in consultation	Response
	Some respondents support the shift from road to rail for freight movements to help reduce congestion and pollution, however it is highlighted that rail freight cannot be seen as a total replacement for road transport. These two transport modes can work together, to support logistics movements, but when goods need to be moved with short notice, often the best option is road. Therefore, strategic investment in this part of the road network would be helpful to all logistics operators (in Great Britain and Ireland), as it will help ensure the most efficient movement of freight.	The Regional Transport Plan includes a range of policies seeking to ensure road and rail transport including for the movement of freight is fit for purpose, as well as seeking to support the decarbonisation of freight.
	Some respondents suggest the following routes for rail freight: • Chester to Holyhead port to help reduce congestion on the A55. • Llangefni and Amlwch for light rail.	Regional Transport Plan Policy PF9 (work with partners in the rail industry to support a shift to rail for freight movement, including rail based light logistics) will help identify the need for improvements including those suggested.
	Some respondents support the growth of the Holyhead port, railway station and nearby Freeport sites (Policies PF1-PF3) but highlight there may be further implications due to increased freight movement. Some respondents suggest an all-encompassing masterplan is required for the wider port and rail station (as well as highway linkages) as this is seen as a key piece of strategic infrastructure to catalyse transport and economic development recovery in the region.	The owner of Holyhead Port is Stena Line Ports Limited, a subsidiary of Stena Line. Stena Line manages the Port of Holyhead and would be responsible for delivering any masterplan in collaboration with key public sector partners or stakeholders. Through the Regional Transport Delivery Plan relevant local authority schemes include Scheme 169 Surface access improvements and associated works to overcome transport constraints to access Anglesey freeport sites; Scheme 255 Access to Freeport Sites; and Scheme 168 Freight Alternative Fuels (Hydrogen at Holyhead).



Theme	Summary of issues raised in consultation	Response
	Some respondents suggest planning for the electrification of freight will be essential and that the proactive identification of sites and infrastructure for freight charging, particularly along the A55 corridor, would be a beneficial addition to Policy RS10.	Regional Transport Plan Policy PF4 (supporting a shift to hydrogen fuels for freight operators in the region) and Policy PF5 (opportunities for the electrification of vehicles for local deliveries) are relevant. Support for the proactive identification of sites and infrastructure for freight charging, particularly along the A55 corridor, has been given greater consideration as part of updates to the Regional Transport Plan.
	Some respondents consider sea connectivity is being overlooked with a need for a more user-friendly ferry schedule between Dublin and North Wales. Stena Line and Irish Ferries are competing commercial ferry operators and their ships follow a very similar schedule, generally leaving a six-hour gap between sailings. A sailing approximately every three hours would be much more conducive to strengthening and growing the economic and social links between Wales and Ireland.	Sailing schedules are the responsibility of the existing commercial operators but the Regional Transport Plan seeks to support the development of ports and their movement of people and goods through policies seeking to improve access and connectivity.
	Some respondents express support for Regional Transport Plan Policy PF1-PF3, citing future improvements to support the growth of the port, railway station and nearby Freeport sites is welcomed. Some consider an all-encompassing masterplan is required for the wider port and rail station.	Noted. Regional Transport Delivery Plan Scheme 6 (Holyhead Transport Masterplan) seeks to support Transport for Wales and other partner organisations help progress with a comprehensive and integrated approach to planning for improvements in the area.



Theme	Summary of issues raised in consultation	Response
	Some respondents suggest the use of ammonia produced using green and blue hydrogen at ports, suggesting this is likely to grow significantly as an alternative low-carbon marine fuel enabling decarbonisation of the marine sector. This could include for working vessels entering and leaving Mostyn and Holyhead ports cargo ships HGV ferry transfers and tourism. It is suggested the plan makes some brief references to working with partners to develop hydrogen transport refuelling hubs for road vehicles but it should also consider working with partners in the marine and port management industries to enable production storage and supply of ammonia for the marine industry.	The production storage and supply of ammonia for the marine industry is considered to be outside of the scope of the Regional Transport Plan but Ambition North Wales will carefully consider how best to engage with stakeholders to support the ports developing their capacity and capability in connection with improved access and decarbonisation.



Theme	Summary of issues raised in consultation	Response
	Some respondents consider a policy or initiative could be included in the Regional Transport Plan focusing on the decarbonisation of HGVs.	The Regional Transport Plan recognises there are currently no facilities in North Wales that would support hauliers in the region who are seeking to switch to low emission vehicles. Supporting hauliers to make this switch would reduce the local impact of HGVs in North Wales. Policy PF4 (supporting a shift to hydrogen fuels for freight operators in the region) and Policy PF5 (opportunities for the electrification of vehicles for local deliveries) seek to help address the need for improvements. The North Wales Growth Deal, through its Holyhead Hydrogen Hub project with lead sponsor Menter Môn Cyf, will establish a green hydrogen production and distribution facility, at Parc Cybi, Holyhead within the Anglesey Freeport zone, supplying road, maritime and rail transport customers across North Wales. The hub will increase hydrogen energy security, reducing the dependence on imports and driving down carbon emissions, particularly in the transportation sector. The project will play a key role in the development of a regional hydrogen economy, stimulating the commercialisation and adoption of hydrogen as a fuel, attracting inward investment, and creating long term high value jobs.
	Some respondents consider the critical importance of the Port of Holyhead to the region (and the wider UK) with support for policies PF2 and PF3 aimed at improving vehicle access and facilities for HGV drivers. Others suggest the need for HGV parking facilities either side of the Menai Straits.	Noted. The Regional Transport Delivery Plan includes Scheme 117 (Provide HGV parking in Holyhead, along the A55 and at both sides of the Pont Britannia).



Theme	Summary of issues raised in consultation	Response
	Some respondents suggest the plans should include electric ferries for tourists.	Regional Transport Plan Policy PF1 seeks to support the growth of our ports and nearby development sites in North Wales, and support their plans for decarbonisation. The decarbonisation of port vehicles and ferries has been given greater consideration as part of updates to the Regional Transport Plan.
Roads, streets and parking	Some respondents welcome the Plan's focus on supporting the electric vehicle (EV) transition through the provision of sufficient charging infrastructure and link with land use planning. Some respondents suggest that rural areas suffer from a lack of electric vehicle provision with the feasibility of installing charging points varying across the region. Other respondents support the implementation of electric vehicle infrastructure and the possibility of electric buses as well as cars. It is suggested Transport for the North's EV Charging Infrastructure Framework and EV State of Play report are publicly available and may provide wider evidence for how partners can increase EV uptake in a cross-boundary approach. Other respondents raise concerns of the possible over-dependency on national grid for the increase of EV charging demand leading to possible misrepresentation of decarbonisation benefits. Some respondents suggest the repurposing of existing refuelling and service station infrastructure, greater support for community ownership of EV charging, and the need for more objective low emission vehicle information for residents. Some express support for subsidised charging points on residential streets and community centres as incentives to encourage greater use of electric cars.	The Regional Transport Plan acknowledges the importance of transport decarbonisation through its relevant policies RS7-11 and PF5 and it has been updated to reference and consider Transport for the North's EV Charging Infrastructure Framework and EV State of Play report and how partners can increase EV uptake in a cross-boundary approach. The Plan has also been updated to strengthen the commitment to low emission vehicles, offering support for repurposing of existing refuelling and service station infrastructure, community ownership of EV charging, and the need for more objective low emission vehicle information for residents. The Plan has also been updated to reference the North Wales energy strategy, which calls for more renewable energy to meet future demand to achieve net zero by 2050, and correct inconsistencies in the target dates for zero emission vehicles.



