



**CYNGOR SIR
YNYS MÔN
ISLE OF ANGLESEY
COUNTY COUNCIL**

GŴYS A RHAGLEN

SUMMONS AND AGENDA

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for a

**CYFARFOD O GYNGOR
SIR YNYS MÔN**

**MEETING OF THE ISLE OF
ANGLESEY COUNTY COUNCIL**

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on

DYDD IAU, 25 MEDI 2025

THURSDAY, 25 SEPTEMBER 2025

➔ am 2:00 o'r gloch ➔

➔ at 2:00 pm ➔

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A G E N D A

1. MINUTES

To submit for confirmation, the draft minutes of the previous meeting of the County Council held on 20 May, 2025.

2. DECLARATION OF INTEREST

To receive any declaration of interest from any Member or Officer in respect of any item of business.

3. ANNOUNCEMENTS

To receive any announcements from the Chairperson, Leader of the Council or the Chief Executive.

4. PRESENTATION OF PETITIONS

To receive any petition in accordance with Paragraph 4.1.11 of the Constitution.

5. NOTICE OF MOTION

- To receive the following Notice of Motion by Councillor Aled M Jones: -

"Anglesey Independents call on Anglesey County Council to seek a judicial review of the decision by The Welsh Government to allow planning permission to the Alaw Môn, Solar Farm development.

This proposed development has caused a great deal of concern in our communities and we as a County Council must seek all possible means to challenge this decision."

- To receive the following Notice of Motion by Councillor Gary Pritchard: -

"The Council expresses its disappointment and frustration in the Welsh Government's decision to permit the Alaw Môn solar farm development contrary to its policies on the use of best and most versatile agricultural land.

The Council is asked to investigate every possible option, including legal options, to challenge the decision."

6. ANNUAL TREASURY MANAGEMENT REVIEW 2024/25

To submit the report of the Director of Function (Resources)/Section 151 Officer, as presented to the Executive on 17 July 2025.

7. SELF-ASSESSMENT AND PERFORMANCE REPORTING

To submit the report of the Director of Function (Council Business)/Monitoring Officer, as presented to the Executive on 23 September 2025.

8. ANNUAL DIRECTOR'S REPORT ON THE EFFECTIVENESS OF SOCIAL SERVICES 2024/25

To submit the report of the Director of Social Services.

9. STANDARDS COMMITTEE ANNUAL REPORT 2024/25

To receive the report of the Chair of the Standards Committee, as presented to the Standards Committee on 12 June 2025.

10. ANNUAL REPORT OF THE GOVERNANCE & AUDIT COMMITTEE 2024/25 – CHAIR'S REPORT

To receive the report of the Chair of the Governance and Audit Committee, as presented to the Governance and Audit Committee on 26 June 2025.

11. NORTH WALES REGIONAL TRANSPORT PLAN

To submit the report of the Head of Highways, Waste and Property.

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ISLE OF ANGLESEY COUNTY COUNCIL

Minutes of the hybrid meeting held on 20 May 2025

PRESENT: Councillor Glyn Haynes (Chair) (for items 1 to 7);
Councillor Non Dafydd (Vice-Chair) (for items 1 to 7).

Councillor Non Dafydd (Chair) (for items 8 to 16)
Councillor Dafydd Rhys Thomas (Vice-Chair) (for items 8 to 16).

Councillors Geraint Bebb, Jeff M Evans, Neville Evans, Douglas M Fowle, Kenneth P Hughes, T LI Hughes MBE, Carwyn Jones, John Ifan Jones, R LI Jones, Aled M Jones, G O Jones, Dyfed Wyn Jones, Jackie Lewis, Euryrn Morris, Pip O'Neill, Llio Angharad Owen, Derek Owen, Gary Pritchard, Dylan Rees, Alun Roberts, Dafydd Roberts, Keith Roberts, Ken Taylor, Dafydd Rhys Thomas, Ieuan Williams, Robin Williams, Sonia Williams and Arfon Wyn.

Chief Executive,
Deputy Chief Executive,
Director of Function (Council Business)/Monitoring Officer,
Director of Function (Resources)/Section 151 Officer,
Director of Social Services,
Director of Education, Skills and Young People,
Head of Human Resources & Transformation,
Head of Housing Services,
Head of Adults' Services,
Head of Regulation & Economic Development,
Head of Highways, Property & Waste,
Head of Democracy,
Committee Officer (MEH),
Webcasting Committee Services Officer (FT).

APOLOGIES: Councillors Paul Ellis, Margaret Murley Roberts, Nicola Roberts, Alwen P Watkin and Liz Wood

1. MINUTES

The minutes of the previous meeting of the Isle of Anglesey County Council held on 6 March, 2025 were confirmed as correct.

2. DECLARATION OF INTEREST

None received. **ANNOUNCEMENTS**

The Chair made the following announcements:-

- Congratulations were extended to Mr Medwyn Williams a gardener from Llanfairpwll who has recently celebrated 50 years of selling vegetables across the UK and celebrated 75 years since he started gardening. Mr Williams has received numerous honours over the years including an MBE and has won the Gold Medal 14 times at the Chelsea Flower Show.
- Congratulations were extended to Mr Roger Tebbutt and Mrs Debbie Tebbutt from Anglesey who won the best in breed competition at Crufts in March with their Irish Wolfhound, Tozie.
- Congratulations were extended to Alys Bailey-Wood from Anglesey who has been recognised recently for achieving the King's Scout Award, the highest accolade in Scouting at an event in Windsor Castle. The award is given for outstanding personal achievement and is earned by Scouts aged between 16 and 25.
- Best wishes were extended to the former PCSO Iona Beckman on her retirement from North Wales Police. Iona Beckman served the communities of Anglesey, in particular Amlwch and Benllech for 18 years as part of the local neighbourhood policing team.
- Congratulations were extended to Laura Wannop, a fostering support worker with the Foster Wales Anglesey team, who recently completed the Manchester Marathon in her special Foster Wales Anglesey purple t-shirt.
- Congratulations were extended to Osian Perrin from Menai Track and Field, who broke the Welsh 5k road race record in March. The record had previously stood for 40 years.
- Congratulations were also extended to Clwb Rygbi Llangefni under 14s who recently won the North Wales Rugby Cup and also to the girls under 14s and under 16s teams who won the plate competition.
- Congratulations were extended to the baritone Steffan Lloyd Owen from Anglesey who won the prestigious Josep Palet International Operatic Contest at the end of March.
- Congratulations were extended to Côr Esceifiog who won the best overall performance by any choir at the Pan Celtic music festival in Carlow in Ireland.
- The Chair referred that Theatr Fach Llangefni celebrated 70 years earlier this month since it first opened its doors. It has entertained and provided opportunities for many local people over the years thanks to the hard work and dedications of volunteers.

- Congratulate were extended to all those who took part in Eisteddfod Môn over the weekend and best wishes were extended to the children and young people competing in the National Urdd Eisteddfod at the end of the month.

* * * *

Councillor Jeff Evans wished to recognise and congratulate Holyhead Hotspurs Football Club on their success recently in gaining promotion to the two-tier league football. He also wished to congratulate Mr Alex Jones, captain of the Holyhead Hotspurs Football Club for his service of over 25-years to the team.

Councillor Evans further referred to the success of Mr Jackson Hadden as the Welsh Champion Boxer in the Welsh Boxing Championships and Mr Rocko Jones who was a finalist in the competition. He noted that the recently established Draig Goch ABC is successful in supporting youths becoming champions in the future.

* * * *

The Chair referred that on the 8 May, the County Council and colleagues from RAF Valley commemorated 80 years since VE Day with a flag raising ceremony outside the Council Offices. Members also attended the VE Day remembrance at Parys Mountain in the evening. Both events were an opportunity to remember the generation who sacrificed so much so that we can enjoy our freedoms today.

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Condolences were extended to the family of Mrs Sharon Warnes who passed away recently. Mrs Warnes was a highly regarded lay member of the Council's Governance and Audit Committee, and she was also a previous member of the Standards Committee.

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Condolences were extended to any Member of the Council and Staff who had suffered a bereavement. Members and Officers stood as silent tribute.

4. PRESENTATION OF PETITIONS

No petitions received. **THE LEADER OF THE COUNCIL'S ANNUAL REPORT FOR 2024/25**

The Annual Report of the Leader of the Council for 2024/25 was presented.

The Leader of the Council said that the theme within the report reflects his priorities following his election as Leader in September 2024 which aligns with the 6 strategic objectives of the Council as outlined in the Council Plan for 2023-2028. He noted that the respect towards the Council is apparent across the region.

He referred to the education element and said that the Graig Fach Unit has been opened at Ysgol y Graig in June 2024 and the repair works on buildings that included RAAC at Ysgol Uwchradd Caergybi and Ysgol David Hughes has been

completed. He wished to thank the Council's services who have worked effectively to ensure that the schools continued to be able to provide education and support to pupils. He further referred to the Language Centres who are fully operational and he had the pleasure in visiting Ysgol Gynradd Llanfairpwll recently.

The Leader referred to the social care element and noted that the Authority has invested in 4 Cartrefi Clyd, which ensures the best quality of care to the children and not having to leave their community.

The Leader referred to the economy and highlighted the SPF funding that has secured £16 million funding for projects which will make a difference in local communities. Almost 400 businesses, enterprises and organisations have received grants from the scheme and 631 have received additional support. He noted that planning permission has been granted for 10 new business units in Amlwch. He further noted that the Freeport status is still progressing and will give opportunity to improve the economy in North Wales.

The Leader referred to the housing element and noted that 63 empty homes have been brought back as homes. He noted that work has been undertaken to protect the Grade II listed building at Plas Allran Apartments, Holyhead which has been in a poor state for many years. Developments were completed on Llys Llwydiarth, Ffordd Kyffin and Clifach Gwta as well as developments with Clwyd Alyn Housing Association completing 45 units in Valley.

The Leader further referred to the status given to the Welsh Language as a strategic aim within the Council Plan for 2023-2028 and is an important step in confirming the Welsh language's status within the Council. The Welsh Language Forum celebrated a decade of existence since being established by the Council in 2014 and it was a pleasure to see so many people listening to the contributions of some members of the Forum in Sioe Môn last August, to celebrate this milestone. He said that the continued support through the Welsh Language Forum is a testament of the desire and determination to ensure that the Welsh language continues to thrive and establishing the language as the main element of the Council's Plan.

Councillor Aled M Jones thanked the Leader for his report and requested an urgent meeting as regards to educational matters as regards to children being able to attend their preferred local primary school, but educational policies are requiring the children to be transported to another school. The school that the children are wishing to attend have adequate spaces within the school and are willing to accommodate the pupils. The Leader assured that he will make arrangements to discuss the matter.

6. SCRUTINY ANNUAL REPORT 2024/25

The report of the Chairs of the Corporate Scrutiny Committee and Partnership and Regeneration Scrutiny Committee was presented for the Council's acceptance.

Councillor Douglas M Fowlie, Chair of the Corporate Scrutiny Committee said that this Annual Report encompasses the work undertaken by the two scrutiny

committees between May 2024 and May 2025. He wished to thank the Elected Members of both Scrutiny Committees together with the Scrutiny Team for their leadership, support and willingness to assist.

It was RESOLVED to :-

- **Approve the Scrutiny Annual Report for 2024/2025;**
- **Note the continued progress made in implementing the Scrutiny journey and the impact this is having on practice;**
- **Appoint the Chair of the Partnership and Regeneration Scrutiny Committee as the Scrutiny Champion for the period May 2025 to May 2026.**

7. ELECTION OF CHAIRPERSON

It was RESOLVED that Councillor Non Dafydd be unanimously elected as Chairperson of the Isle of Anglesey County Council for 2025/2026.

In accepting the honour of being appointed, Councillor Non Dafydd assured the Council that she would endeavour to fulfil her duties as Chairperson to the best of her abilities. She thanked her predecessor Councillor Glyn Haynes on the dignified and honourable way in which he carried out his duties as Chair of the County Council and presented him with a gift to acknowledge his service.

The outgoing Chairperson, Councillor Glyn Haynes thanked the Elected Members and Officers for their support. He wished to thank the staff of Democratic Services for their support during his term as Chair of the Isle of Anglesey County Council. Councillor Haynes referred to the numerous events that he attended and the honour of representing the County Council in these events. He further said that it was an honour to attend as Chair of the Council to commemorate 80 years since VE Day with colleagues from RAF Vally during a ceremony outside the Council Offices. He noted that he as Chair and other Members of the Council attended the VE Day remembrance at Parys Mountain in the evening.

8. ELECTION OF VICE-CHAIRPERSON

It was RESOLVED that Councillor Dafydd Rhys Thomas be unanimously elected as Vice-Chairperson of the Isle of Anglesey County Council for 2025/2026.

9. MEMBERSHIP OF THE EXECUTIVE

In accordance with Paragraph 4.1.1.2.7 of the Constitution, the Leader named the following as the Members he had chosen to serve on the Executive along with their Portfolio responsibilities:-

Councillor Gary Pritchard (Leader) with Portfolio responsibility for Economic Development;

Councillor Robin Williams (Deputy Leader) with Portfolio responsibility for Finance and Housing Services;

Councillor Neville Evans with Portfolio responsibility for Leisure, Tourism and Maritime;

Councillor Carwyn Jones with Portfolio responsibility for Corporate Business and Customer Experience;

Councillor Dyfed Wyn Jones with Portfolio responsibility for Children, Young People and Families;

Councillor Alun Roberts with Portfolio responsibility for Adults' Services (Social Services) and Community Safety;

Councillor Dafydd Roberts with Portfolio responsibility for Education and the Welsh Language;

Councillor Nicola Roberts with Portfolio responsibility for Planning, Public Protection and Climate Change;

Vacant Seat – Portfolio responsibility for Highways, Property and Waste.

10. ELECTION OF THE CHAIR OF THE DEMOCRATIC SERVICES COMMITTEE

In accordance with Part 3.4.12.3 of the Constitution **it was RESOLVED that Councillor Keith Roberts be elected Chairperson of the Democratic Services Committee.**

11. CONFIRMATION OF THE SCHEME OF DELEGATION

In accordance with Part 3.2 of the Constitution it was RESOLVED to confirm such part of the Scheme of Delegation as the Constitution determines it is for the Council to agree.

12. CONFIRMATION OF COMMITTEES

It was RESOLVED to re-appoint the Committee structure as referred to in Section 3.4 of the Council's Constitution, together with the following :-

- **Standards Committee Appointments Panel;**
- **Standing Advisory Council (SAC);**
- **Indemnities Sub-Committee**

13. PROGRAMME OF MEETINGS OF THE COUNTY COUNCIL FOR 2025/26

It was RESOLVED to approve the following programme of ordinary meetings of the County Council for the ensuing year:-

- **25 September, 2025 - 2.00 pm**
- **9 December, 2025 - 2.00 pm**
- **5 March, 2026 – 2.00 pm**
- **May 2026 (Annual Meeting) – date to be confirmed**

14. POLITICAL BALANCE OF COMMITTEES

The report of the Head of Democracy regarding the Council's political balance arrangements were presented for consideration.

It was RESOLVED :-

- **To confirm the political balance arrangements and the number of seats allocated to each of the Groups under the Local Government and Housing Act 1989;**
- **That Group Leaders advise the Head of Democracy as soon as possible if there are any changes to Group Membership on Committees.**

15. REPRESENTATION ON OUTSIDE BODIES

The report of the Head of Democracy regarding the appointment to Outside Bodies was presented for consideration.

It was RESOLVED to agree and confirm appointments as detailed in the schedule to the report.

16. INDEPENDENT REMUNERATION PANEL FOR WALES - ANNUAL REPORT FOR 2025/26

The report of the Head of Democracy regarding the Independent Remuneration Panel for Wales – Annual Report for 2025/2026 was presented for consideration.