Theme	Summary of issues raised in consultation	Response
	Some respondents suggest the Regional Transport Plan focuses heavily on electric vehicles (EVs) and charging infrastructure, relying on national grid expansion to meet this increased electricity demand, and doesn't address how this electricity will be supplied. It is suggested the plans should ensure renewables meet the increased demand to achieve net zero and sustainability benefits. It is also pointed out there are inconsistencies in the target dates for zero-emission vehicles in North Wales (stated as 2030 on p27 and 2035 on p93).	Energy generating infrastructure is outside the scope of the Regional Transport Plan, but it has been updated to give greater consideration to synergies with the relevant North Wales Regional Energy Strategy. Inconsistencies in the target dates for zero-emission vehicles in North Wales (stated as 2030 on p27 and 2035 on p93) have been corrected.
	Some respondents advocate for the mandatory inclusion of Acoustic Vehicle Alert Systems (AVAS) for electric vehicles, explaining this is particularly important for blind and partially sighted people who rely on auditory cues.	The mandatory inclusion of Acoustic Vehicle Alert Systems (AVAS) for electric vehicles is outside the scope of the Regional Transport Plan, but Ambition North Wales will work with local authorities to help ensure their own fleet vehicles are enabled.
	Some respondents suggest Policy RS6 supports incorporating rooftop or canopy solar in shared car parks, which would avoid the land and diversity loss from new solar farms. This approach could also be applied for bus stations and depots aligning the North Wales Energy Strategy goals of promoting renewable energy and minimising land use impacts.	Regional Transport Plan Policy RS6 has been updated to incorporate bus stations and depots, aligning to the North Wales Energy Strategy.
	Some respondents suggest including the national procurement framework developed by the Welsh Government for electric vehicle infrastructure in the Regional Transport Plan would be highly beneficial.	The Welsh Government is developing a national procurement framework for electric vehicle charging infrastructure to standardize and improve industry standards, ensuring consistent and integrated charging infrastructure across Wales. The Regional Transport Plan has been updated to reference to this work.
	Some respondents suggest supporting community car clubs including Car-n-arfon (Policy RS12) aligns with the Regional Energy Strategy action 4G to deliver community-oriented low-carbon transport infrastructure and services.	Regional Transport Plan Policy RS12 has been updated to incorporate reference to Car-n-arfon as an example of community-oriented low-carbon transport infrastructure and services, aligning to the North Wales Energy Strategy.



Theme	Summary of issues raised in consultation	Response
	Some respondents emphasise the importance of adequate funding being available for maintaining existing highway infrastructure, including roads and bridges and associated assets. This is especially important in terms of climate resilience. Some noted the significance of road surface quality for cyclists and bus services.	Regional Transport Plan Policy RS1 provides for the Corporate Joint Committee to work with partners to secure adequate funding for surfacing and structure maintenance that ensures the ongoing operation and resilience of existing highway assets.
	Some respondents consider the Regional Transport Plan to include anti-motorist policies while suggesting no alternative, usable public transport system is provided. Some respondents called for the removal of the Welsh Government's 20mph policy as well as expressing a sentiment that motorists are disadvantaged through reduced speed limits, which some suggest often causes traffic congestion and delays. While some respondents agree that cheaper and more available transport is a good thing, it is also considered that this should not be at the expense of private transport which is needed, especially within the rural areas.	The Regional Transport Plan aims to promote and improve availability of all transport choice across North Wales, including those using private cars. Aspirations under Strategic Road Ambitions aim to maintain and improve the road network for private motorists as well as alternative transport uses. As is outlined in the Regional Transport Plan, roads in North Wales are maintained by the North and Mid Wales Trunk Road Agent and the Welsh Government meaning the Corporate Joint Committee and Local Authorities have no direct influence over the strategic road network. Ambition North Wales is committed to decarbonising transport and encouraging modal shift where and as appropriate. The 20mph scheme is a Welsh Government Strategy falling outside of the remit of the Corporate Joint Committee. Following a public listening phase and the publication of revised guidance, Welsh local authorities have been consulting on potential changes to the 20mph default speed limit, with some authorities starting to assess roads and propose changes back to 30mph in some instances where an exceptions case is made.



Theme	Summary of issues raised in consultation	Response
	Some respondents raise concerns regarding the possible reduction of parking in town centres and tourist areas highlighting that most tourists need cars to explore North Wales. Some suggestions are made including cooperation with local farmers to increase parking provision when necessary and to only reduce town centre parking where alternatives are available. Other respondents highlight the use of Park & Ride facilities as effective, if parking charges are reasonable. Some respondents consider the need for a consistent approach to car parking costs across the region.	Regional Transport Plan Policy RS5 and RS6 seek to support sustainable public car parking in towns and cities. The local authorities in North Wales manage and operate a range of public car parks that serve the town and city centres in our region. The amount of parking and the charge for parking is determined by the local authorities who must consider the balance between the amount of parking required to support local businesses, encouraging a shift to more sustainable travel, and the operational cost of the parking service. Local authorities have to develop an integrated strategy on parking to support the overall transport and locational policies of their local development plans. Local authorities should consider parking issues on a joint basis with neighbouring authorities. Parking standards should be used with flexibility, seeking lower levels of parking to support the development of high-quality places. Provision of car parking can sometimes dominate our towns and cities, with car parks and on-street parking occupying large amounts of space. This space could sometimes be better used to enhance placemaking and improve the local environment. The Placemaking Wales Charter emphasises the importance of creating well-designed, sustainable, and inclusive places. It encourages local authorities and developers to consider the broader impacts of car parking and to prioritise placemaking principles in town planning.



Theme	Summary of issues raised in consultation	Response
	Some respondents consider there to be insufficient emphasis on biodiversity and green infrastructure, especially when it comes to street lighting, which is thought should be minimised by highway authorities. It was considered that highway authorities do not have the appetite to implement green infrastructure and as such Policy RS6 referring to the reallocation of parking spaces to enhance the local environment is considered not to be effective.	The Regional Transport Plan recognises that transforming underutilised parking areas or changing the way people access our places by car could see more spaces come into better community use as parks or gardens, which can enhance urban biodiversity, provide recreational spaces, and improve air quality. By rethinking how car parking is integrated into our towns and cities in North Wales, we can create opportunities to benefit our local environments, promote sustainable travel, and create more attractive and functional public spaces. Section 6 of the Environment Act (Wales) places a duty on public authorities including the North Wales Corporate Joint Committee and local authorities to ‘seek to maintain and enhance biodiversity’ so far as it is consistent with the proper exercise of those functions. In so doing, public authorities must also seek to ‘promote the resilience of ecosystems’. The Regional Transport Plan in considering Policy RS6 has been updated to refer to that duty.