It was RESOLVED:-

- **To accept the determinations of the Independent Remuneration Panel for Wales for 2025-2026 ;**
- **To confirm that holders of the same posts as 2024-2025 will be entitled to receive senior salaries in 2025-2026, ie:-**

**Chair of the Council;
Vice-Chair of the Council;
Leader of the Council;
Deputy Leader of the Council;
Other Executive Members (7);
Leader of the Largest Opposition Group;
Chairs of Scrutiny Committees (2);
Chair of the Planning and Orders Committee**

- **To authorise officers to amend Part 6 of the Council's Constitution (Schedule of Member Remuneration) to reflect the determinations made in the Annual Report for 2025/2026.**

The meeting concluded at 3.00 pm

**COUNCILLOR GLYN HAYNES
CHAIR FOR ITEMS 1 TO 7**

**COUNCILLOR NON DAFYDD
CHAIR FOR ITEMS 8 TO 16**

| ISLE OF ANGLESEY COUNTY COUNCIL | |
|---|---|
| REPORT TO: | COUNTY COUNCIL |
| DATE: | 25 SEPTEMBER 2025 |
| SUBJECT: | ANNUAL TREASURY MANAGEMENT REVIEW FOR 2024/25 |
| PORTFOLIO HOLDER(S): | COUNCILLOR R WILLIAMS – DEPUTY LEADER & FINANCE PORTFOLIO HOLDER |
| LEAD OFFICER(S): | MARC JONES – DIRECTOR OF FUNCTION (RESOURCES) / SECTION 151 OFFICER |
| CONTACT OFFICER(S): | JEMMA ROBINSON - JemmaRobinson@ynysmon.llyw.cymru |
| <p>Nature and reason for reporting</p> <p>To comply with regulations issued under the Local Government Act 2003 and with the Council's Treasury Management Scheme of Delegation for 2024/25 (Appendix 10 of the Treasury Management Strategy Statement 2024/25). In accordance with the Scheme of Delegation, this report was scrutinised by the Governance & Audit Committee on 16 July 2025 and forwarded to the Executive Committee without comments on 17 July 2025. The Executive Committee resolved to forward the report to the full Council without any further comment.</p> | |

Reasons

CIPFA's Code of Practice for Treasury Management 2021 and the CIPFA Prudential Code 2021 (The Code), requires that the Council's body charged with overseeing the Council's Treasury Management function receive a quarterly update on the Council's treasury management performance and its compliance with the constraints set in the Treasury Management Strategy.

The report provides an economic update, sets out the current position in respect of borrowing, outlines the investment performance and measures the Council's current position against the performance indicators set out in the annual Treasury Management Strategy. Any breaches of the Treasury Management Strategy are also noted in the report.

Conclusion

The Council's borrowing position remains unchanged, investment performance is good, with investment returns exceeding the budget, the Council remains within the constraints set by the Annual Treasury Management Strategy Performance Indicators and there have been no reportable breaches of the Strategy.

Recommendation

The Council is requested to review and approve the report as presented. A copy of the report is attached as Appendix A.

1. COMPLIANCE WITH REPORTING REQUIREMENTS

- 1.1. Under the requirements of the CIPFA Code of Practice on Treasury Management (the Code) and the CIPFA Prudential Code for Capital Finance in Local Authorities (the Prudential Code), a number of reports are required to be presented to the Governance & Audit Committee, the Executive and the Full Council during the year. The details of these reports are summarised in Table 1 below.

Table 1
Summary of Treasury Management Reports presented to Committees and Full Council

| Report | Governance & Audit Committee | Executive | Full Council |
|---|--|------------------|---------------------|
| Annual Treasury Management Strategy 2024/25 | 8 February 2024 | 20 February 2024 | 7 March 2024 |
| Treasury Update Report Quarter 1 2024/25 | Delegated to Portfolio Holder – Issued 21 January 2025 | | |
| Mid Year Treasury Update Report 2024/25 | 11 February 2025 | 18 February 2025 | 6 March 2025 |
| Treasury Update Report Quarter 3 2024/25 | Delegated to Portfolio Holder – Issued 10 March 2025 | | |
| Annual Review Report 2024/25 | 16 July 2025 | 17 July 2025 | 25 September 2025 |

2. REVIEW OF 2024/25 – EXTERNAL FACTORS

- 2.1. A number of factors influence the Council's Treasury Management activities which are outside the Council's control but have a major impact on the Council's borrowing and investment decisions.

2.2. Interest Rates

The level of interest rates at the time decisions are taken and the future trajectory for rates has a significant impact on treasury management decisions and can influence if the Council borrows externally, the length of any borrowing, when the Council ties into longer term investments and where the Council invests its surplus cash.

At the commencement of 2024/25, the Bank of England base rate stood at 5.25% but as inflation fell and the economy slowed, the rate was reduced to 5.00% in August 2024, 4.75% in November 2024 and 4.5% in February 2025.

Rates are expected to continue to fall in 2025, with a reduction to 4.25% made in May 2025 with 2 or 3 further cuts expected during the remainder of 2025, with rates expected to be around 3.5% by the end of 2025.

2.3. The UK Economy

The UK economy is still operating within major global events which are impacting the global economy, which include the continuing war in Ukraine and the need to increase expenditure on defence, the change in the President of the United States, the introduction of higher tariffs by the United States causing a potential slowdown in the world economy and its impact on oil and energy prices.

In the UK, there was a change in the national government, with the new Labour Government putting the growth of the economy as their major priority, whilst trying to fund public services without increasing levels of income tax, VAT or employee national insurance and without increasing external borrowing. This has resulted in the Government adopting a new set of fiscal rules which has allowed increases in budgets in the early years of the new Parliament but will require budget reductions in future years.

It is planned that the additional expenditure in 2025/26 and 2026/27, will generate growth in the economy which will increase tax revenues in future years. This combined with reductions in some Government budgets, notably the welfare budget, will allow the Government to reach its fiscal targets, however the Government's headroom is very small and risk of not achieving these fiscal targets is high.

The increase in employer national insurance contributions will generate additional revenue but may impact growth and will increase costs for the public sector, which reduces the net impact of the change.

UK economic growth stayed very low during 2024/25 with no growth in the first 2 quarters, growth of 0.4% in the third quarter, followed by growth of 0.5% in the final quarter. Growth is forecast to remain between 1% and 2% for 2025 through to 2028.

Consumer Price Inflation (CPI) started 2024/25 at 3.2% but fell during the year to reach a low of 1.7% in September 2024, it then rose back to 3% in January 2025, mainly as a result of increasing energy prices, but fell back to 2.6% in March 2025, It is forecast to rise again during 2025, reaching a peak of 3.5% by the end of the summer before falling back towards the Bank of England's of 2.0%, with a forecast figure of 2.7% by the end of 2025/26.

3. CAPITAL EXPENDITURE 2024/25

3.1. Capital expenditure has a significant impact on the Council's treasury management activity. Capital expenditure can be financed:-

- immediately through the application of capital or revenue resources (capital receipts, capital grants, revenue contributions etc.), which has no resultant impact on the Council's borrowing need; or
- from borrowing: If insufficient financing is available, or a decision is taken not to apply resources, the capital expenditure will give rise to a borrowing need.

3.2. Table 2 below compares the draft capital expenditure for 2024/25 with the original and revised budgets.

Table 2
Capital Expenditure 2024/25

| | 2024/25 Original Budget £'m | 2024/25 Revised Budget £'m | 2024/25 Actual £'m |
|---|--------------------------------------|-------------------------------------|--------------------------|
| General Fund | 13.8 | 48.7 | 37.2 |
| HRA | 30.0 | 29.6 | 27.5 |
| Total Capital Expenditure | 43.8 | 78.3 | 64.7 |
| Financed By | | | |
| General Fund Grants, Reserves and Revenue Contributions | 9.0 | 40.4 | 30.4 |
| HRA Grants and Revenue Contributions | 29.1 | 26.0 | 27.5 |
| General Fund Borrowing | 4.8 | 8.0 | 6.8 |
| HRA Borrowing | 0.9 | 3.9 | 0.0 |
| Total Funding | 43.8 | 78.3 | 64.7 |
| | | | |
| Total Expenditure Funded from Borrowing | 5.7 | 11.9 | 6.8 |
| | | | |

3.3. The main areas of variances in the capital expenditure (over £500k) are set out in Table 3 below:-

Table 3
Capital Expenditure Variances 2024/25

| Scheme | Underspend £'000 | Comments |
|--|---------------------|--|
| HRA Capital Improvements | 2,104 | For further information on the HRA capital expenditure, please refer to the HRA Outturn report, presented to this Committee on 17 July 2025. |
| School and Council Building Refurbishments, including disabled adaptations | 850 | Underspends on these budgets were expected due to the award of additional grant funding in the year. Welsh Government's Additional Learning Needs (ALN) Grant was used to fund works to enable Disabled Access in Education Buildings for 2024/25. It is expected that the pressure on this budget heading will increase in future as results of access audits will provide a fuller picture of the works required. The Education buildings capital budget underspend was a consequence of grant award of Capital Repairs and Maintenance Grant 2024/25. There is a conscious decision not to try to push the spend out hurriedly, and rather to displace it against committed expenditure and carry over to a measured 2025/26 programme. |

| Scheme | Underspend £'000 | Comments |
|---|-----------------------------|---|
| Holyhead Regeneration (THI Phase II) | 734 | Significant delays have been faced within this programme, specifically in relation to procurement and certain projects not proceeding. No funding will be lost and a new budget for 2025/26 will be allocated. |
| Holyhead UK Government Regeneration Programme | 4,982 | Significant underspend was likely due to significant delays being faced within the overall programme delivery. However, there has been an extension to September 2025 (with the likelihood of a further extension) and therefore no funding will be lost. |
| Council Buildings Low Carbon Heat Replacement Programme | 895 | £522k of this underspend is simply 5% retention that we have claimed on the projects to date, being held to be released after successful completion of the projects. £373k has arisen from a variation request to Welsh Government across two of the projects for works that couldn't complete within the 2024/25 and agreed to be carried forward for completion in 2025/26. |
| Canolfan Glanhwfa | 600 | The construction for this project has begun and will run for 12 months so the funding will be split over 2 financial years - majority of the funding will be spent in 2025/26. |
| Electric Vehicle Charging Infrastructure | 310 | Additional funding was received in year from Welsh Government Energy Service, with conditions to be used within the specific financial year. Underspend of original funding allocation has been agreed to be carried forward a further year and therefore no funding will be lost. |
| Visitor Infrastructure | 438 | £193k of the underspend is the original council funded budget, which is requested to be slipped due to SPF grant funding being received in year that covered the spend on these projects. The SPF funding was utilised in full against these projects, however, what was originally budgeted to be capital expenditure was subsequently moved to revenue and funded in revenue. No funding has been lost. |
| | 10,913 | |
| Other Projects | 2,608 | |
| Total Underspend 2024/25 | 13,521 | |

4. IMPACT ON COUNCIL'S FINANCIAL POSITION

4.1. The Council's expenditure on capital and how it is financed impacts on the Council's financial position in respect of the following:-

- Capital Financing Requirement (CFR) – this is the measure of the Council's underlying need to borrow i.e. the sum of capital expenditure which has not been financed through grants, revenue contributions or reserves;
- Level of borrowing;
- The balance between borrowing that is external and borrowing which is funded from the Council's own cash balances (internal borrowing).
- The Council's own reserves and provisions.

4.2. Capital Financing Requirement

In order to ensure that borrowing levels are prudent over the medium term and only for a capital purpose, the Council should ensure that its gross external borrowing does not, except in the short term, exceed the total of the capital financing requirement in the preceding year plus the estimates of any additional capital financing requirement for the current and next two financial years. This essentially means that the Council is not borrowing to support revenue expenditure.

Table 4
Capital Financing Requirement and External Borrowing

| | Budget £'000 | Actual £'000 | Variance £'000 |
|---|-------------------------|-------------------------|---------------------------|
| Capital Financing Requirement | | | |
| Opening Balance | 145,754 | 145,754 | - |
| Capital Expenditure | 78,247 | 64,726 | (13,521) |
| Right of Use Assets (leases) brought onto Balance Sheet | 0 | 1,715 | 1,715 |
| Funding from Grants, Balances and Revenue | (66,325) | (57,873) | 8,452 |
| Minimum Revenue Provision | (1,743) | (1,710) | 33 |
| Minimum Revenue Provision – Right of Use Assets | 0 | (327) | (327) |
| Closing Balance | 155,933 | 152,285 | (3,648) |

4.3. Debt Repayments

During 2024/25, annual repayments on PWLB annuity loans totalling £18k and zero interest Salix loans totalling £364k were made. In addition two fixed term PWLB loans were repaid which are as follows:-

- £569,200, loan commenced 18 October 1983 at a rate of 7.875%
- £284,600, loan commenced 4 May 1995 at a rate of 8.5%

These loans were not replaced with any new external loans.

4.4. Internal and External Borrowing

When cash balances are sufficient and when investment rates are lower than long term borrowing costs, the Council has followed a policy of internal borrowing, where cash balances are used to fund capital expenditure or fund the repayment of existing loans, rather than borrowing externally. This policy maximises the savings possible. The level of internal borrowing is the difference between the CFR and the outstanding balance of external loans. This is summarised in Table 5 below:

Table 5
External and Internal Borrowing

| | Budget £'000 | Actual £'000 | Variance £'000 |
|--|-------------------------|-------------------------|---------------------------|
| External Borrowing | | | |
| Opening Balance | 122,411 | 122,411 | 0 |
| New Borrowing | 11,922 | 908 | (11,014) |
| Loan Repayments | (1,236) | (1,236) | 0 |
| Closing Balance | 133,097 | 122,083 | (11,014) |
| A breakdown of the outstanding balance by loan repayment year, by outstanding loan balance per year, by loan type and by Fund is attached as Appendix 1 to 4 | | | |
| | | | |
| Internal Borrowing | | | |
| Opening Balance | 23,343 | 23,343 | 0 |
| New Borrowing to Replace Internal Borrowing | 0 | 0 | 0 |
| New Borrowing to Fund Loan Repayments | 0 | 0 | 0 |
| New Borrowing to Fund Capital Expenditure | 0 | 5,945 | 5,945 |
| Loan Repayments in Year | 1,236 | 1,236 | 0 |
| Right of Use Assets (leases) brought onto Balance Sheet | 0 | 1,715 | 1,715 |
| Minimum Revenue Provision | (1,743) | (1,710) | 33 |
| Minimum Revenue Provision Right of Use Assets | 0 | (327) | (327) |
| Closing Balance | 22,836 | 30,202 | 7,366 |

4.5. The average length to maturity of the existing loans and the average rate of the loans are shown in Table 6 below.

Table 6
Average Length to Maturity and Average Interest Rate of Outstanding Loans

| | 31 March 2025 | | 31 March 2024 | |
|---------------|--|----------------------------------|--|----------------------------------|
| | Average Years to Maturity | Average Interest Rate | Average Years to Maturity | Average Interest Rate |
| PWLB Maturity | 19.21 Years | 5.1% | 19.33 Years | 5.2% |
| PWLB Annuity | 5.37 Years | 9.4% | 6.37 Years | 9.4% |
| Salix | 5.50 Years | 0.0% | 5.57 Years | 0.0% |

5. INVESTMENTS

- 5.1. As cash balances are utilised to fund capital expenditure, the sums available to invest reduce over time. At the start of the financial year, the Council held £15m in fixed term investments, £16.4m in call accounts and £0.27m in current accounts. This gave a combined total of cash investments of £31.67m
- 5.2. At the end of the financial year, the value of cash investments had fallen to £13.174m, made up of £7m fixed term investments, £5.96m in call accounts and £0.214m in current accounts.
- 5.3. An analysis of the investments by quarter and by counterparty is attached in Appendix 5 and 6.
- 5.4. The average balance invested in 2024/25 in fixed term investments was £14.589m with an average rate of return of 5.05%. This compares to an average investment of £15m in 2023/24 with an average return of 5.18%.
- 5.5. The average balance held in call accounts in 2024/25 was £22.175m with an average return of 3.88%. This compares to an average balance of £16.602m in 2023/24 with an average return of 4.11%.
- 5.6. The investments through fixed term investments, call accounts and current accounts generated £1.55m in interest. After allowing for the transfer of interest to bond holders and minor trusts, investments generated £866k of interest for the general fund, compared to a budget of £670k, £382k for the HRA, compared to a budget of £400k and £212k for schools.