Theme	Summary of issues raised in consultation	Response
	Some respondents express support for improvements to the A548 citing they would reduce traffic on Aston Hill and would create a more welcoming entrance for tourists.	The Regional Transport Delivery Plan acknowledges the opportunity to progress improvements to the A548 and includes a Conwy County Borough Council scheme for an A548 route safety enhancement. Flintshire County Council confirm previous representations have been made to the Welsh Government and Trunk Road Agent to trunk the A548 through Flintshire. A more robust link from the A55 from the A548 should be considered as an urgent and critical factor providing the opportunity to route the A550/A55 away from the current pinch points of Queensferry bridge and Aston Hill. By providing an alternative route to the coastal A55 section from the English motorway network, the current route could be reduced in capacity, by removing over bridges from Queensferry and Ewloe interchanges. This would provide an environmental and pollution improvement and resilience to the one of the busiest routes into Wales and the key European route to Ireland. Maintaining some capacity but moving the majority of traffic onto the A548 would have the added benefit of providing a full circulatory ring road around the Deeside, Queensferry, Connah's Quay area reducing the congestion issues currently experienced in the area.
	Some respondents consider it a key priority to construct a link between Flint bridge and Northop.	Flintshire County Council is aware of the outcome of the Roads Review for the A55, A494 and other SRN routes, which followed the recommendations of the North Wales Transport Commission and aligned to the future road building tests. Flintshire had suggested alternative options for improvements to this corridor known as the "Green" option, which would have increased resilience, but not required the link road.



Theme	Summary of issues raised in consultation	Response
	Some respondents welcome the renewed commitment to supporting the Welsh Government 'Vision Zero' approach to road safety, noting that the detailed proposals emphasise the role of new schemes. Respondents express support for embracing the role that asset management plays in securing the safety of all road users, including footways and crossings. Other respondents consider not enough is being done to address safety concerns, with specific mentions of drop-off and parking facilities on Cross Tree Lane – Hawarden.	Flintshire County Council confirm the Regional Transport Plan and Flintshire's own Integrated Transport Strategy supports the Vision Zero ambition for eliminating road deaths and serious injuries as well as recognising the importance of ongoing asset management in maintaining safe and accessible infrastructure for all users. Localised concerns raised in relation to Cross Tree Lane are typically addressed through existing council-led mechanisms, including road safety audits, local transport reviews, and area-specific traffic assessments. These allow local authorities to identify issues, consult with communities, and prioritise improvements. The concerns raised will be referred to the relevant local authority for further consideration within this framework, ensuring that any proposed interventions are evidence-based and aligned with the broader Vision Zero strategy.
	Some respondents agree that congestion in town centres and urban areas is a problem, with specific references to Bala, Shotton and Connah's Quay. However, some highlight that a blanket approach of diverting all traffic can lead to town centres becoming empty, carrying risks of the tourist sector missing out on visitors. It is therefore considered to be important that congestion easing measures are part of a wider placed based vision.	The Regional Transport Plan recognises the need for good placemaking solutions in addressing car dependency, including Policy RS6. The Regional Transport Plan also recognises the value of the tourism industry in North Wales and includes policies CB15-23 helping people enjoy our visitor attractions and supporting the tourism industry.
Surface access to aviation	Some suggest enhanced connectivity to Liverpool Airport would benefit North Wales and align with the Liverpool City Region's (LCR) aspirations to improve surface access using bus rapid transit. Some respondents highlight that there is currently no access to Liverpool or Manchester Airports other than in the afternoon.	The Regional Transport Plan recognises the value and importance of connectivity to Liverpool John Lennon Airport and Manchester Airport and Policy AV1 supports enhancements to surface access to domestic and international airports, focusing on improving public transport services.



Theme	Summary of issues raised in consultation	Response
	Some respondents consider the mention of Anglesey Airport on page 10 and 19 is incorrect since the airport closed in 2022. This emphasises the need for alternative rapid transportation linkages for nationwide connectivity. Some suggest reinstating Anglesey airport, which would help the economic development of the area and be more easily accessed using existing public transport links.	While the airport is still in use, it primarily serves general aviation activities, including training and other non-commercial flights.
Digital connectivity	Some respondents consider the following actions could be implemented to upgrade train stations and bus stops to promote more use: renaming stations to highlight connectivity; upgrading shelters and adding features like CCTV to deter vandalism; adding real-time arrival information to bus stations. Other respondents reinforce the need to continue providing written bus timetables for those who are not online.	The Regional Transport Plan recognises the importance of promoting use of public transport services through safe and attractive infrastructure. Relevant is Policy DC2 (Digital literacy training and education), Policy DC3 (rolling out digital and real time information) and Policy PT8 (Key bus stops enhancement to include shelters, real time information and onward connection information etc.).
	Some respondents express support for Policy PT6, and whilst welcoming plans to improve access to real-time information at bus stops, advise that this is implemented in line with the Public Service Vehicles (Accessible Information) Regulations 2023.	Noted.



Theme	Summary of issues raised in consultation	Response
	Some respondents consider the digitalisation of services would improve uptake of public transport. Some respondents agree with the need for better information about services and consider that improved real-time information would increase confidence in using public transport, which currently feels unreliable. Digitalised live timetables and an integrated application and QR codes would also support this. Some respondents raise the need for more specific references in the plans to upgrading 4G/5G services for better mobile coverage on public transport, especially North Wales Coast train line and bus services.	The Regional Transport Plan Policy DC3 supports a partnership approach to rolling out digital and real time information about public transport services, and sets out that working with service and station operators including Transport for Wales and Network Rail, we want to see improved Wi-Fi for passengers on bus and rail services as well as at transport interchanges, to make it easier and more attractive for people to find their way around and improve the travel experience.
Land Use Planning	Some respondents consider policies aimed at promoting transit-orientated development and breaking private car dependency through sustainable development as positive with the need for further development in SDPs. Some respondents encourage the use of the Placemaking Wales Charter as a tool for place-based analysis and strategy in the Regional Transport Plan and Strategic Development Plan (SPD). One respondent references the Wrexham Gateway as an example where a holistic approach to projects should be applied to key transport hubs and interchanges. It is stressed that transport-related interventions should go hand in hand with other economic development initiatives on both a regional and local level.	Regional Transport Plan Policy LU1 supports the principal of Transit-Orientated Development for new developments. As part of Policy RS6 reference is made to the Placemaking Wales Charter, to emphasise the importance of creating well-designed, sustainable, and inclusive places. It encourages local authorities and developers to consider the broader impacts of car parking and to prioritise placemaking principles in town planning. This will carry through into the emerging SDP.



Theme	Summary of issues raised in consultation	Response
	Some respondents encourage consideration of a place-based approach that addresses the spatial issues, opportunities and policies as a package of measures, rather than the plan being presented in topic-based categories.	The Regional Transport Plan has been laid out to frame our policies and interventions considering policy themes based on the Wales Transport Strategy's nine mini-plans for each mode of transport. It goes on to explain how we need more well-designed public spaces taking a place-based approach, that consider the needs of the whole community. It explains place-making and attractive wayfinding measures are key contributors to enhancing sustainable transport for people. In considering Policy RS6, the plan sets out how the Placemaking Wales Charter emphasises the importance of creating well-designed, sustainable, and inclusive places. It encourages local authorities and developers to consider the broader impacts of car parking and to prioritise placemaking principles in town planning. In considering the plan's land use planning policies, it sets out that also building on the Town Centre First policy, Placemaking Plans in Wales are a way to create a vision for the future of an area, and to identify actions that can improve it. Placemaking plans in all town and other more urban centres in North Wales are encouraged to provide an overarching approach to how a place should look, feel and function both now, and in the future, and should incorporate considerations around transport provision, especially active travel and public transport interchanges. The Regional Transport Delivery Plan then outlines the network-based approach taken to our proposals, explaining programmes and projects are identified to have a regional or sub-regional impact, at the following spatial scales: All parts of North Wales; Large towns with a population of over 10,000; Small towns and fringes of large towns; Villages; Hamlets and isolated dwellings.



Theme	Summary of issues raised in consultation	Response
	Some respondents suggest implementing wider asset maps showing all potential tourism sites with suggestions of Plas Newydd (Anglesey) as an ideal site to pilot a combined visitor and travel pass.	As set out in the Regional Transport Plan, the Welsh Government is planning to give local authorities the ability to charge a visitor levy on overnight stays in their communities. This contribution will be paid by visitors and invested in sustainable tourism. Policy CB22 outlines that we will work with partners and stakeholders in the tourist industry on the coast to identify measures that will support a shift to sustainable modes to access popular attractions whilst continuing to ensure that North Wales remains a destination of choice for holidays and daytrips. For example, the Isle of Anglesey County Council intend to consider a visitor travel plan for all major tourist attractions on the Island with input from stakeholders and attractions.
	Some respondents express strong support for Policy LU4 (Developments should only be supported where they promote active travel connectivity) and suggest this should be embedded into the Strategic Development Plan.	Noted.
	Some respondents support the proposal for a Strategic Transport Partnership including large employers across Wrexham and Flintshire, as a positive step towards making the most of travel options for commuting at key employment areas and clusters, with the plan recognising cross-boundary travel to work clusters around Deeside Industrial Park, Wrexham and Chester city centres, Airbus Broughton, Chester Business Park, and Wrexham Industrial Estate.	Noted.
	Some respondents consider there needs to be better coordination between transportation and local planning land use planning policies and with more reference to the highway network improvements that will be necessary to facilitate new development.	The Regional Transport Plan includes a section dedicated to land use planning, seeking to explain the relationship with the emerging Strategic Development Plan, and the relevant policies that aim to better join up transport and land use planning.



Theme	Summary of issues raised in consultation	Response
	Some respondents consider the need to further improve connections cross-border and to wider Wales regions, particularly to improve access to work and education, promoting economic development. Some respondents are pleased that the Plan acknowledges the critical importance of effective, sustainable cross-boundary transport connectivity between Cheshire West and Chester and North Wales. This is considered particularly significant given Chester's role as a key gateway to the North Wales strategic road and rail networks, and as a regional hub connecting the A483/A55 corridor recognised in the plan as a catalyst for wider economic growth.	The Regional Transport Plan recognises the importance and value of cross-border connectivity and presents evidence to support the need for improved accessibility, particularly between North Wales and Northwest England. An example of a relevant policy that seeks to help achieve this is Policy CB3 (Work with neighbouring Local and Combined Authorities including Cheshire West and Chester and the Liverpool City Region to ensure a complementary approach to Transport Planning, particularly in the Mersey-Dee Sub-Region. This should consider both commuting trips and freight movement).
	Some respondents were pleased to see Policy CB19 (The Strategic Development Plan will consider land requirements for interchange facilities at gateway sites to Eryri National Park and considered discussions should begin with urgency.)	Noted.
	Some respondents consider land use policies to be aspirations rather than targets to deliver positive outcomes, and suggest re-wording of schemes to make targets clearer.	The Monitoring and Evaluation Plan sets out a series of measures and indicators to help consider progress towards identified targets. The Regional Transport Plan policies and interventions seek to help contribute to helping achieve those targets.



Theme	Summary of issues raised in consultation	Response
	Some respondents highlight the effect of a lack of public transport on the elderly, disabled and young people, with concerns about existing levels of provision being contrary to the Well-being of Future Generations Act and Equalities Act, indicating it makes it difficult to attend appointments, work and school. It is suggested secondary school pupils often rely on parents to get to and from school with buses not serving this purpose and often with no other public transport options available. Other respondents welcome policies which focus on securing effective access to educational sites (CB10, CB11, CB12) by sustainable transport, but advise that a combination of measures are required to secure meaningful change, including the adoption of school streets.	The Regional Transport Plan recognises the importance of school travel and sustainable transport options being needed to improve accessibility to work, facilities and education (in particular 'Providing people with choices about how they access services'). The supporting Integrated Well-being Appraisal carefully considers the plan's impact on areas of well-being and equalities.
	Some respondents consider the need for the Sustainable Transport Hierarchy to have a strong thread throughout the Regional Transport Plan with all the policies and projects being clearly aligned with the hierarchy and the goal of creating sustainable places. Some respondents commend the sections of the plan being laid out in order of the sustainable transport hierarchy.	The Regional Transport Plan recognises the importance of the Sustainable Transport Hierarchy and includes Policy LU2 (The Sustainable Transport Hierarchy will be used to help ensure developments support walking and cycling, public transport and ultra-low emissions vehicles over other private motor vehicles).



Theme	Summary of issues raised in consultation	Response
	Some respondents suggest the use of Section 106 or Community Infrastructure Levy (CIL) funding on new housing and commercial developments to fund better bus service information or for introductory season tickets for new residents. It is suggested Section 106 agreements will be important in ensuring that large developers contribute to the improvement of transport infrastructure and initiatives, also indicating an opportunity for the region to tap into social value strategies and delivery plans from the pipeline of proposed/potential major infrastructure projects in North Wales. It is suggested working closely with project promoters and developers could also leverage additional funding/resources towards achieving the Plan's objectives.	Whilst the Regional Transport Plan includes policies seeking to break the dependency on the private car through sustainable development (in particular, Policy LU4 and 5), it has been updated to make reference to some of the tools available to planners to help achieve this, including s106 and CIL.



Theme	Summary of issues raised in consultation	Response
Deliverability and affordability	Some respondents consider the plans not to be realistic or feasible, in terms of funding and due to the nature of the area being rural, despite improvements in those areas suggested as being needed most. While some respondents agree with the work undertaken to identify, prioritise and fund schemes, others raise concerns about affordability, with more detail needed to show how and where changes will be made. Some respondents call on the CJC to consider streamlining the outputs from the consultation process and prioritise identifying a pipeline of projects with a high likelihood of proceeding during the plan period, following concern the plethora of plans are a barrier to establishing a shared understanding of priorities. Some stress the effectiveness of the RTP hinges upon the implementation of the Delivery Plan, and a mechanism is required to ensure that funding is shared equitably across the region.	Existing funding streams and implementation timescales are provided in the Regional Transport Delivery Plan, which will continue to be reviewed throughout the plan implementation process. Affordability is a key consideration, especially in more rural parts of North Wales, and updates have been made to the Regional Transport Delivery Plan to consider in more detail cost and funding in connection with Welsh Government sources of finance. The Welsh Government's funding for transport schemes to be delivered by local authorities will be allocated based on the schemes included in the Delivery Plan. Importantly, the Welsh Government is progressing its plans for a grant modernisation process, which seeks to bring together several local transport grants, aligning these funding streams with the Regional Transport Plans and this will provide the CJsCs with greater decision-making capability in how local transport grant funding is spent alongside their local authorities, in a collaborative way as each year's delivery programme to implement the Delivery Plan is discussed and agreed in the future, post plan adoption.