6. COMPLIANCE WITH THE TREASURY MANAGEMENT STRATEGY

- 6.1. The Annual Treasury Management Strategy for 2024/25 was approved by the Council on 7 March 2024 and it set out a number of principles. How the Council has performed against these principles is detailed below.

6.2. Borrowing Strategy (Paragraph 8.1 & 8.2 of the TMSS 2024/25)

The Council has followed a strategy of using cash reserves to fund capital expenditure (internal borrowing) and only externalises borrowing cash balances fell too low, that there was a sharp rise in interest rates forecast at a time when the Council would have to borrow or if borrowing rates fell below investment rates.

During 2024/25, a final drawdown of a previously agreed Salix loan was received £908k. No other external borrowing was undertaken and the policy of using cash balances to fund capital expenditure remained. Interest rates are expected to fall during 25/26 and 26/27, making it more advantageous to postpone external borrowing for as long as possible.

6.3. Borrowing in Advance of Need (Paragraph 8.3 of the TMSS 2024/25)

The strategy was clear that the Council would not borrow in advance of need unless value for money could be demonstrated, and that the security of funds could be assured. No borrowing took place during 2024/25.

6.4. Debt Rescheduling (Paragraph 8.4 of the TMSS 2024/25)

Debt rescheduling would be considered if surplus cash was available to facilitate the repayment and that the rescheduling rebalances the portfolio and that the premium payable is lower than the interest saving made.

No rescheduling took place during 2024/25 as there is no urgent need to rebalance the portfolio and the cost of early redemption remains prohibitive.

6.5. Borrowing Counterparties (Paragraph 8.5 of the TMSS 2024/25)

The strategy sets out that the PWLB would remain as the Council's main source of borrowing, although consideration may be given to borrowing from other institutions.

During the year no external borrowing took place.

6.6. Investment Priority (Paragraph 10.2.1 of the TMSS 2024/25)

The strategy sets out that the Council prioritises investments in terms of security, liquidity, yield i.e. the Council prioritises the security of the investment above all other considerations, it then ensures that investments take into account the Council's need to access a level of cash instantly and that the yield generated is the final consideration. During the year, these investment principles remained in place and all investments were made in accordance with these principles.

6.7. Investment Counterparties (Paragraph 10.2 – 10.4 of the TMSS 2024/25)

The strategy set out a number of criteria in respect of investment counterparties which covers the credit rating of each institution, set limits on the sums that could be invested with one institution, set limits on the length of investment and set out approved countries for investment.

During the year all the criteria set were complied with and no breaches occurred.

7. PRUDENTIAL INDICATORS

- 7.1. In addition to the principles set out above, the Strategy also included a number of prudential indicators and authorised limits. The purpose of these indicators place controls on the level of capital expenditure and the level of borrowing to fund the expenditure and measures the affordability of the revenue costs of borrowing. The comparison of the actual performance for 2024/25, compared to the estimate in the original strategy is shown in Table 7 below.

Table 7
Prudential Indicators 2024/25

| PERFORMANCE INDICATORS | | | | |
|-------------------------------------|---|--|---------------------------------|---------|
| Indicator Group | Description | Treasury Management Strategy Statement 2024/25 | Estimated Position at end of Q4 | |
| Affordability | Ratio of Financing Costs to Net Revenue Stream – General Fund | 3.12% | 2.62% | |
| | Ratio of Financing Costs to Net Revenue Stream – Housing Revenue Account (HRA) | 10.38% | 5.43% | |
| Capital Financing Requirement (CFR) | Council Fund & HRA | £171.991m | £152.285m | |
| AUTHORISED LIMITS | | | | |
| Prudence | Gross debt must be lower than the CFR plus any additional CFR in the next two years | <198.521m | £122.082m | |
| External Debt | Authorised Limit | < £198.521m | £122.082m | |
| | Operational Boundary | < £193.521m | £122.082m | |
| Maturity of Debt | Under 12 months | <20% of total debt = £24.416m | £0.046m | 0.04% |
| | 12 months and within 24 months | <20% of total debt = £24.416m | £1.427m | 1.17% |
| | 24 months and within 5 years | <50% of total debt = £61.041m | £5.813m | 4.76% |
| | 5 years and within 10 years | <75% of total debt = £85.458m | £13.851m | 11.35% |
| | 10 years and above | 100% = £122.082m | £122.082m | 100.00% |

7.2. The table above confirms that all the indicators and authorised limits set out in the strategy have been complied with.

8. 2025/26 AND BEYOND

8.1. The Treasury Management Strategy Statement for 2025/26 (approved by the Council on 6 March 2025) sets out the forecasts and strategy for the forthcoming year.

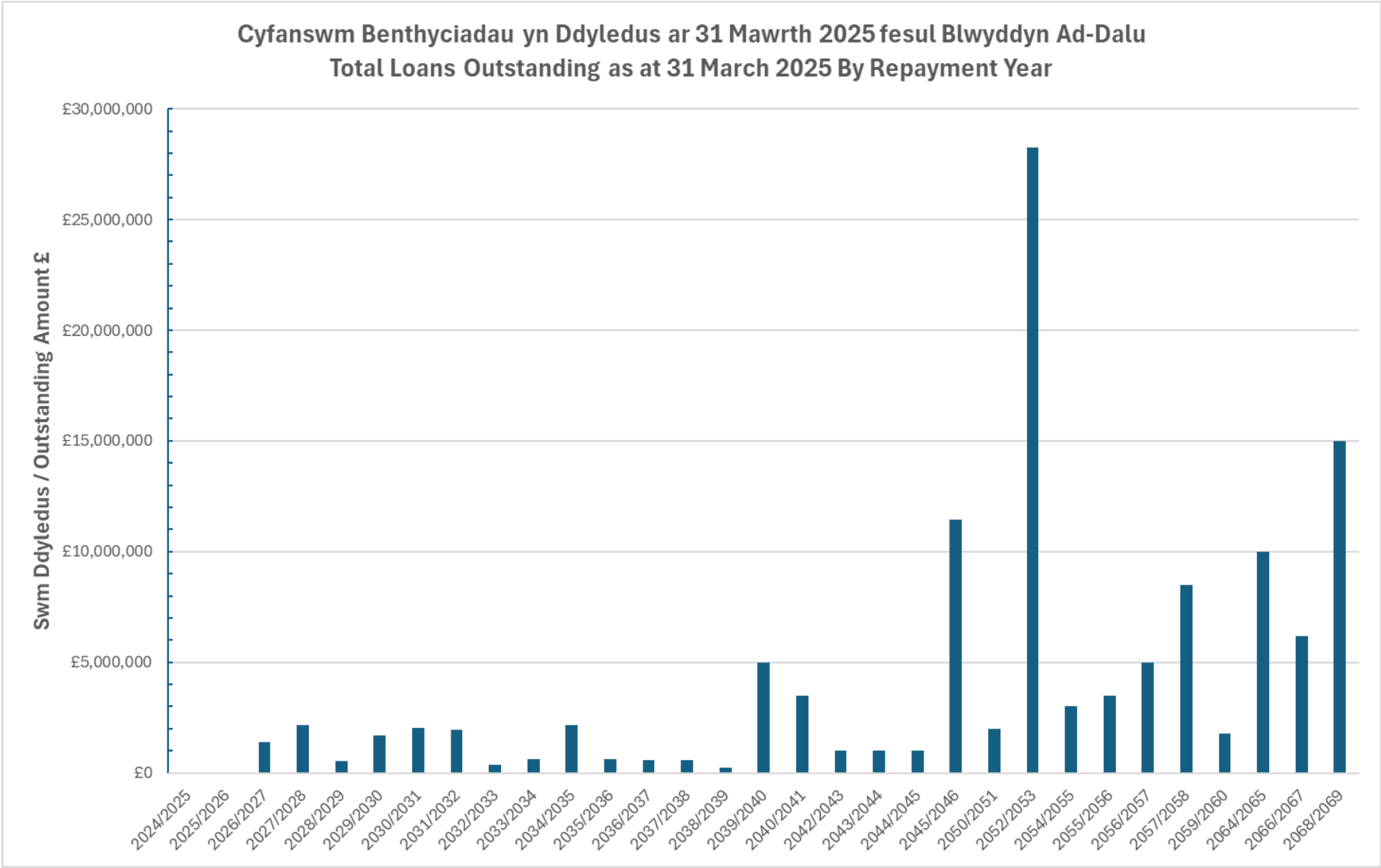
8.2. Based on the current position it is forecast that the Council's cash balances will fall and that the £10m currently invested in fixed term investments will have to be brought back into the Council's liquid cash balances as they mature during the summer and this will enable the Council to operate adequate cash balances until October 2025. At that point part of the current internal borrowing will have to be externalised with further borrowing required close to the end of the 2025/26 financial year. A total of £20m of borrowing will be required to maintain adequate liquid cash balances during 2025/26.

8.3. Apart from annual repayments of annuity loans and Salix loans, no fixed term loan is due to be repaid in 2025/26. 2 loans with a combined value of £1.381m are due to be repaid during 2026/27 and a further 3 loans are due to be repaid, with a combined value of £2.165m are due to be repaid in 2027/28.

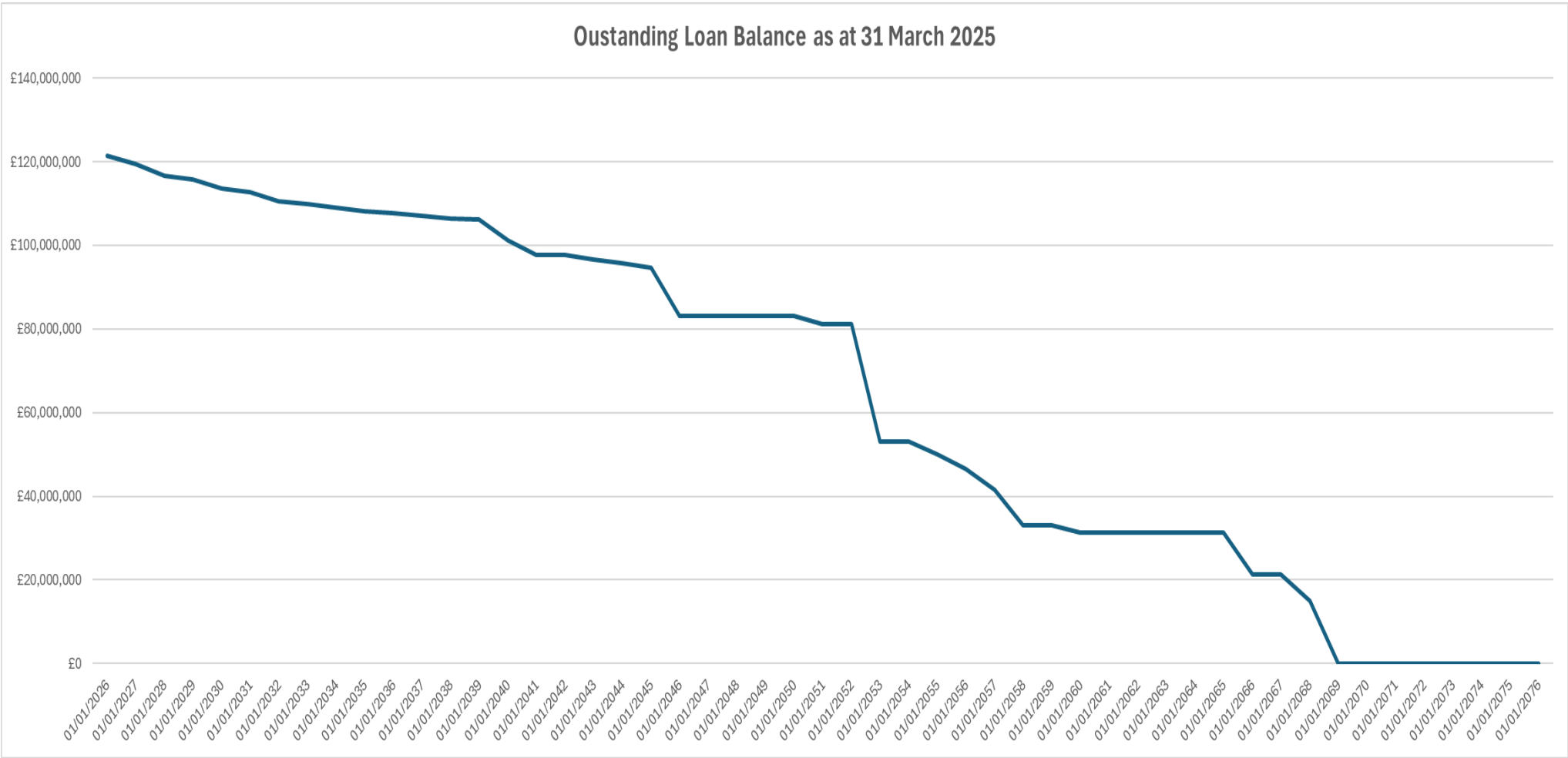
8.4. The Bank of England Base Rate is expected to continue to fall during 2025/26 before levelling out at around 3% during the middle part of 2026.

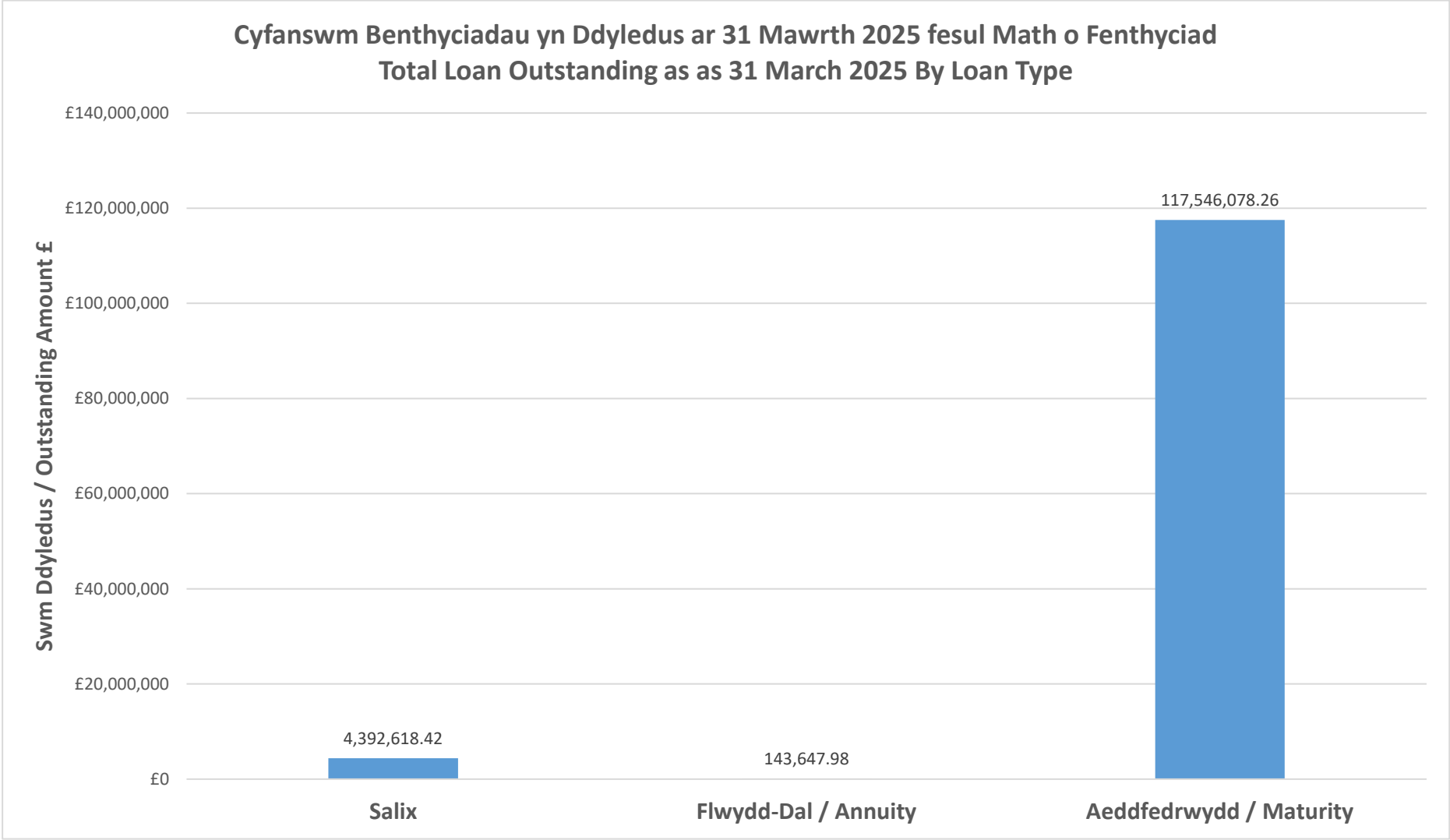
9. CONCLUSIONS

- 9.1. The Council's Treasury Management performance during the year was in line with the strategy of low risk, low return investments and a planned approach to borrowing designed to minimise interest charges.
- 9.2. The performance against the Prudential Indicators set by the Council show that the Council's Treasury Management activities are being undertaken in a controlled way which ensure the financial security of the Council and do not place the Council at any significant financial risk in terms of unaffordable or excessive borrowing.
- 9.3. The Council's Treasury Management Strategy and its performance against the strategy take into account the external economic factors and it is constantly reviewed to ensure that it is the most appropriate strategy moving forward.