Theme	Summary of issues raised in consultation	Response
	Some respondents set out concerns around where the Plan indicates areas where Ambition North Wales has limited or no direct influence or responsibilities in relation to transport (e.g. trunk roads and rail projects) and seek clarification as to whether there are mechanisms in place or proposed in order to ensure that the region's interests are fully and equitably represented where decisions influencing the future sustainability of transport in North Wales are made by Welsh Government, UK Government and/or other agencies.	Our Regional Transport Plan must include policies to support the vision and ambitions of Llwybr Newydd, The Wales Transport Strategy, and align with the National Transport Delivery Plan. It links to relevant national and regional strategic plans and policies as set out in the Regional Transport Plan, for example the UK Union Connectivity Review, Electric Vehicle Charging Strategy for Wales etc. This helps to ensure the Regional Transport Plan contributes to achieving national priorities, and that Welsh and UK Government funding sources are clearly connected to our plans, as detailed in the Regional Transport Delivery Plan. The Corporate Joint Committee has similar powers to a local authority, and will work with partners and stakeholders as appropriate to progress plans for transport in the region.
	Some respondents consider the plans to be a “waste of money” on schemes that are not considered to be priorities (in their opinion), focusing on active travel and electric vehicle charging infrastructure.	As set out in the Regional Transport Delivery Plan, schemes have been identified, appraised and consulted upon to help ensure the plans are fit for purpose and endorsed as widely as possible. Active travel and electric vehicle charging infrastructure measures are considered to be important to help reduce reliance on the car for shorter trips, and support the decarbonisation of transport and reflect Welsh Government strategy and policy.
	Some respondents consider active travel should receive at least 10% of total transport expenditure, with funding ringfenced for walking, wheeling, and cycling, and with CJsCs establishing a clear and consistent mechanism to distribute active travel funding to local authorities. Others add that a mechanism is still required to ensure that funding is shared equitably in order to deliver tangible benefits to all communities across North Wales.	As set out in the Regional Transport Delivery Plan, the Welsh Government's funding for transport schemes to be delivered by our local authorities will be allocated based on the schemes included in our Regional Transport Delivery Plan. Importantly, the Welsh Government is progressing its plans for a grant modernisation process, which seeks to bring together several local transport grants, aligning these funding streams with the Regional Transport Plans and their Regional Transport Delivery



Theme	Summary of issues raised in consultation	Response
	Some respondents raise concerns that if the amount of funding available to deliver the plans is significantly less than required, then active travel could lose out to a small number of high profile and expensive projects.	Plans. This aims to provide us with greater decision-making capability in how local transport grant funding is spent. By allocating funding to regional transport, this will also help to reduce the administrative burden on our local authorities. We will continue to work with our partners to identify sources of funding at a local, regional, national and UK level to progress our plans for a high-quality sustainable transport network across North Wales. Walking, wheeling and cycling schemes play an important part of our Regional Transport Delivery Plan.
	Some respondents highlight the administration of grants on a year-on-year basis places a significant restriction or risk on local authorities and suggest the mechanism for distributing funding is not sufficient or fair, meaning there is often a significant difference between the level of provision and ability to travel between urban and rural areas.	
	Some respondents suggest a dedicated section on financial incentives should be included in the Regional Transport Plan emphasising collaboration with the UK government and the exploration of various affordability and ownership models for zero emission vehicles. A review mechanism could be included in the Regional Transport Plan to assess and adjust funding periods and contract lengths for the Local Transport Fund.	
	Some respondents consider further clarity is required on where the capacity and resources to deliver the Delivery Plan will come from. A balance needs to be struck in respect of the vision and the aspirations of the Welsh Government for transport in North Wales against the finances that will be available to deliver the aspirations – there is a risk that we raise people’s expectations without certainty that the funding will be available to deliver on the key priorities.	The Regional Transport Delivery Plan has been updated to consider in more detail capital and revenue cost information, and affordability in the context of Welsh Government budgets.



Theme	Summary of issues raised in consultation	Response
	Some respondents consider a need for clear prioritisation and current status of, the projects that will form the interventions. In addition, an indication of the funding allocation secured or being pursued (with a time scale) and a timeline for possible delivery of the interventions would be very useful. In particular, a differentiation between those in the next 5 years, those coming later, and those that are strategic. With this listed against each project within the plan it would avoid the risk of a 'wish list' with no / limited added value from the information already include in the National Delivery Plan published by the Welsh Government.	The Regional Transport Delivery Plan outlines in its schedule Scheme Name, Description, Policy / theme, Lead Local Authority(ies), Anticipated Delivery Timescale, Estimated CAPEX Cost Level, Estimated OPEX Cost Level, Potential Funding Source and Priority (short, medium, long, aspirational).
	Some respondents suggest prioritising some 'quick wins' or 'low hanging fruit' in order to hit the ground running and demonstrate delivery against the objectives. It is suggested that experiencing short-term improvements would help gain trust and support for the plans, which would in turn motivate delivery partners, local communities and members of the public. Some are concerned that 'easy wins' along the A55 and schemes in the North East Wales will be prioritised with the need to ensure equality across the region.	The Regional Transport Delivery Plan sets out the approach taken to, and results of, scheme prioritisation. This is based on an agreed process involving Transport for Wales and the Welsh Government alongside local authorities which help ensure schemes are prioritised on a regional basis. This includes short, medium and longer term as well as aspirational schemes. Ambition North Wales is working on a programme for first year delivery subject to agreeing its plans with the Welsh Government (who will approve the Regional Transport Plan).



Theme	Summary of issues raised in consultation	Response
Delivery Plan Schemes	Some respondents express the improvements and higher priority schemes identified in the plans are welcomed and clear to understand. However, some suggest some of the schemes identified lack the overall ambition as set out in the policy document for the National Park area. Specifically concerns are raised about the following schemes: • Scheme 4. Some suggest Bangor Gateway Station transport integration should be considered as a much higher priority, suggesting it is essential to answer the core traffic challenges in the region and to encourage a much greater percentage of transport into the area by public transport instead of car. • Scheme 5. Some express they are unaware of the planned improvements to Pen y Pass, Oqwen, Nangwynant and Geirionydd and would like to see further detail and understand the level of ambition. • Scheme 20. Some express that whilst a free tourist/visitors public transport service is aspirational and based on a potential tourism levy the services offered first need to be in place and of a good enough standard for all to be able to use a feasible alternative to cars, before considering this offering. • Scheme 29. Some suggest the Mobility Hub in Bangor should not only be aspirational but an essential part of the overall strategy.	Scheme 4 and 29 – Cyngor Gwynedd has worked closely with Ambition North Wales and partners to help agree scheme prioritisation, which will remain under ongoing review as part of the monitoring and evaluation exercise. Scheme 5 – all available details at this stage have been provided as part of the Regional Transport Delivery Plan. Further information will be provided as the scheme progresses. Scheme 20 – the relevant local authorities agree that based on a potential tourism levy the services offered first need to be in place and of a good enough standard for all to be able to use a feasible alternative to cars, before considering this offering.



Theme	Summary of issues raised in consultation	Response
	Some respondents suggest that for Scheme No. 4, Bangor Gateway (Transport for Wales has identified an opportunity at Bangor station to improve the welcome into the city of Bangor and improve interchange with onward modes of transport. Station Quarter study is being undertaken to understand current problems and barriers faced when travelling to, from and using Bangor Station), the description should only include the first sentence, as the second sentence is already completed.	The scheme description has been amended further to engagement with Transport for Wales.
	Some respondents suggest the Delivery Plan should be revisited should strategic developments or changes occur during the plan period, citing the proposals for Wylfa, the Freeport, proposed new National Park, and Investment Zone in North Wales.	The Regional Transport Plan has considered the potential for future strategic developments and changes in its evidence, policies and interventions, including those cited as being important across North Wales. The Regional Transport Delivery Plan sets out current priorities for local authority schemes over the next five years, taking into account what is currently planned or committed. The Monitoring and Evaluation Plan explains how the schemes in the Delivery Plan will be reviewed and considered over the course of the plan period, acknowledging there may be changes to priorities over time.