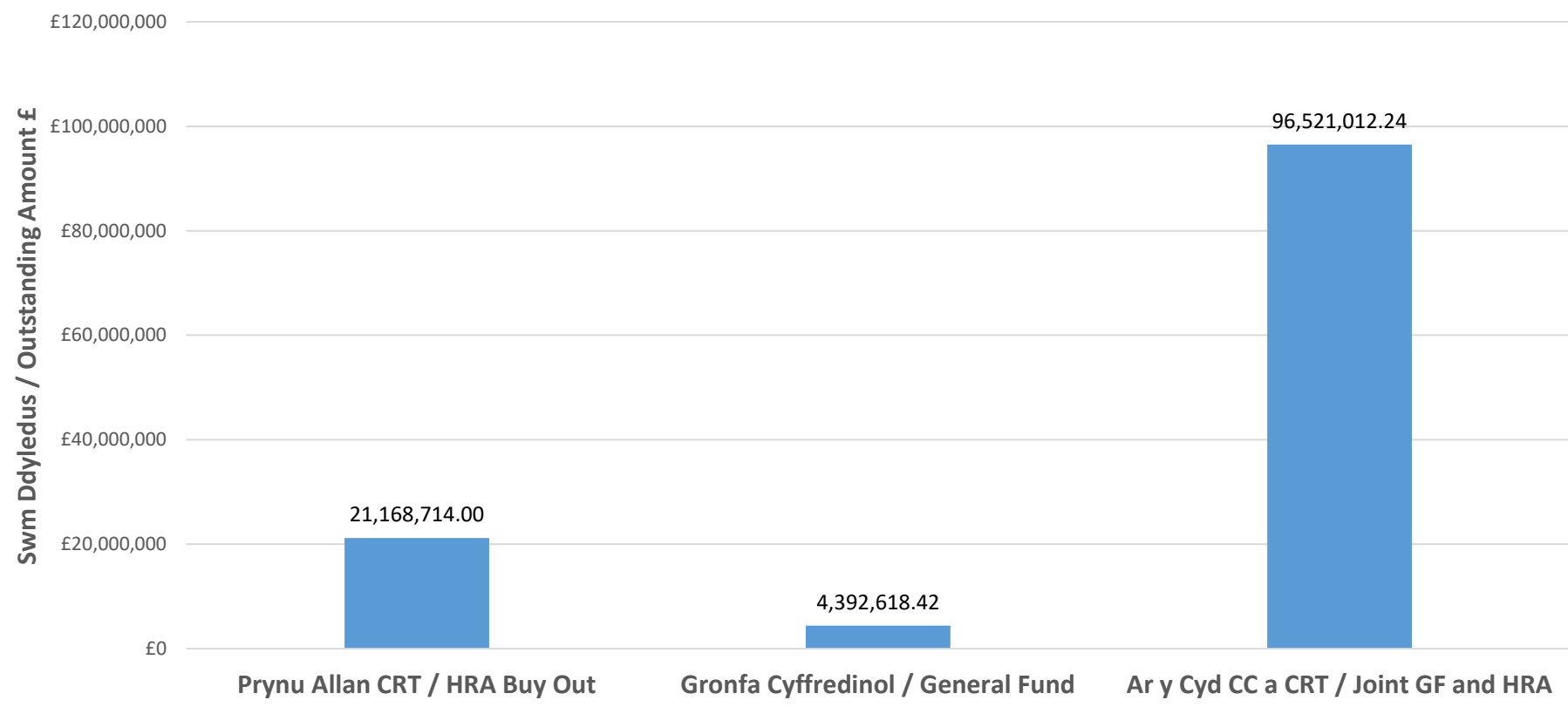


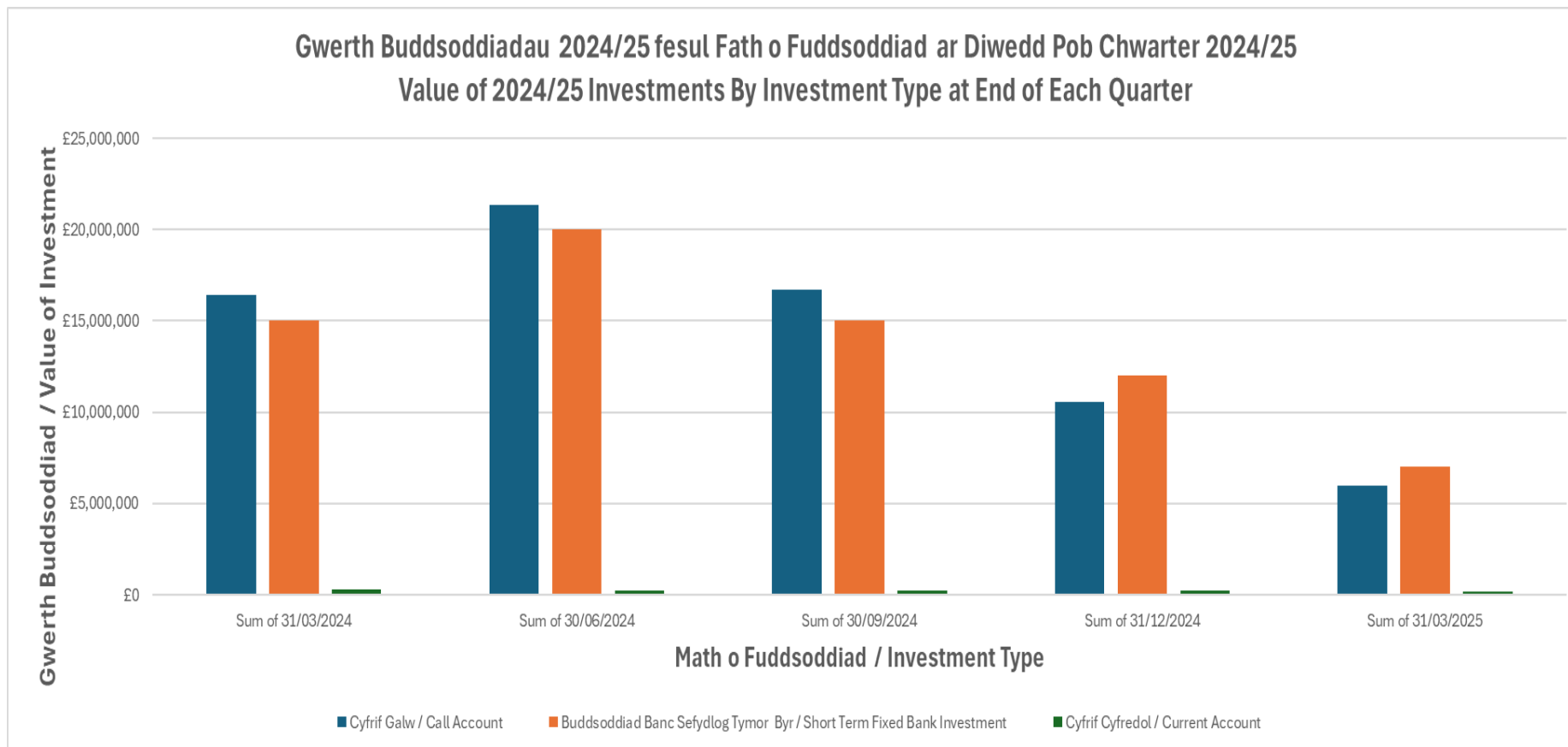
Oustanding Loan Balance as at 31 March 2025

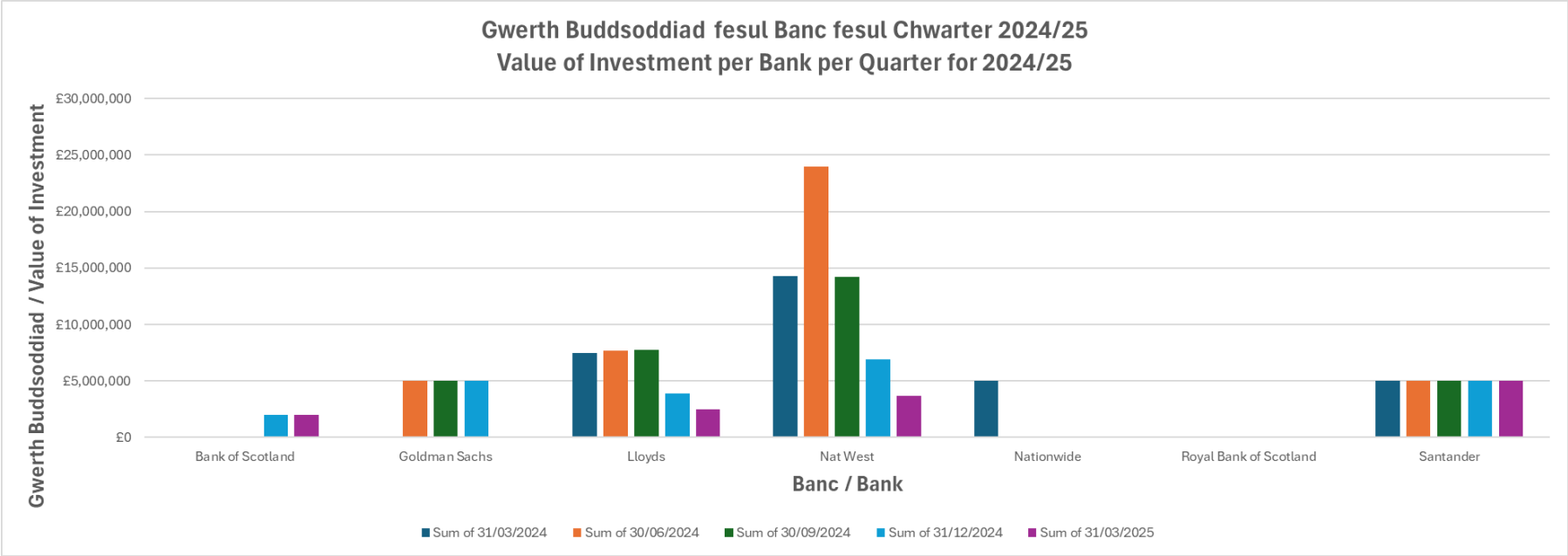




Cyfanswm Benthyciadau yn Ddyledus ar 31 Mawrth 2025 Fesul Gronfa
Total Loan Outstanding as as 31 March 2025 By Fund







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| Isle of Anglesey County Council | |
|---------------------------------|--|
| Report to: | The Executive and Full Council |
| Date: | 23/09/2025 and 25/09/2025 |
| Subject: | Self-Assessment and Performance Reporting |
| Portfolio Holder(s): | Cllr Carwyn Jones |
| Director/Report Author: | Lynn Ball, Director of Function (Council Business) / Monitoring Officer |

A – Recommendation/s and reason/s

Recommendations

1. The Executive recommends that Council/Council approve the constitutional changes required to reflect the merging of the Annual Self-Assessment Report and the Annual Performance (Wellbeing) Report into a single integrated document called the Annual Self-Assessment and Performance (Wellbeing) Report.
2. The Executive recommend that Council/Council approve changes to the Constitution to reflect that the merged report referred to in paragraph 1. above shall be a function of the Executive.
3. The Council authorises the Monitoring Officer to make the constitutional changes required to implement paragraphs 1. and 2. above.

Reasons

4. There are statutory requirements for the Council to publish an Annual Self-Assessment Report and an Annual (Wellbeing) Report. Merging these reports is permissible under statute and encouraged in the statutory guidance that accompanies the Local Government and Elections (Wales) Act 2021 and the Well-being of Future Generations Act 2015. Each emphasise the benefits of integrated reporting where possible.
5. The Annual Self-Assessment Report is about the Council's performance, effective use of resources and governance arrangements. As the Executive is accountable for service delivery and, owing to the iterative role of the Governance and Audit Committee in relation to the Annual Self-Assessment Report, a decision was made by Council that the Annual Self-Assessment Report become a function of the Executive. This decision was made on the 24/09/2024. The link is [here](#).
6. The Annual Performance (Wellbeing) Report is about how we are sustainably meeting our wellbeing objectives, pursuant to the Wellbeing of Future Generations Act 2015. In essence, this is about how the Council is contributing to the national wellbeing goals set by Government while providing for the needs of our citizens without compromising the wellbeing of subsequent generations. The Annual Performance (Wellbeing) Report is currently a matter which is reserved to full Council.

A – Recommendation/s and reason/s

7. Although the two reports derive from different legislation, they contain common ground, relying on similar data/analysis to demonstrate compliance with two different statutory requirements. This creates a duplication of work, for both members and officers, despite the principle of integrated reporting contained in the statutory guidances.
8. To avoid duplication and to use our resources as efficiently and effectively as possible, it is suggested that the reports be merged and that the Constitution be amended to ensure that responsibility for the merged report is allocated to either full Council, or the Executive. The merged report would be called The Annual Self-Assessment and Performance (Wellbeing) Report.
9. Owing to the case made to full Council on the 24/09/2024, the Council resolved to allocate responsibility for the Annual Self-Assessment Report to the Executive. The recommendation, therefore, is that the merged report shall be an Executive function. Such report will still be subject to scrutiny by the Corporate Scrutiny Committee and, under its statutory terms of reference, by the Governance and Audit Committee. The reports may be integrated, and the approval process streamlined, but without compromising appropriate opportunity for challenge and accountability.

B – What other options did you consider and why did you reject them and/or opt for this option?

Maintaining the status quo or allocating the responsibility for the merged report to the full Council. Those options were rejected for the reasons described in paragraphs 4-9 above.

C – Why is this a decision for the Executive?

This involves a recommendation for a constitutional change and the Executive must be provided with an opportunity to express a view. The final decision, however, rests with full Council.

Ch – Is this decision consistent with policy approved by the full Council?

Not relevant

D – Is this decision within the budget approved by the Council?

Not relevant

| Dd – Assessing the potential impact (if relevant): | | |
|--|--|--|
| 1 | How does this decision impact on our long term needs as an Island? | Not relevant. This Report is about how and where we report rather than what we report. |
| 2 | Is this a decision which it is envisaged will prevent future costs / dependencies on the Authority? If so, how? | |
| 3 | Have we been working collaboratively with other organisations to come to this decision? If so, please advise whom. | |
| 4 | Have Anglesey citizens played a part in drafting this way forward, including those directly affected by the decision? Please explain how. | |
| 5 | Note any potential impact that this decision would have on the groups protected under the Equality Act 2010. | |
| 6 | If this is a strategic decision, note any potential impact that the decision would have on those experiencing socio-economic disadvantage. | |
| 7 | Note any potential impact that this decision would have on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language. | |

| E – Who did you consult? | | What did they say? |
|--------------------------|---|--------------------|
| 1 | Chief Executive / Leadership Team (LT) (mandatory) | |
| 2 | Finance / Section 151 (mandatory) | |
| 3 | Legal / Monitoring Officer (mandatory) | |
| 4 | Human Resources (HR) | |
| 5 | Property | |
| 6 | Information Communication Technology (ICT) | |
| 7 | Procurement | |
| 8 | Scrutiny | |
| 9 | Local Members | |

| F - Appendices: |
|-----------------|
| |

| |
|---|
| Ff - Background papers (please contact the author of the Report for any further information): |
| |

| Isle of Anglesey County Council | |
|-----------------------------------|--|
| Report to: | Full Council |
| Date: | 25 September 2025 |
| Subject: | Annual Director's Report on the Effectiveness of Social Services 2024/25 |
| Portfolio Holder(s): | Councillor Dyfed Wyn Jones- Children & Families Services Councillor Alun Roberts – Adult Services |
| Head of Service / Director: | Fôn Roberts, Director of Social Services & Head of Children and Families Services, and Arwel Owen, Head of Adults Services. |
| Report Author: Tel: E-mail: | Fon Roberts, Director of Social Services Emma Edwards, Business Manager 01248 751887 Emmaedwards@ynysmon.gov.uk |
| Local Members: | Relevant to all Members |

A –Recommendation/s and reason/s

This paper presents the Annual Director of Social Service's Report on the effectiveness of Social Services 2024/25 to members of the Full Council, as required under the Social Care and Wellbeing (Wales) Act 2014.

The purpose of the report is to promote awareness and accountability for the performance and progress made over the past year in delivering Social Services within Anglesey County Council, as well as including areas identified for improvement for the forthcoming year.

It is recommended that:

- 1) Members of Council to accept the report as a true reflection of our Social Services delivery over the past 12 months (2024/25).

B – What other options did you consider and why did you reject them and/or opt for this option?

Please note that the report is a statutory requirement for the Director of Social Services, and therefore it is a mandatory requirement.

C – Why is this a decision for the Executive?

N/A – Full Council

Ch – Is this decision consistent with policy approved by the full Council?

Yes.

D – Is this decision within the budget approved by the Council?

Yes.

Dd – Assessing the potential impact (if relevant):

| | | |
|---|--|--|
| 1 | How does this decision impact on our long term needs as an Island? | The report addresses a number of current and future projects that will support the council in its work to safeguard Anglesey citizens in line with the Council's objectives. |
| 2 | Is this a decision which it is envisaged will prevent future costs / dependencies on the Authority? If so, how? | There is a specific chapter heading in relation to financial accountability towards the end of the report. |
| 3 | Have we been working collaboratively with other organisations to come to this decision? If so, please advise whom. | We have addressed and commented on our partnership working throughout the report. |
| 4 | Have Anglesey citizens played a part in drafting this way forward, including those directly affected by the decision? Please explain how. | We have included the feedback from Anglesey Citizens throughout the Report. |
| 5 | Note any potential impact that this decision would have on the groups protected under the Equality Act 2010. | N/A |
| 6 | If this is a strategic decision, note any potential impact that the decision would have on those experiencing socio-economic disadvantage. | N/A |
| 7 | Note any potential impact that this decision would have on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language. | N/A – Report will be available in both Welsh & English. |

E – Who did you consult?

What did they say?

| | | |
|---|--|-----------|
| 1 | Chief Executive / Senior Leadership Team (SLT) (mandatory) | Approved. |
| 2 | Finance / Section 151 (mandatory) | As above. |

| E – Who did you consult? | | What did they say? |
|--------------------------|--|---|
| 3 | Legal / Monitoring Officer (mandatory) | As above. |
| 4 | Human Resources (HR) | N/A |
| 5 | Property | N/A |
| 6 | Information Communication Technology (ICT) | N/A |
| 7 | Procurement | N/A |
| 8 | Scrutiny | N/A |
| 9 | Local Members | The Report is shared with the Full Council. |

F - Appendices:

Copy of Report - See document.

Ff - Background papers (please contact the author of the Report for any further information):

Current Report, as mentioned above (Appendices F).

Previous reports can be found on the Council Website.



CYNGOR SIR
YNYS MÔN
ISLE OF ANGLESEY
COUNTY COUNCIL

Page 34

Annual Directors Report

on the effectiveness of Social Services

2024-25



anglesey.gov.wales



Anglesey County Council



angleseycouncil



angleseycouncil



cyngormon

MÔN SY'N
WYBODUS AM
DRAWMA



TRAUMA
INFORMED
ANGLESEY





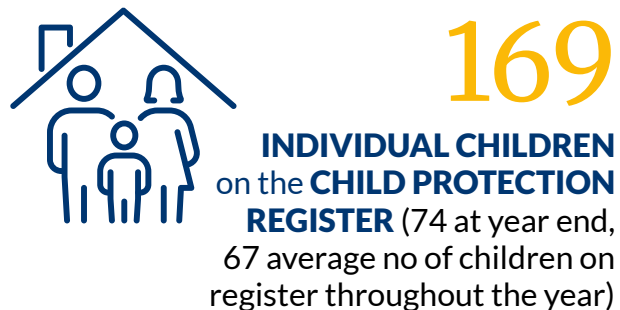
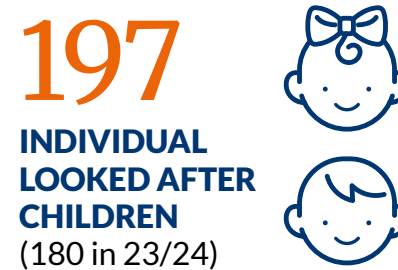
Contents

| | | |
|--|--|---|
| Directors Summary (See additional attachment– video format) | Leadership.....6-10 Workforce.....11-13 Financial Resources.....14-15 | Inspection & Reviews.....34-35 Complaints & Representation.....36-37 Other info.....37-39 |
| Context Section.....3-5 | Performance Assessment: Children & Families Service16-24 Adults Services.....25-33 | Appendices: Glossary of Terms.....40-41 Case Studies41 |

Context Section

WHO WE HELPED & SUPPORTED (2024/25)

(*) previous year



WHO WE HELPED & SUPPORTED (2024/25)

(*) previous year

642

CHILDREN REGISTERED
with **FLYING START**
at the end of the year
(673 in 23/24)

176

FAMILIES accessed
our **FLYING START**
childcare during the year.
(173 in 23/24)



250

attended our
OLDER PEOPLES FORUM
(in one of the 12 local or Island
wide) over the year

FOSTERING REVIEWS

10

FOSTERING ASSESSMENTS
(2 Form F, 8 Connected Persons)

30

TO PANEL
(12 independent,
18 internal)

17

**AGENCY
DECISION MAKER**

59

**FOSTER
CARERS**
in 34 Homes
(compared to
60 in 35 homes
in 22/23)



3,093

CHILDREN ATTENDED
our **YOUTH CLUBS**
during the year



700

YOUNG PEOPLE
are registered to one
of our **15 YOUTH CLUBS**
across the Island



94

**YOUNG CARERS
SUPPORTED**
by **ACTION FOR
CHILDREN**
on 31st of March
(109 in 2024)



1,173

received a **CARE
& SUPPORT PLAN**

YOUTH SERVICES TEAM
have had over

17,600

contacts young people during the year.



179

ACCREDITATIONS
received by **YOUNG PEOPLE** -
ranging from **AGORED** to
DUKE OF EDINBURGH AWARDS



About our
**SOCIAL
SERVICES**
(2024/25)

Social Services
TOTAL BUDGET
£53,206,281
(£48,715,9161 in 23/24)

ADULT

Services Budget is
£38,789,694
(£35,593,089 in 23/24)

**CHILDREN
& FAMILIES**

Service Budget is
£14,416,587
(£13,122,827 in 23/24)



WE EMPLOY
690
people across
both Services
(717 in 23/24)

83%

of our employees
speak Welsh
(L3 or above)
(85% in 23/24)



Leadership & Culture

The council's vision is to create an Ynys Môn that is healthy and prosperous where people can thrive.

Collaboration is key to realising our vision. We will be a respectful council that is considerate of others, we will collaborate honestly and we are committed to high standards of behaviour and integrity to present the island and its communities in the best light possible.

To realise this vision, we will need to continue modernising and transforming our services and our way of working. An integral part of modernising will be listening to what our residents, service users and businesses think – and being ready to act.

You will read references throughout this report linking our progress against the **six Council Strategic Objectives**, as set out in our **Council Plan 2023-28** [Council Plan 2023 to 2028](#).

By aligning our services and achievements we can help ensure that the Council succeeds in its vision.

“Creating an Ynys Môn that is healthy and prosperous where people can thrive”.



Our six strategic objectives

Welsh Language



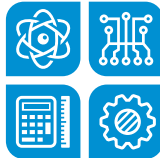
Increasing opportunities to learn and use the language.

Social Care & Wellbeing



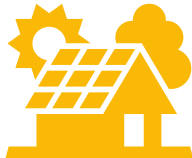
Providing the right support at the right time.

Education



Ensuring an effective provision for today and for future generations.

Housing



Ensuring that everyone has the right to call somewhere home.

Economy



Promoting opportunities to develop the island's economy.

Climate Change



Responding to the crisis, tackling change and working towards becoming a net zero organisation by 2030.





Respect



Honesty



Collaborate



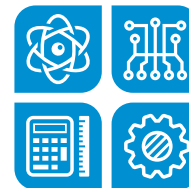
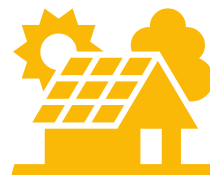
Champion the
Council and
the Island

As a Service, **Wellbeing** continues to be our main aim – putting the individual central to everything we do working with individuals, families and carers, communities and other professionals to ensure improved outcomes for all. Despite challenging external factors we continue to strive towards excellence based on the following values:

Ynys Môn Social Services are committed to partnership working on both a local, sub regional, regional and national basis. This has been recognised as a strength in recent external inspection reports and it continues to be an area for us to build on. Further examples can be found throughout this report.

The North Wales Social Services Improvement Collaborative (NWSSIC) and the North Wales Regional Partnership Board (NWRPB) continue to ensure **governance arrangements**. This partnership ethos can be further evidenced through the collaboration of the Council's Social Services with BCUHB via the **Integrated Delivery Board (IDB)**. The purpose of the IDB continues to be ensuring that the health and care needs of the people of the Ynys Môn will be better served by the improved integration of services between health and local authority services.

The Council's **Corporate Planning and Performance Management Framework** (see diagram below) is embedded into its annual governance arrangements. This framework has been adopted to ensure a continuous improvement mind-set is embedded within the work of the Council's services and the expectations of the recent **Local Government & Elections Act (Wales) 2021** are met. It also aides the monitoring of issues which could arise prior to under-performance which would impact on service delivery to our communities. You will read about how our performance against national and local indicators continue to perform well during the year, and this provides assurance that our operating model is applicable and current.



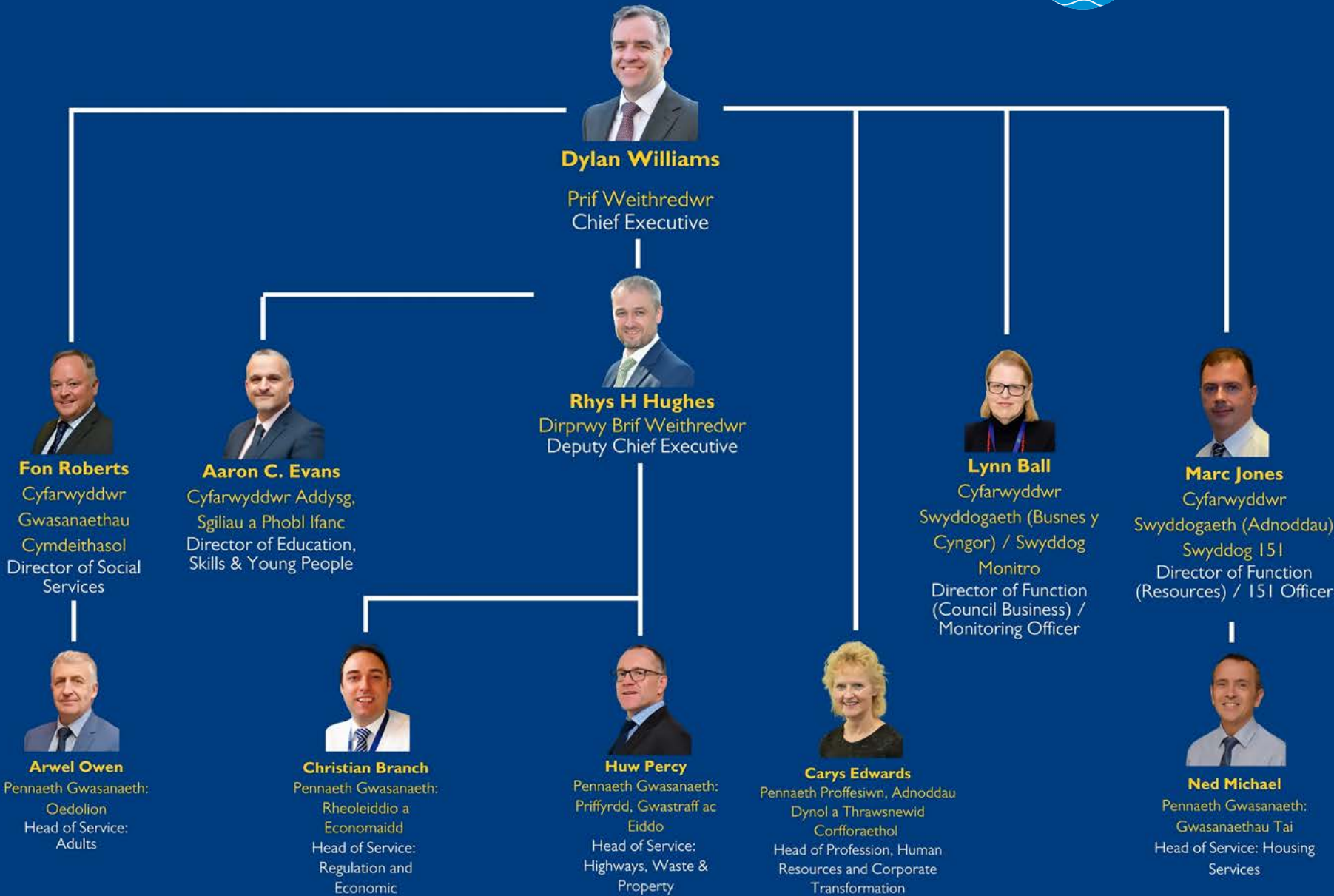
We are pleased to report that the standard of service performance achieved by both Adult Services and Children & Families Service during the year has been steady which during 2023/24, we will continue to revise and prioritise locally the most relevant Key Performance Indicators (KPIs) based on Welsh Government Social Services direction so as to ensure that the KPI data is readily available to extract for timely analysis of performance via the embedded framework during 2024/25.