	Some respondents consider that the Isle of Anglesey needs to be prioritised with concerns that there is not enough measures included in the plans to improve Anglesey's infrastructure. Suggestions made include: • Upgrade Anglesey bridge with a toll to encourage public transport use to and from the island. • Improve bus services through better integration / joined up services. • Improve EV infrastructure on the island, which is currently seen as limited. • Provide buses or park and ride facility over the bridges at peak times to improve traffic flow	The Regional Transport Plan sets out Strategic Road Network Aspirations (4 and 5) to address the Menai Crossing resilience. Some of the relevant Regional Transport Delivery Plan schemes for Ynys Môn involve: • The development of a comprehensive, comfortable, attractive and safe active travel network extending from both ends of both bridges to connect communities and important destinations in Ynys Môn and north Gwynedd • Schemes to identify and progress surface access improvements and associated works to Anglesey Freeport Sites • Implement the bus transformation network • Public EV charging in public car parks and information coordination Menai Bridge arrangements are under the jurisdiction of the Welsh Government. Bus franchising should improve existing integration arrangements. An Isle of Anglesey County Council Action Plan is being developed to manage future roll-out and must be cost-effective for the local authority. A Menai Resilience Study led by the Welsh Government will respond on the point regarding park and ride facility / traffic flows. It is hoped that implementing the bus transformation network would see an improvement in the level of bus service provision. Ambition North Wales to explore opportunities with the IACC to develop a fuelling distribution centre in connection with Holyhead Hydrogen Hub located at Parc Cybi, in collaboration with Menter Môn
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Theme	Summary of issues raised in consultation	Response
	Some respondents suggest the Regional Transport Plan Delivery Plan should include at least one high priority community-led transport project piloting multi-modal integration between existing Community Transport Schemes and other transport modes. Suggestions are made including: • Wheels to Work Proof of Concept pilots in selected sites in North Wales and independent evaluation before potential roll-out • Transport to Health Community Transport Pathfinder project to improve access to healthcare and other life-enhancing wellbeing services • Inclusion of community transport services within the Total Services Contract in the pilot Local Authority area • Inclusion of community car schemes alongside car clubs, developing a network across North Wales in smaller, more rural communities • E-bicycle projects rolled out across Community Transport sector in North Wales • Decarbonisation of buses to include the Community Transport sector as standard and support access to zero emission infrastructure • Start-up package of support for 'New to Community Transport' communities wishing to establish their own community-led transport initiative	The Regional Transport Plan acknowledges the important role that community-led transport can play in meeting the needs of rural and underserved communities. Ambition North Wales and local authorities will continue to work with the Welsh Government on bus franchising and funding arrangements to help ensure community transport providers continue to be able to access funding. Initiatives such as 'Wheels to Work' can potentially have an important role in some of our more rural communities where getting to and from employment can be very challenging for residents who don't have access to a car. Often bus services don't start early enough, or finish late enough to suit certain employment shifts such as early shifts in factories, or late finishes in the food and hospitality sector. Whilst it is likely that rural areas will increasingly be served by Fflecsi type services once bus franchising is implemented, current services are often only available during the busiest times of day and typically during the school day as the same vehicles are often employed for school transport for efficiency purposes. The Plan supports a multi-modal, inclusive transport network and provides a framework through which local authorities, in partnership with regional bodies and third sector organisations, can explore and trial innovative transport solutions. There are existing mechanisms within councils, including Community Transport Forums and pilot funding streams, which allow for the identification and support of such projects. Suggestions raised will be shared with the regional working group to consider as part of ongoing development of pilot schemes, ensuring community voices continue to shape transport delivery. Local authorities express support for pilots subject to Welsh Government funding.



Theme	Summary of issues raised in consultation	Response
	Some respondents suggest the Regional Transport Delivery Plan lacks interventions identified in the Regional Transport Plan in relation to electric vehicles and currently only includes indications that strategies will be produced. This is suggested to be significantly less activity that is currently undertaken within the region by the six local authorities independently, and funded through Welsh Government's Ultra-Low Emission Fund. Suggestions are made for: • Interventions to promote destination charging to tourism sites and, in particular, accommodation providers • Communication and behaviour change programmes which include promoting the use of electric vehicles, including the opportunity of second hand Electric Vehicles. • Enabling home charging • On-street charging schemes • Freight charging pilot schemes	The Regional Transport Plan recognises the importance of accelerating the transition to zero-emission vehicles and supports coordinated regional action to complement and enhance ongoing work by local authorities. While the Delivery Plan initially outlines strategy development as a first step, it is intended to be a living document that evolves alongside funding availability, local progress, and technological readiness. Local authorities across North Wales already access Welsh Government funds, including the Ultra-Low Emission Vehicle Transformation Fund, to deliver a range of initiatives. The Delivery Plan provides a framework for scaling up this work regionally, supporting collaboration, consistency, and shared learning. Local authorities across North Wales are developing their electric vehicle infrastructure strategies, which address the issues and suggestions made. Most are in progress and will be funded outside of the transport budgets unless specified in the Regional Transport Delivery Plan. For example, the Isle of Anglesey EV Action Plan will consider the points raised and the Holyhead Hydrogen Hub demonstrates how alternative low carbon fuels are being considered. Suggestions raised will be considered as part of the development of the regional electric vehicle strategy, and opportunities for pilot schemes and joint initiatives will be explored through existing cross-authority coordination mechanisms. Insufficient capital funding and local energy network capacity can be a barrier to the introduction of further charging points, and on-street charging often has practical difficulties. It is thus agreed that a region-wide approach to trying to address these challenges is necessary, involving Welsh Government, Transport for Wales and the energy supply and distribution sector. Ambition North Wales will help facilitate this approach.



Theme	Summary of issues raised in consultation	Response
	Some respondents consider Scheme 174 (Improvements to infrastructure in the vicinity of Junction 4 and Western Gateway) should be higher priority than is proposed in the draft Regional Transport Delivery Plan as this is considered to be fundamental to ensure sustainable economic growth in Wrexham.	Scheme 174 is considered to be lower priority due to the lack of information at the present time, however a WelTAG Lite/1&2 is nearing completion and will provide more clarity on the project, including likely cost, and way forward.
	Some respondents suggest that whilst some elements of the Regional Transport Plan will be implemented at a local level, standardisation should be sought where possible, with examples provided such as standard parking charges or a multi-county parking permit scheme.	The Regional Transport Delivery Plan has sought to introduce standardisation where appropriate, to help find consistency and efficiencies. For example, each local authority has a scheme for public electric vehicle charging, which will look at providing schemes of charge points in all public car parks.
Monitoring & Evaluation	Some respondents welcome the draft Monitoring & Evaluation Plan including quarterly meetings, annual reviews and the opportunity for local authorities to engage in discussions on funding and new developments. However, others raise concerns with how delivery will be monitored, with questions around the potential penalties for local authorities and private companies if objectives are not achieved. Suggestions were made that further (and more regular) interaction and monitoring between organisations would improve accountability as the plan only includes a comprehensive evaluation in year three. Some respondents consider further clarity is needed on where responsibility sits, whether being conducted on a scheme-by-scheme basis, or in a more holistic approach to measure performance across the region.	The Corporate Joint Committee and its Transport Subcommittee will be responsible for implementing the Monitoring & Evaluation Plan, when the Regional Transport Plan is adopted. As part of performance management, the Corporate Joint Committee and its Transport Subcommittee will be considering the progress of policies and interventions in the approved plans in connection with funding allocations, with the emerging grant modernisation process seeking to devolve funding to the regional tier of governance. The Monitoring & Evaluation Plan has been updated to clarify further these arrangements.
	Some respondents consider the Regional Transport Plan largely aligns with the North Wales Energy Strategy (NWES) and the Local Area Energy Plans (LAEP) and emphasise the importance of closely monitoring actions to ensure that efforts are aligned.	The Monitoring & Evaluation Plan has been updated to provide a reference and commitment to Ambition North Wales undertaking its monitoring and evaluation responsibilities across its plans in a joined-up way where appropriate and practicable.