Page 42



Tim Rheoli Corfforaethol

Corporate Management Team



Workforce

The Council's vision is to create an *“Ynys Môn that is healthy and prosperous where people can thrive.”* The relevant strategic objective within the Plan is “Social Care and Well-being – *“providing the right support at the right time”*”, and the Workforce Strategy sets out how we as a service will ensure that we have a highly skilled, professional and consistent workforce across both Adults Services and the Children and Families Service to help achieve this objective.

Both services have regular workforce planning meetings together with our Human Resources colleagues and Development Team where service risks and skills gaps are discussed. Recruitment within Adult Services is relatively stable, with a turnover last year of 8% consistent with the average turnover figures across the Council. Retention rates were 96% across Adult Services (including Provider Unit). Children & Families Services turnover rate is similar at 6% with retention at 97%.

Page 44

Recruitment challenges continue within our Provider Unit (responsible for our domiciliary care and Council Residential Care Homes) and this is a nationally challenge within this sector. Work is ongoing to identify critical posts and to ensure there are succession plans in place. There have been successful examples of working in partnership such as recruitment events with Môn CF and DWP, We Care Wales, Steps to Care with Coleg Llandrillo-Menai and all our High Schools. The Denu Talent Work Placement Scheme has been successful in that three students have gone on to become employees of the Council.

We continue to develop our ‘Grow our Own’ and during the last year we have **increased the number of placements** we offer to social work students. We continue to work in partnership with the Universities to ensure that the students have diverse experiences that are going to prepare them for the world of work. We are enrolling six students from Bangor University MA Social Work course and two from the BA degree course at Wrexham University.

In addition to the above we are **sponsoring a total of nine Social Work trainees** who are currently completing the BA Social Work course through the Open University. Three have been placed within the adult services the remaining cohort within our Children and family services. Without our in-house trainee opportunities we have social work vacancies and would be using agency staff.

“ It is clear that the student is striving to develop her socialwork skills and has been committed to the placement from the outset.”

Quote from Practice Educator.

“ I have felt supported by my practice educator who has provided reassurance and guidance during my first 50 days. I appreciate the time we have during supervision with a great focus being on my well-being.”

Quote by Student regarding Practice Educator.

“ All feedback from colleagues and service users have been positive and (student) is able to reflect on her practice and is keen to continue to grow in confidence and knowledge.”

Quote by Senior with regarding Student Social Worker.

We have seen an increase in the number of social workers completing the practice teaching course which is very positive in terms of professional development

In the last year we have **sponsored three individuals on the BA Occupational Therapy course** at Wrexham University. One of the employees will qualify in 2025, the second in 2027 and the third in 2028. Regional work is ongoing to retain places on the course for in-house trainees as well as develop the post-application learning framework.

Case Study: A development opportunity was given to a member of staff that had over 23 years experience within Social Services to complete the BSc (Hons) Occupational Therapy programme at Wrexham University. Rachel had previously worked as a Business Support Officer, Administrator within the Learning Disabilities team, a Finance Clerk in Client Finance team and a Support Worker, supporting adults with learning disabilities. This opportunity has given her a new challenge to progress further with her career within the social care sector. She will gain a professional qualification that will widen her future career aspects and choices within the local authority.



“We are happy to support Rachel in her application to take on the Occupational Therapy training opportunity. Whilst we have had to backfill her substantive post, to cover her training days, Rachel is able to continue in her current post whilst completing her studies, and we hope that once qualified she will continue working with the authority. Rachel is also following a Welsh Language course to ensure she can support clients through the language of choice in future.”

Emma Edwards, Business Manager.



We are very proud of our commitment to become a “**Trauma Informed Island**” and offer training and supervision to our staff in order to practice in this method. Staff are also encouraged to undertake further post-qualifying training such as Practice Educators, TMDP, MMDP which develop their leadership skills and forms part of our succession planning for the future.

Our **Departmental Workforce Strategy** can be found via the below link:

<https://www.Ynys Môn.gov.wales/documents/Docs-en/Jobs/Social-Workforce-Development/Social-Services-Workforce-Strategy-2023-2028.pdf?nocache=1>

Financial Resources

As in previous years, we have faced significant financial pressures in 2024/25.

At the end of the year, our Children and Families Services reported an overspend of £1,943k, whilst our Adult Services reported an underspend of £(931k).

The Looked after Children service has overspent by £2,429k. This is a demand led service and whilst we continue to develop our Cartrefi Clyd provision we will always need to access more specialist provision. The average weekly cost of out of county placement has increased from £6,547.85.92 in 2023-24 to £8,390.09 in 2024-25.

We have been proactively considering all our service area costs and our budget in making savings where possible. We are grateful to the Executive for agreeing to increase the Children and Families budget to £17,602,413 for 2025/26 in order to meet current demand.

Adult Services Management and Support was underspent by £(136k) at year end, this is mainly due to additional grant of (£43k) DPIF and (£68k) Connecting Care (total Connecting Care Grant for the year was £298,049).

Both Residential care for Older People has underspent by £(396k) by year end, and Nursing care for Older People has overspent by £97k by year end These are demand led services, and work is continuously being undertaken to monitor expenditure.

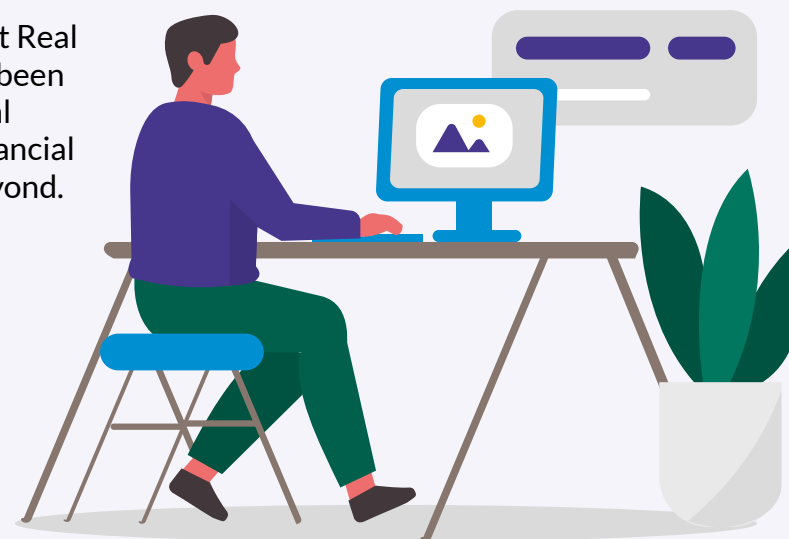
Physical Disability – overspent £595k at year end, after applying £(332k) from the Social Care Workforce Grant.

Learning Disabilities - underspent by (£110k) by year end, after applying £(394k) from the Social Care Workforce Grant.

With inflation remaining higher than expected, there is an expectation that Real Living Wage will rise faster than had been forecast in the medium-term financial plan. This could lead to additional financial pressures during 2025/2026 and beyond.

Additional grants were awarded late in the financial year for 2024/25 for Adults Services and this assist the service in coming in on budget.

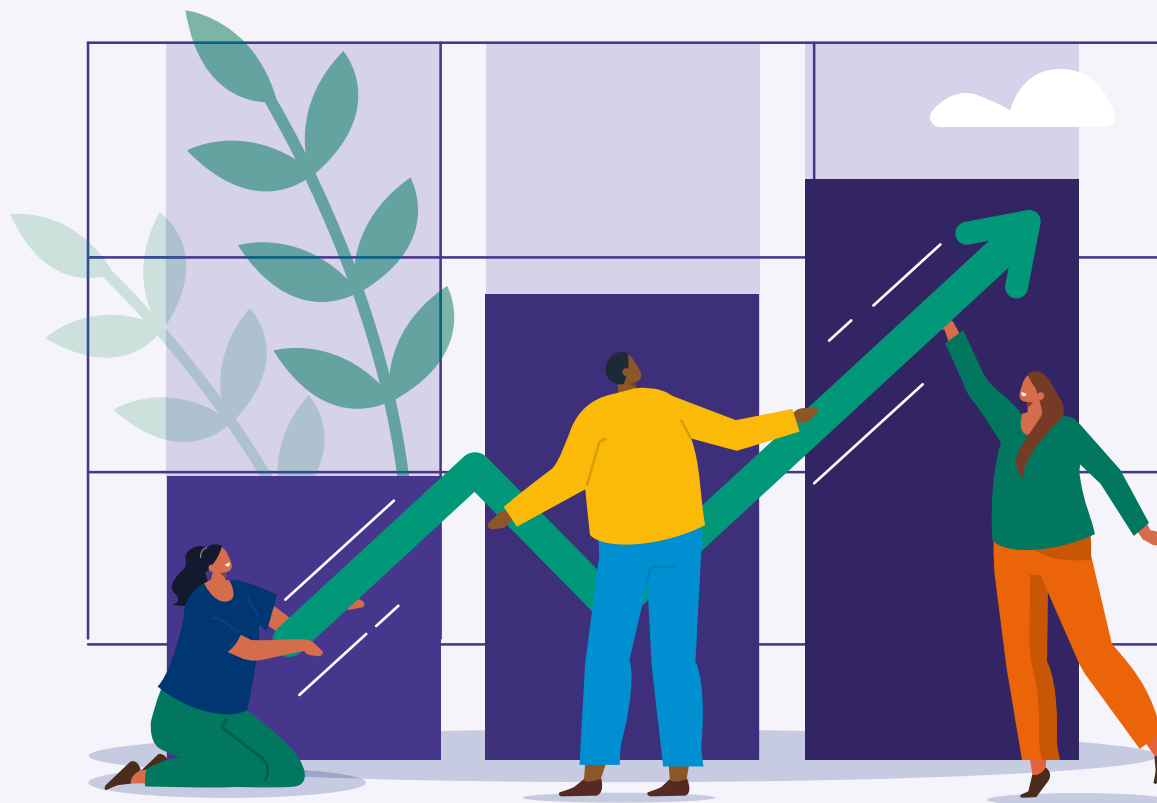
We are planning to review and update the Zero-based budgeting exercise undertaken during 2024-25, with the aim of harmonising the budgets as much as possible. It is hoped this should result in the actual spend being closer aligned to the budget moving forward.



| SERVICES | Budget £000 | Actual £000 | Variance £000 |
|--------------------------------------|----------------|----------------|------------------|
| CHILDREN and FAMILIES SERVICES | 14,416 | 16,359 | 1,943 |

| | | | |
|--|--------|--------|-------|
| ADULT SERVICES | | | |
| OLDER PEOPLE | 13,243 | 13,125 | (118) |
| PHYSICAL DISABILITIES | 3,387 | 3,982 | 595 |
| LEARNING DISABILITIES | 10,097 | 9,987 | (110) |
| MENTAL HEALTH | 3,227 | 2,989 | (238) |
| SUPPORT SERVICES | 1,633 | 1,497 | (136) |
| PROVIDER UNIT (MÔN CARE/ OTHER SERVICES) | 7,202 | 6,278 | (924) |

| | | | |
|--------------|---------------|---------------|--------------|
| TOTAL | 38,789 | 37,858 | (931) |
|--------------|---------------|---------------|--------------|



Performance Assessment Section

Within this section we will provide an overview of our performance under the four **Quality Standards** headings of **People, Prevention, Partnership and Integration, and Well-being**. We will evaluate our performance over the past twelve months by addressing the **eight quality standards** under these four sections for both children's and adult's services.

Children and Families Services

People

Quality Standards:

- "All people are equal partners who have **choice, voice and control** over their lives and are able to achieve **what matters** to them"
- "Effective **leadership** is evident at all levels with a highly skilled well qualified and supported **workforce** working towards a shared vision".

Maethu Cymru Môn

The Child Placement Team continues to work in collaboration with Maethu Cymru alongside the other twenty-one Welsh local authorities in respect of the recruitment and retention of foster carers. A number of prospective new foster carers are in the process of assessment and will hopefully be approved later this financial year. We are working with Foster Cymru to focus on recruiting Foster carers for teenagers, Amser Ni (Short breaks), Welsh speakers and Unaccompanied asylum-seeking children (UASC).



Foster Wales is calling on more people to come forward, with over 7,000 children in care across Wales and just 3,800 fostering families. **The goal is to recruit 800 more carers by 2026.**

To find the latest information with regard to our Fostering Service, along with news and updates, see

<https://facebook.com/maethumon>

www.rctcbc.gov.uk/EN/Newsroom/PressReleases/2024/May/Groupembarkona200mileclimbingchallengeetosupportyoungpeopleincare.aspx

Fostering Wellbeing is an innovative programme, funded by Welsh Government and delivered by The Fostering Network. The programme recognises that to improving outcome for children and young people, multi-agency working through a partnership framework across social services, health and education is essential. Fostering Wellbeing has been designed specifically for professionals working with Care Experienced Children and young people. <https://www.thefosteringnetwork.org.uk/locations/wales/fostering-wellbeing/>

FOSTERING WELLBEING CONFERENCE 2025



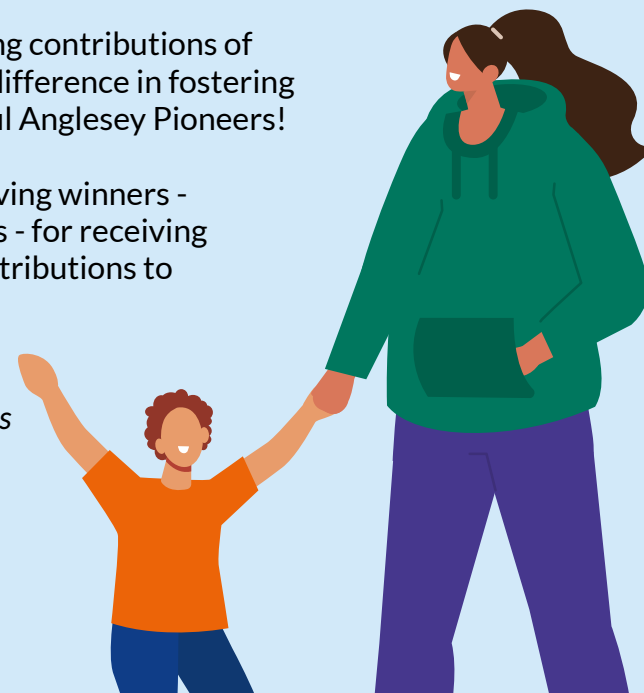
Many of us attended **The Fostering Network's Wellbeing** conference at the Deganwy Quay Hotel in Conwy in February. Bringing together over 100 colleagues from across the fostering sector in North Wales was really special, the day was a wonderful opportunity to learn, share and celebrate the incredible work being done to support care-experienced children and young people here in Wales.

Sincere thanks to all the speakers, which included our very own Director of Social Services, Fon Roberts alongside Service Manager, Sharon Williams, and ended on a humorous and inspiring note with Anglesey foster carer and all-star comedian Kiri Pritchard-McLean hosting the **Fostering Wellbeing Pioneer Awards**.

It was wonderful to hear about the outstanding contributions of individuals and teams dedicated to making a difference in fostering across Wales, including some of our wonderful Anglesey Pioneers!

Therefore many congratulations to our deserving winners - Brian Lawlor, Dee Roberts, and Sorrel Roberts - for receiving awards in recognition of your remarkable contributions to fostering in Anglesey.

Pictured above are Kiri (left), Sorrel (middle top) and Brian (middle bottom) with Gemma Struthers of The Fostering Network (right).



The **Corporate Parenting Panel**, chaired by the Chief Executive has continued to strengthen during 2024/25. Elected members who joined the panel following the 2023 elections have continued to develop their knowledge and experience of the issues faced by looked after children and care leavers. This enables elected members to challenge officers effectively.

Of significance, is the strengthening of the **'voice of the child'**. We have young people who attend our Corporate Parenting Panel sharing their experiences of being in the care of the Local Authority. Our panel members are also invited to attend our numerous activities where they can meet our Care Experienced Children in less formal surroundings.

We have also welcomed a new **foster carer representative** from Maethu Cymru Mon, which is an asset to the panel. We have also had input from the Virtual School, Leaving Care Service, Health Service at the Corporate Parenting Panel and there is a 'forward plan' agreed by the panel to ensure effective scrutiny of performance moving forward.



Discharge of Care Orders – the Service has used a Welsh Government Grant to safely reduce the number of children subject to care orders and placed with parents. This resulted in a reduction of over twenty children being in public care over during the year.

Direct Payments is a crucial support mechanism to allow both the child and the family to both achieve a better quality of life. A common theme with Direct Payments within our Childrens and Families Service is the **provision of Respite for parents** for them to allocate time to their other children due to the higher demands one child might have due to their needs / disability. Direct Payments allows the family and recipient to have a choice of providers which can be tailor to their needs such as Language and lifestyle and allows them to stay within their communities. **As of March 2025, we had 198 adults and 42 children open to Direct Payments.**

The **Active Offer (of a supporting Advocacy)** is an important option for a Child going in to care or being open to Child Protection, as it can be a stressful and anxious time for a child especially if they have already suffered trauma. Having an independent person to listen and act on the best interest of a child will give them more confidence to express their wishes and feelings than talking to a Social Worker or Care Provider.

While making sure that the Child receives the rights they are entitled too. **In the 2024/25 Financial Year a total of 17 Active Offer Referrals were made which is slightly higher than last year's 15.** A total of 122 Children were eligible for an Active offer by either becoming Looked After or going on the Child Protection Register which shows that 86% of the children declined to meet their Advocate. 5 children accepted the Active Offer of Independent Professional Advocacy support during this year. We continue to promote and encourage this active offer.

Prevention

Quality Standards:

- *"The need for care and support is minimised and the escalation of need is **prevented** whilst ensuring that the best **outcomes** for people are achieved"*
- *"**Resilience within communities** is promoted and people are supported to fulfil their potential by actively supporting people who need care and/or support including **carers** to learn develop and participate in society"*

During the year a total of **4886 referrals were received into Social Services compared to 4059 in 2023/24 which was an increase of 20%.** Naturally the increase in volume of referrals has been felt across the Service as workload increased. Of the

referrals that were received the Police continue to provide the most referrals with 41% followed by Ynys Môn's schools who accounted for 14.89% of the total referrals. The cost-of-living is one reason why we are seeing a significant increase in our referrals.

Children's Assessments - there has been an increase in the number completed, from 464 in the 2023/24 to 598 this year. Despite this the percentage that were completed within the 42 Days has improved to 92%. Of the Children that had an Assessment 56 would be progressed to a Care Plan following the Assessment while 116 had no eligible needs to be met. The majority (426) would have their needs met by other means with Services such as Team Around the Family (TAF), Resilient Families or CAMHS to name a few.

Furthermore 71 Young Carers Assessments were completed within the year by Action for Children on behalf of the Authority. Of the 71, 43 needs were met with a Plan while 28 had their Needs met by other means.

Youth Service & Engagement - As a result of receiving SPF funding the "Hive" Youth Club Cafe provision has continued and developed further with around 40 young people aged 14-16 attending weekly - this in addition to the usual youth clubs. The venue has been a safe space for young people with a range of activities taking place - but with a focus on wellbeing, developing

skills relating to social and emotional learning, developing healthy relationships and working closely with local partners such as the police. In addition, School Youth Workers have developed a "Llwyddo" programme within the area of wellbeing and mental health - a targeted course of up to 12 weeks with Agored Cymru accreditation which also makes use of the Virtual Reality approach (see previous reference). This is now being offered across the 5 Secondary Schools and contributes to the young people's qualifications framework.

Virtual Reality (VR) Professional Development - The Service has invested in a VR training package for raising awareness of trauma and also specific areas such as dementia, drugs and knives crime. 15 members of staff have been upskilled to deliver a programme for the next 12 months across the Council.

Pictured below are students from Ysgol David Hughes taking part in the VR experience.



Partnership and Integration

Quality standards:

- “Effective **partnerships** are in place to commission and fully deliver fully **integrated**, high quality sustainable outcomes for people”
- “People are encouraged to be involved in the design and delivery of their care and support as **equal partners**”



As part of our journey to becoming a **Trauma Informed Island** we now have over 700 staff from statutory partners, third sector, elected members and community organisations, foster carers have participated in trauma informed interventions/ professional learning from 1 day session to full accreditations that will help support our children, young people and families. This figure is growing week on week.

Over 70% of our mainstream foster carers have now passed the Trauma Informed Diploma for Foster Carers (see picture below), this is the first of its kind in Wales and feedback from our Foster Carers has been positive with one foster carer sharing



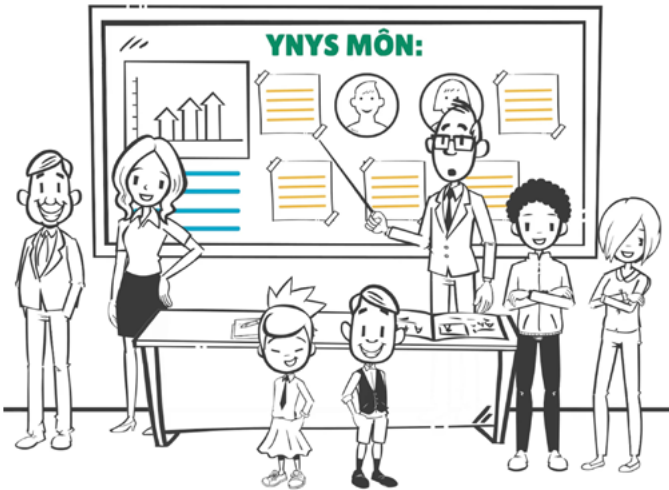
“I am keen to have as many people as possible to be trained in trauma, because if we are all working from the same foundation then those who have experienced trauma, will have better outcomes. This goes right through the civil service, housing, health, social services, youth service, probation, police, paramedics everyone.”

Training for Ynys Môn’s North Wales Police and our Cartrefi Clyd staff is about to start which also embeds a Trauma Informed Supervision model for all our Cartrefi Clyd. We are also proud of Cllr Dyfed Jones, portfolio holder in following the footsteps of the Cllr Gary Pritchard, Council Leader in completing the Diploma in Trauma Informed.

We intend to visit every Ward on Ynys Môn during 2025/26 taking our Trauma Informed into the communities. This will allow us to become a fully Trauma Informed Island and the current Mapping work will be assisting in measuring the impact of this work over coming years.



<https://youtu.be/5Cw5tSK4ROo>



<https://youtu.be/wGc2b66eYho>

New Youth Empowerment Programme -

As an initial pilot at David Hughes School, as part of the targeted youth offer we have in partnership run the 12 week “**Youth Mentor Programme**”. The pilot worked with 8 learners aged 11-16 over 12 weeks. A structured curriculum designed to empower young people with essential life skills in resilience, regulation, reflection, confidence, motivation and developing their emotional intelligence in line with our trauma framework. The program is delivered through a small group activity and in addition 1 to 1 work and support. The program is also accredited through “Agored Cymru” and our in-house Youth Service in relation to outcomes and outputs. The programme, due to its success has been extended to all secondary schools on the island. For further information – please see Case Study in Annex C.

Well-being

Quality standards:

- “*People are protected and safeguarded from abuse and neglect and any other types of harm*”
- “*People are supported to actively manage their well-being and make their own decisions so that they are able to achieve their full potential and live independently for as long as possible*”

As with other parts of the **Service Safeguarding demands have increased significantly with the number of Initial Strategy Meetings increasing by nearly 25%**. The rise can be attributed to many factors such as Substance Misuse, Domestic Violence and Mental Health to name a few. Naturally with more Strategies Meetings taking place the number of Section 47’s increase but what is startling is when we consider them not as figures but as percentages over 50% go on to a Section 47 in contrast to 38% last year.

The number of **Initial Child Protection Conferences has increased also with 131 taking place in the 2024/25**. Of those 128 were Registered while 3 did not meet the threshold. Neglect was the Primary reason for Registration followed by Physical Abuse then Emotional Abuse with 5 to 9 being the biggest age group. **At the end of this Financial Year there were 74 on the Register in contrast to 41 last year**. Despite the rising numbers no child Re-Registered within 12 months and the number of days each Child remained on the register was low.

| KPI | 2024/25 | 2023/24 |
|---|---------|---------|
| The number of Initial Strategy Meetings for children concluded during the collection year | 930 | 746 |
| The number of Strategy Meetings held during the year that progressed to Section 47 enquiries | 478 | 283 |
| The total number of Section 47 enquiries completed during the year that progressed to Initial Child Protection Conference | 131 | 57 |

Cartrefi Clyd - By now we have four Cartrefi Clyd homes across the island and are investing in a purpose build respite property for children with additional needs. The respite property is currently being built and hopes to open its doors by the end of summer 2025. We are looking for 3 more locations on Ynys Môn for our Cartrefi Clyd.

Our **Family Support Unit** has carried out a **Play Sufficiency Assessment** and a new post, funded by the **Shared Prosperity Fund (GFC)** funding has strengthened coordination across the Council and external partners. Welsh Government programs such as **Flying Start** and **Parenting Support for Out-of-Court Solutions** continue to support our vulnerable families.

Parenting programs are constantly available to parents and carers across the Island. A number of Council staff and partners have received training in the progressive program “**Triple P**” to support families from the start. Child care programs continue to support parents with reducing childcare costs and access to work, such as “The 2-year-old Care Offer”.

During the year we have been **strengthening the Resilience within the Safeguarding and Quality Assurance Team**. We have re-structured this team following from the Internal Audit on the team and by doing this have build on more resilience in the team and have consistency across both Adults and Children and Families and **strengthen the robustness of the team by creating a Practice Lead role** within the team. This role is responsible for supervising and supporting the Independent Reviewing Officers, this will allow the Service Manager to focus on the strategic work across Social Services and Corporately.

Integrated Approach Education of Our Children - We accessed a series of “One off grants” from Welsh Government to **create our virtual school on Ynys Môn** and currently we have a seconded specialist teacher in post for the 3rd year. This secondment must come to an end March 2026 as we do not have any funding post this. The teacher is currently spending 70% of her working week directly teaching our

Care Experienced Children as they are not in school due to 1/ reduced timetables 2/ been excluded 3/ other reasons.

Working with our colleagues in the Education Service and local schools to develop a different approach to school exclusions. Some of the services increase in demand is due to schools reducing a child’s timetable or excluding children. We are willing to offer support to schools earlier, however, this will be a culture change for schools and will need a high level of perseverance.



As part of the virtual school approach in Ynys Mon we organised a prom for our year 11 young people who could not attend their school prom event. This was organised by business support staff, social workers, education staff, foster carers in collaboration with a local employer – Chateau Rhianfa.

Permission obtained by the young people (who all look fantastic!) to share picture:

Our Children & Families Services priority for 2025/26 are:

| Area for improvement | Actions to improve | Outcomes (how will it contribute towards strategic aim Council Plan) | By when |
|---|---|--|---------------|
| Connecting Care IT System (Social Services priority) | Manage the roll out of the new Mozaic Social Care Monitoring System. | The new system will assist in supporting Social Services Staff to manage and record their work, and will assist in data sharing with other partners (Phase 2) | June 2026 TBC |
| Increase numbers of Welsh Language Foster Carers | We have reviewed and re-launched our Foster Care package to further attract more foster carers,with an emphasis on Welsh speakers. | Ensure our children and young people have the opportunity to stay in their own community, using their language of choice, where possible. | March 2026 |
| AI Pilot within the Safeguarding & Business support Team | Trial the use of AI in assisting in note/ minute taking during agreed meetings, with the aim of reducing/ minimising the need for admin support. | Working with corporate IT colleagues to agree on the technology and guidance. Work with DPO to ensure the pilot is managed safely with regard to data processing and sharing. Trial the Technology and monitor against human note taking for accuracy. | March 2026 |
| Waiting Lists | The long waiting lists, especially for neurodevelopmental teams across Wales are well documented. The waiting list for some children and young people in Ynys Môn is approximately 4-5 years. This lengthy waiting can have significant impacts on children's lives, add towards the pressure and stress that families experience and, in some cases, cause family breakdowns leading for children to be placed in the care system. | Our goals will be to work with NHS partners where waiting lists are present to look at ways to improve processes to limit the wait. | March 2026 |



| Area for improvement | Actions to improve | Outcomes (how will it contribute towards strategic aim Council Plan) | By when |
|---|--|---|----------------|
| Consider current demand and how to safely and within Statutory guidance meet this demand | We will conduct a review of current working practices considering current case loads, flexi demands, sickness levels etc on staff and see how we could utilise non qualified staff in some areas etc. | Internal report lead by Director will consider all options and discussion to be had with the Tim Arwain and Elected Members. | September 2025 |
| Aligning our youth support service to the new Estyn framework with focus on quality, digital and staffing resources to meet local needs. | <p>Conducting audit of current support and provision</p> <p>No current data on Skills analysis of staff</p> <p>Quality of service - Direct Observation of activities/provision</p> <p>Need identified to have an IT system for youth service delivery and model</p> | <p>Internal Self Assessment to be completed to identify actions to improve outcomes.</p> <p>New IT UPSHOT System to align to our youth offer with a digital method of registering all young people</p> | September 2025 |
| Rolling out the Welsh Government's programme to expand childcare to all 2 year old children | <p>Appoint a programme manager and supporting staff</p> <p>Develop a resource to register children and track attendance, efficient invoicing for childcare sector.</p> <p>Monitor the quality of childcare in accordance with Welsh Government Flying Start Guidance</p> <p>Promote and support childcare settings to become Welsh medium/bilingual.</p> | <p>As an early intervention model, all children aged 2 – 3 will have the best opportunity to thrive.</p> <p>All childcare providers will be Welsh or bilingual, allowing all children to learn and use the Welsh language.</p> <p>Improve the educational attainment and achievement of children and young people, by supporting their wellbeing, together with securing wider opportunities to learn and thrive.</p> <p>Supporting the childcare sector economy and local businesses to grow and prosper, supporting parents/carers with childcare costs to remove childcare as a barrier to work.</p> | April 2028 |

Adult's Services

The service presented its 'Strategic Plan, Modernisation of Adult Services 2024-29', and this was approved by the Council's Executive with the key priority areas being:

1. Cooperate to be an age friendly island – through preventative activities.
2. Transforming day services – continue with positive steps to maintain day activities in community locations.
3. Supported housing (learning disabilities) – to maximise and modernise 'Supported Housing' to ensure effectiveness.
4. Respite service (learning disabilities) – identify and develop a suitable new provision.
5. Extra care housing - develop extra care housing to increase opportunities for people to live independently in the community for longer.
6. Council residential homes– divert financial resources to affordable and cost-effective provisions that meet needs.
7. Develop a financially sustainable services.



People

Quality standards:

- “All people are equal partners who have **choice, voice and control** over their lives and are able to achieve **what matters** to them”
- “Effective **leadership** is evident at all levels with a highly skilled well qualified and supported **workforce** working towards a shared vision”.

Ynys Môn Dementia Conference 2024

on Wednesday 20th of November, Ynys Môn hosted its first Dementia Conference. 75 people attended the conference, people living with Dementia, their carers, volunteers within the community and professionals. With a presentation from Dementia Friendly Communities, Ynys Môn Dementia Centre, Canolfan Glanhwfa, Caban, and North Wales Police.

Expanding the use of community resources in order to **encourage integration in the community** is a priority for the **Learning Disabilities service**. The service has piloted using Community Hubs, and has completed an engagement exercise in the Holyhead area, with positive feedback from attendees. People appreciate being offered a variety of activities and that **leads to better experiences and more choice and control**. In order to realize this vision for Day Activities, the authority has approved

a transformation process in relation to provision in the community, transferring resources to facilitate the further development of community resources. In addition to this, we have invested in improving outdoor facilities in Gors Felen. This included the development of safe spaces, and a sensory garden, in last years report. We intend to invest to improve the quality of the services over the coming years to further develop and improve the service and create opportunities for individuals to develop new skills.