Theme	Summary of issues raised in consultation	Response
	Some respondents encourage the Regional Transport Plan to set out clear targets in relation to modal shift, and to show how the emerging data from the National Travel Survey will be analysed and contribute to measuring success or otherwise in meeting those targets.	The Monitoring & Evaluation Plan includes of measures and indicators to help consider progress towards identified targets. It has been updated to provide an update on the status of the National Travel Survey and how it will contribute to monitoring and evaluation activities.
	Some respondents consider clarity is required on whether monitoring and evaluation will be conducted on a scheme-by-scheme basis, or in a more holistic way to measure performance across the region.	The Monitoring & Evaluation Plan includes of measures and indicators to help consider progress towards identified targets. It has been updated to provide more information about scheme monitoring in connection with the Regional Transport Delivery Plan.
	Some respondents are concerned the plan does not specify mechanisms for people to provide feedback.	The Monitoring & Evaluation Plan has been updated to explain how people can continue to engage with Ambition North Wales during the implementation period of the Regional Transport Plan and beyond.
	Some respondents express a concern that the plans don't address how objections from residents (NIMBYism) will be handled and how new developments will be communicated to those who may oppose them.	



Theme	Summary of issues raised in consultation	Response
Well-being	Some respondents express differing opinions with regards to the draft Integrated Well-being Appraisal (IWBA). While some responses consider the IWBA to be robust and cite measures are practical and adaptable to achieve the objectives, others consider that following the Covid pandemic some people do not want their health and well-being choices dictated to them whilst highlighting that well-being goals differ between people. Some respondents suggest that well-being should be the basis for a transport policy in order to highlight the health benefits of using public transport. Some respondents question if the IWBA could further look at the reasons why people with certain protected characteristics may be more or less likely to pick certain forms of transport. Some respondents consider the IWBA to consider the correct questions from the point of view of how the programme or projects will benefit communities, environment, places and economy, culture and the Welsh language and the positive and negative effects in this context.	The Integrated Well-being Appraisal shows how our plans will contribute to well-being, supported by the impact assessments we have undertaken to consider issues such as health, equality, and biodiversity. It has been updated to address comments from Natural Resources Wales and other stakeholders, for example with more baseline information.
	Some respondents highlight concern for the vulnerability of the road/rail corridor along the North Wales coast to climate change.	The Corporate Joint Committee and local authorities in North Wales have no direct influence over the strategic road network or rail network. However, the Regional Transport Plan sets out regional aspirations for strategic roads and the rail network as these are key to supporting our wider connectivity aspirations for North Wales. The Integrated Well-being Appraisal considers Climate Factors (its section 9), and climate change is captured in IWBA Objective 8 (Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change).



Theme	Summary of issues raised in consultation	Response
	Some respondents provide a wide range of evidence and statistics about transport and the needs of blind and partially sighted people.	The Corporate Joint Committee and local authorities in North Wales have no direct influence over the rail network. However, the Regional Transport Plan sets out regional aspirations for rail as these are key to supporting our wider connectivity aspirations for North Wales. The Integrated Well-being Appraisal and its baseline information has been updated to utilise the feedback and evidence shared where appropriate.
	Some respondents consider keeping blind and partially sighted people safe at railway stations must be prioritised.	The rail ambitions in the plan have been updated to stress the importance of stations for all, considering the needs of blind and partially sighted people.
	Some respondents suggest that the IWBA has not led to the designing in of benefits whilst designing out any potentially harmful impacts in relation to climate and nature, considering it would be useful to see the scale of impact of various policies and objectives i.e. what is the predicted impact in terms of carbon. Some respondents consider there to be insufficient acknowledgement and incorporation of carbon emissions, climate resilience, nature damage or improvement with cross-cutting themes not including decarbonisation or climate resilience and think they should.	The Integrated Well-being Appraisal considers Climate Factors (baseline context is found at Appendix B section 9), and climate change is captured in IWBA Objective 8 (Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change). The Integrated Well-being Appraisal considers Biodiversity (baseline context is found at Appendix B section 4), and biodiversity is captured in IWBA Objective 4 (Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats). Appendix C considers the Habitats Regulations.



Theme	Summary of issues raised in consultation	Response
	Some consider that while the appraisal considers the well-being of users, it does not adequately assess any detrimental knock-on effects to local communities that might be impacted by road infrastructure development.	The Integrated Well-being Appraisal considers the Regional Transport Plan policies, including for roads, streets and parking. The Corporate Joint Committee and local authorities in North Wales have no direct influence over the strategic road network. However, the Regional Transport Plan sets out regional aspirations for strategic roads as this is key to supporting our wider connectivity aspirations for North Wales.



Theme	Summary of issues raised in consultation	Response
Economic well-being	Some respondents highlight a “vicious cycle” that has formed of reliance on private cars to reach employment sites because of poor public services, alongside issues of declining employment in North Wales. Some raise that it is unclear how transport policy can be separated from overall economy. Some respondents suggest that the plans should consider the circular economy to help reduce material footprints.	The Regional Transport Plan recognises there is a strong opportunity for a regional approach to development in North Wales, with transport, land use, and economic development, all intersecting like a well-designed Venn diagram. These components create a cohesive system that aim to ensure that North Wales is well-positioned to provide the skills, employability, and economic opportunities needed for a prosperous future. To ‘Enable Sustainable Economic Growth’ is one of the plan’s four objectives, and multiple interventions are outlined to help reduce dependency on the private car to access employment, for example Policy CB4 (Commuters to the Flintshire and Wrexham Investment Zone should be able to access jobs using high quality walking and cycling infrastructure, enhanced nearby rail stations, or bus services that are attractive and reflect the working patterns of employers in the Investment Zone). The Integrated Well-being Appraisal considers the economy (baseline context is found at Appendix B section 15) and economic well-being is captured in IWBA Objective 12 (Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region). Objective 11 is to incorporate circular economy principles to reduce the use of raw materials, which is also a key consideration in the appraisal.



Theme	Summary of issues raised in consultation	Response
	Some respondents consider the Plan to align with the UK Government's Union Connectivity Review to deliver a strategic transport network. Some welcome that the plans recognise the importance of key international gateways, both within North Wales such as the Port of Holyhead, and in Northern England, such as the Port of Liverpool, Manchester Airport and Liverpool Airport. Respondents consider these international gateways are vital to support economic growth, provide employment and serve freight markets.	Noted.
	Some respondents support the Regional Transport Delivery Plan for its potential to boost infrastructure, connectivity, and economic growth. It is suggested that the improved transport networks will attract investment, create jobs, and strengthen supply chains, benefiting, tourism industrial growth and business expansion in North Wales.	Noted.
Welsh language	Some respondents consider there to be a lack of consideration for the Welsh language in the plans.	The Regional Transport plan recognises North Wales has one of the highest proportions of Welsh speakers in Wales with 42% speaking Welsh, and in Gwynedd this is even higher at around 70%, and as we connect Welsh speaking communities with English markets, we must protect and enhance Welsh language opportunities through our policies and actions. The plan has been developed to align with the national strategy Llwybr Newydd, which includes guidance on the protection of Welsh culture and language. The Regional Transport Plan has been updated to highlight how transport can help the Welsh language to thrive. The Integrated Well-being Appraisal considers the Welsh language which is captured in IWBA Objective 6 (Protect and enhance the local cultural heritage, including the Welsh language).



Theme	Summary of issues raised in consultation	Response
General / other	Some respondents welcome the Plan's approach of connecting transport, land use and economic development as components in cohesive system approach, to enable North Wales to achieve the outcomes identified around skills, employment and economic opportunities. It was considered by some that the policy objective is well-connected with the Delivery Plan's approach to delivering this outcome, through outlining the interventions across mode to improve transport connectivity across North Wales and with neighbouring areas, particularly in the Mersey-Dee Sub-Region. Some congratulate Ambition North Wales for clearly setting out the proposals within the wider local, regional and national context, and in a way that is easy to follow.	Noted.
	Some respondents differ in opinion about the level of ambition presented in the plans, with some arguing that some key transport issues have not been included (without making alternative suggestions), while others consider the plans to be comprehensive, with appreciation of the focus on alternative transport modes and the strong emphasis on transport's role in reducing carbon emissions.	Our Regional Transport Plan includes policies to support the vision and ambitions of Llwybr Newydd, The Wales Transport Strategy, and aligns with the National Transport Delivery Plan. Furthermore, our plans must maximise our contributions to the measures set out in the Wales Transport Strategy Monitoring Framework. That helps to make sure we meet our transport and climate change targets.
	Some respondents consider the plan effectively cover all areas of North Wales while others disagree, suggesting the plan only focuses on larger areas like Wrexham and Deeside or key areas for the tourism industry, with the feeling that small and rural communities are being neglected.	The Regional Transport Plan recognises the importance and value of transport connections to rural and market town communities, and includes policies focused on providing people with choices in rural and semi-urban areas. One of the cross-cutting themes in the plan is equity or parity of transport options, which means ensuring that everyone in North Wales has fair access to transport options. It recognises that different people have different needs, particularly those belonging to disadvantaged groups, or those in rural communities.



Theme	Summary of issues raised in consultation	Response
	Some respondents raise concerns that Colwyn Bay is not noted on the map shown in the draft Regional Transport Plan, with the town needing appropriate attention, especially with bus services in the area being poor.	This comment has been addressed with an update made to the plan.
	Some respondents suggest there is no mention of the new National Park in North East Wales, which will require new active and public travel infrastructure, indicating a potential gap in the plans.	In considering Regional Transport Plan Policy CB15 (Work with partners and stakeholders in the tourist sector to investigate methods for encouraging visitors to North Wales to travel sustainably whilst also enhancing the visitor experience and boosting the visitor economy), the plan sets out whilst we need to protect and enhance our natural beauty spots such as the Llŷn Peninsula, and the Clwydian Range & Dee Valley (which is being considered as a new National Park) it is vital that our transport network supports the continued success and growth of our tourism industry. In considering Policy LU3, the plan sets out in addition to economic centres for growth, our emerging Local Development Plans and the Strategic Development Plan should also consider any further sustainable access needs to the Clwydian Range & Dee Valley should it become a new National Park in the future, recognising our transport network needs to support the continued success and growth of our tourism industry.



Theme	Summary of issues raised in consultation	Response
	Some respondents welcome the emphasis on working in partnership as well as the region-wide approach to addressing challenges and opportunities in relation to transport. Further clarity is sought as to how such collaboration will work in practice, especially in situations where there might be tension/conflict between the priorities and aspirations of individual partners and/or places within the region.	A collaborative and involved approach has been taken considering the five ways of working set out in the Wellbeing of Future Generations (Wales) Act and engagement has helped us to understand the needs and aspirations of our stakeholders, building on the knowledge and experience of previous local and regional transport plans. We continue to work closely on our plans with our local authorities, neighbouring authorities, Transport for Wales, the Welsh Government, transport users and operators. We have listened carefully to the feedback provided by stakeholders to the North Wales Transport Commission, which helped shaped their recommendations for improvements across our region. We have also considered the feedback from public transport operators and local authorities consulted by Transport for Wales extensively since 2021 about barriers to, and opportunities for, sustainable transport in North Wales. This has helped ensure we are building on the excellent work undertaken by others with a common purpose to benefit the people, businesses and visitors of North Wales. The Regional Transport Plan is also informed by an Integrated Well-being Appraisal, informed by wide ranging impact assessments, which have benefited from consultation with Natural Resources Wales and Cadw, amongst others. The public consultation exercise has also helped us to understand different perspectives and consider our priorities and aspirations taking into account feedback. Moving forward Ambition North Wales will work with Corporate Joint Committee and Transport Sub Committee alongside partners to promote regional collaboration and help implement the plans in a collaborative way, in alignment with the Wellbeing Act ways of working.



Theme	Summary of issues raised in consultation	Response
	Some respondents welcome the plans emphasis on electric vehicles and express support for the plan's recognition of the importance of the electrification of private vehicles alongside modal shift and public transport options, as well as the plan's identification of electric bikes and buses as important and viable opportunities beyond the private car and van fleet.	Noted.
	Some respondents suggest there should be a clear communications and engagement programme to make sure that there is understanding and shared responsibility for delivery among multiple stakeholders.	Ambition North Wales is working on a programme for delivery subject to agreeing its plans with the Welsh Government (who will approve the Regional Transport Plan).
Consultation	Some respondents expressed concerns about opportunities for in-person engagement, with queries about how well publicised events were.	Local authorities considered whether to arrange local events to help people discuss the Regional Transport Plan and encourage participation in the consultation. The Isle of Anglesey, Flintshire, and Wrexham Councils held in-person events during the consultation, which were advertised by the local authorities. Where individuals contacted Ambition North Wales to ask about any opportunities to attend in-person events, details were shared as appropriate. The public consultation and its methods for people to have their say were promoted through Ambition North Wales and partners (including Transport for Wales, Welsh Government and local authorities) using social media channels, press releases, and direct email notifications where contact details were available. Ambition North Wales will consider how best to engage with sectors who have raised opportunities for further engagement in their feedback.
	Some respondents suggest there was a lack of meaningful engagement with the North Wales community transport sector during the consultation process.	
	Some respondents express concern about the lack of engagement with stakeholders representing private vehicles, as well as in relation to electric vehicles.	



Theme	Summary of issues raised in consultation	Response
	Some respondents welcomed the virtual engagement room whilst others expressed reservations about the emphasis placed on digital methods as the primary means of engaging, with one respondent explaining the particular needs of blind and partially sighted people.	People could have their say during the consultation period by completing a questionnaire online, available in our virtual exhibition room, or alternatively, by emailing responses to our dedicated email address. Any individual or organisation could also write to us and post printed copies of the questionnaire to a free post address. There was also a dedicated telephone with bilingual voicemail service for anyone who wanted to speak to us about our plans, or request a paper copy of the plan and questionnaire. Ambition North Wales agrees that meaningful engagement with people with disabilities is not just about meeting minimum accessibility requirements but can include organising focus groups, site visits and opportunities for feedback from local people with sight loss from the earliest stage of planning. Ambition North Wales created an Easy Ready copy of the consultation document in partnership with Learning Disability Wales, complementing an Easy to Read copy. Ambition North Wales will continue to engage with key groups and organisations to learn lessons about how it can make consultations as accessible as possible.