The service have ambitious plans to transform and update **accommodation options for people with learning disabilities** through a program of new developments. Working alongside **our Housing Department and local housing associations**, we have been able to invest in several schemes and continue to develop plans in order to upgrade more properties in line with the department’s capital. It is expected that the plans we have invested in over the last 24 months will be workable by the summer of 2025.

Direct Payments – There has been an **increase of 18% in the use of Direct Payments in the last 3 years with the figure at the end of 2024/25 standing at 284 compared to 239 3 years ago**. This is a very positive trend and one that we can see continuing since it supports the use of informal carers, giving the citizen

the option to select a provider they trust and feel comfortable with, rather than being assigned one. With a strong Welsh-speaking population, direct payments allow users to employ Welsh-speaking carers, preserving language and cultural identity in their care provision, this supports Ynys Môn’s commitment to the Welsh Language Standards.

Advocacy – The number of adults being offered advocacy has increased steadily during 2024/25 with an increase of 24% in the ability to identify the need for an independent professional advocate, with the total identified in 2024/25 being 138 compared to 111 3 years ago. Alongside this we see an increase in the number of formal advocates being provided, with an increase of 22% over the last 3 years; the figure being 88 during 2024/25.



Prevention

Quality standards:

- *“The need for care and support is minimised and the escalation of need is **prevented** whilst ensuring that the best **outcomes** for people are achieved”*
- *“**Resilience within communities** is promoted and people are supported to fulfil their potential by actively supporting people who need care and/or support including **carers** to learn develop and participate in society”*

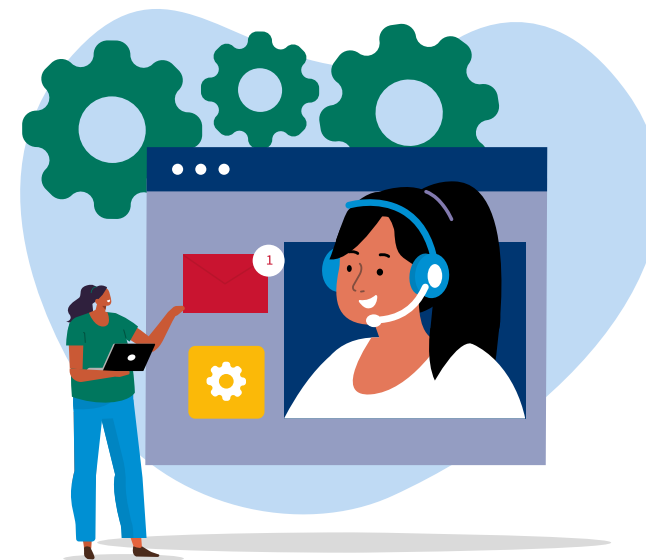
The number of new contacts into Adults Services during 2024/25, increased by 11% over the past 3 years, with the figure being 3,640 during the year compared with 3,280 3 years ago. The increase is attributed to a number of factors: an ageing population; since Ynys Môn has a higher than average proportion of older adults and this demographic is growing. We can therefore assume the number of contacts will increase over time. Another factor is that people are much more aware of different types of support available through Adults Services, with better signposting from GPs, hospitals and community groups.

In parallel with the number of new contacts increasing over the past 3 years there has been an **increase of new assessments being completed, with 1,793 being completed in 2024/25.**

The outcomes of these assessments were as follows:

| | |
|---|-------|
| Needs were met with a care and support plan | 1,173 |
| Needs met by any other means | 377 |
| No eligible needs to meet | 243 |

Reablement packages being completed have expanded from 103 in 2023/24 to 168 in 2024/25. One reason for the increase has been the creation of a new team; “**Am Adra Môn**”, which has involved Engagement Officers working in Ysbyty Gwynedd and providing patients with an initial assessment to determine needs. This has led to an increase in patient discharges and in patients using preventative services such as reablement rather than having to wait in hospital for a longer time at the risk of their health deteriorating.



The outcomes of the completed reablement packages for 2024/25 were as follows:

| | |
|--|----|
| Reduced the need for support | 44 |
| Maintained the need for the same level of support | 31 |
| Mitigated the need for support | 74 |
| Neither reduced, maintained nor mitigated the need for support | 19 |

Phase 2 Development of Canolfan Glanhwfa - Canolfan Glanhwfa Community Hub has received funding totalling £1m to complete adaptation and renovation works to its building at Capel Moreia in Llangefni. This follows the completion of the first phase of works in December 2022.

Since then, community services have been provided for older and vulnerable people with major partners Age Cymru Gwynedd a Môn, Bwyd Da Môn, Carers Trust, Carers Outreach and Adferiad delivering key services. In addition the Centre provides a home for the award winning choirs Côr Ieuenctid Môn and Côr Encor (for people over sixty), stand up comedy classes and community courses by Grŵp Llandrillo Menai.

Canolfan Glanhwfa manager Siân Green said: ***"This latest funding boost will enable us to provide a dedicated home for Ynys Môn Dementia Centre delivering community based services for people living with dementia and their carers."***

Canolfan Glanhwfa chair Ieuan Wyn Jones added: ***"Once the works are completed towards the middle of 2025, it will provide new life for a Grade 2* listed building in the heart of Llangefni. The iconic chapel building is part of the town's architectural heritage and it is great to see it being adapted to meet the needs of a 21st century community hub"***.

The department has undertaken tender processes to **update our third sector contracts for Supporting Unpaid Carers, and Support for People to Age Well**. Carers Outreach Service were successful with the contract to support Unpaid Carers, and Glanhwfa Centre were successful with the contract for Supporting People to Age Well.

Partnership and Integration

Quality standards:

- *"Effective partnerships are in place to commission and fully deliver fully integrated, high quality sustainable outcomes for people"*
- *"People are encouraged to be involved in the design and delivery of their care and support as equal partners"*

The Older People's Commissioner for Wales, Rhian Bowen-Davies visited in October 2024 to discover our ambition to make Ynys Môn such an inspiring **Age-Friendly community**. She returned for a week-long visit in March 2025 to further immerse herself in initiatives that are available on Ynys Môn.



Rhian Bowen-Davies' visit as Older People's Commissioner for Wales

The Island was accepted as an official member of the World Health Organisation's Global Network of Age-Friendly Communities in July 2023.

During her visit, the Commissioner was able to visit communities across Ynys Môn; engage directly with older residents to hear about their experiences and learn how local services and groups are supporting people to live and age well.

She met with key Council Officers and Elected Members, before witnessing first-hand the range of initiatives that have helped create an Age-Friendly Ynys Môn. Rhian Bowen-Davies took part in a range of community-led initiatives that reflect the island's commitment to helping older people stay active, connected, and independent.

These included a **60+ Pickleball class** at Canolfan Beaumaris, the **Nifty 60s group** in Holyhead, and a **thriving IT skills class** in Benllech delivered by tutors from Grŵp Llandrillo Menai.. She also met with members of **several age-friendly organisations and groups** such as Mencap Môn, Caffi Siop Mechell, Canolfan Glanhwfa's Walking Group, and residents at Hafan Cefni.

Following the visit, Rhian Bowen-Davies, the Older People's Commissioner for Wales, commented, *"The visit to Ynys Môn enabled me to see first-hand how individuals, communities, and services are working together to make Ynys Môn truly Age-Friendly. The vital role of volunteers across the island—many of whom are older people—cannot be overstated, as they provide invaluable opportunities for communities to benefit from information, support, and essential services."*



"Ynys Môn should be incredibly proud of its achievements to date, 'We're committed to supporting people to remain as independent as possible in our communities, and I'm glad the commissioner recognised the opportunities and services that are available to older people here on Ynys Môn.'"

"Since 2023 Ynys Môn has been a member of the World Health Organisation's Global Network of Age-Friendly Communities and Cities and is committed to creating an island of independent individuals and empowered communities. Our vision is an Age Friendly Ynys Môn that supports people of all ages to live and age well."

The development of an **Age-Friendly Island** is going from strength to strength. Over the past year we have worked in partnership with several third sector services and organisations to expand this work. The Nifty60s project and the development of the Ynys Môn Dementia Centre at the Glanhwfa centre in Llangefni, are examples of developments that support the health and wellbeing of Ynys Môn residents.

In November 2024, the Local Authority re-developed their mental health offer and established **Llesiant Meddwl Môn**. The re-modelling of the Service will assist the Local Authority to provide a clearer focus on the social care needs of the citizens of Ynys Môn. The service comprises of Social Workers and Approved Mental Health Practitioners and aims to offer assessment and support to promote positive individual outcomes to allow people to live fulfilled lives. This aligns with the Social Services & Wellbeing (Wales) Act 2014 ethos of prevention, wellbeing, and strengths-based practice. The Local Authority will continue to work closely with Betsi Cadwalader University Health Board's Community Mental Health Team in providing Mental Health support for the citizens of Ynys Môn.

Dementia Friendly Status for Ynys Môn

- Ynys Môn County Council has been honoured as the first Dementia Friendly Council in North Wales, by the North Wales Regional Partnership Board.

Ynys Môn Council's Head of Adults Services, Arwel W Owen, said,

“We are delighted to receive this recognition, it is a testament of the hard work and commitment of our staff, the council and partners to promote awareness.”

He added,

“Our aim now is to continue to work alongside the health board and third sector organisations to develop the best provision for the people of Ynys Môn.”

The Dementia Friendly Ynys Môn project works with local communities to address locally identified priorities. These priorities include identifying areas within communities that need a dementia friendly facility or community building. The project includes working with various organisations, businesses, strategy groups, which work collaboratively to create an Ynys Môn that is dementia friendly.

Adult Services and Community Safety Portfolio Holder, Councillor Alun Roberts, explained,

“Ynys Môn has an ageing population with 26% over the age of 65. There is an estimated 1,300 people living with Dementia on Ynys Môn and those figures are projected to increase over the next few years. Therefore, it's vital that people living with dementia, their friends, families, and carers feel understood, respected, and valued as members of the community.”



Well-being

Quality standards:

- *“People are protected and **safeguarded** from abuse and neglect and any other types of harm”*
- *“People are supported to actively **manage their well-being** and make their own decisions so that they are able to achieve their full potential and **live independently** for as long as possible”*

The total number of safeguarding reports has increased substantially over the past 3 years, increasing 51% from 425 to 642 reports. This trend is likely to continue, perhaps at a slower rate, but increase nevertheless due to a number of factors. One such factor is due to an increase in public awareness and professional training, since more professionals, carers and community members are now trained to recognise signs of abuse, neglect and exploitation. Public campaigns and safeguarding training have also reduced the stigma and encouraged more people to report concerns. Post-pandemic and cost of living pressures have increased mental health issues, loneliness and social isolation, especially among older or disabled adults. These factors increase vulnerability to abuse or self-neglect, prompting more safeguarding concerns.

The number of safeguarding reports where it was necessary for enquiries to be made has decreased slightly over the past 3 years, decreasing 12% from 315 to 277. One factor is due to a high number of safeguarding reports being received are not meeting the thresholds we have in Ynys Môn, and another is a possible reporting issue of different documentation being used which are not being picked up within reports.

However, of those reports going on to enquiries, the number requiring action has increased in the last 3 years, increasing 10% from 209 to 230. This is due to a higher threshold and therefore an increase in probability that more action would be required.

Opening of the Amlwch Dementia Hub -

People of all ages came together at an event to celebrate the launch of a new weekly dementia hub in Amlwch. Pupils from Ysgol Gynradd Amlwch joined older members of the community and carers at an open afternoon, hosted by Môn Actif and Age-Friendly Ynys Môn at the Memorial Hall.

The event coincided with Global Intergenerational Week, which encourages different age groups to come together to work on local projects in meaningful ways. Those attending were given an opportunity to experience some of the dementia hub's activities, including: crafts, curling and gentle exercises.

The new hub, run by **Dementia Actif Môn**, will seek to support people living with dementia as well as their carers. Participants can chat and socialise with one another over a cuppa. Also present with information stalls about their services were North Wales Police, Carers Trust, Carers Outreach Service, Age Cymru Gwynedd a Môn and Tai Môn.

Age Friendly Champion,
Councillor Gwilym Jones, said

“We’re committed to creating a dementia-friendly Ynys Môn, where there are no barriers for people living with dementia, their carers and their families.”

Yvonne Owen, local resident and member of the Ynys Môn Older People’s Council, COPA, and Friends of Amlwch Memorial Hall said,

“It was a wonderful afternoon. I think that both adults and children benefited a lot from it, and such a warm and inclusive atmosphere.”

Holyhead and Ynys Môn Weightlifting and Fitness Centre (HAWFC) are excited to announce that they have successfully secured £288,334 National Lottery funding to expand their **Nifty60s Project across Ynys Môn** for the next three years. This funding will enable HAWFC to deliver sessions in additional areas of Ynys Môn, having already attracted 154 members at the Holyhead sessions. The project provides valuable health and wellbeing support in the community for adults over 60 years of age.

“We are grateful to receive this funding from the National Lottery, which will allow us to further expand our Nifty60s project and make a positive difference in the lives of people across Ynys Môn. We are grateful to Isle of Ynys Môn County Council for their support through the Ministry for Housing, Communities and Local Government Fund, and other key partners for their continued support”

Ray Williams (Chair of HAWFC).

James Lee MBE, Chair of Nifty60s said,
 “We are committed to promoting healthy and active aging, reducing slips, trips, and falls. This support will help us reach out to more individuals, enhancing their quality of life and overall wellbeing. The sessions focus on resistance training, and we believe that muscle is the longevity of life.”



Nifty60s aims to kickstart the expanded project later this year, bringing a variety of physical activity, social engagement, and wellness sessions to different communities on Ynys Môn. The organisation looks forward to working closely with local partners and volunteers to ensure the success and long-term sustainability of the project.

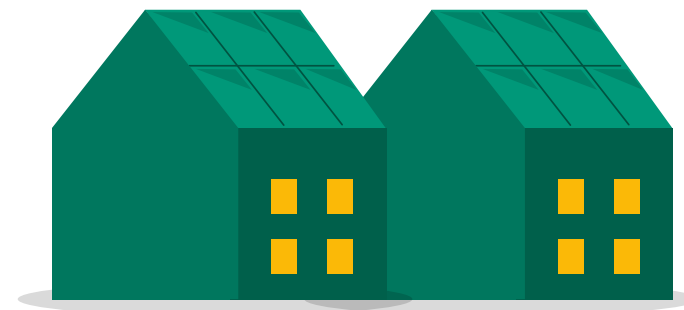
Ynys Môn Older People's Forum - In April 2024, Ynys Môn County Council and Age Cymru Gwynedd a Môn held an Island-Wide Older People's Forum in M-SParc, which brought together older people from all over the island.

In the Forum, where there were over 70 people present, there were presentations by several interesting guest speakers. The event was opened by Brenda Roberts, Chair of the Older People's Council, and closed by Cllr. Gwilym Jones, the Age-Friendly Champion

A varied timetable of presentations were held, including Scam Prevention Support to the Action Fraud website to the North Wales Community Alert Bulletin, Citizens Advice Bureau offered support and advice available to help people maximise their income and energy. The presentation referenced to social tariffs, emergency support, tips on keeping the house warm, energy saving tips and more, Carers Outreach Service gave a presentation summarising what is an Unpaid Carer and how Carers Outreach service can help. We got to learn about various schemes, including the respite programme 'Short Breaks Scheme', support at home and with carer's rights, as well as many others.

“Thank you for a really interesting and informative day, I really enjoyed it. Here's hoping that we can all make a significant difference to the lives of older people, and their families and friends, in their communities and wider Ynys Môn.”

The department was successful in attracting £700K grant funding through **Welsh Governments Housing with Care Fund (HCF)** to purchase a **supported living property** off the open market in Rhostrehwfa and renovations are ongoing. A second property in the Gwalchmai area has been purchased, and adaptations will be made in the upcoming months. The project will be run in partnership with our housing department and partially funded by the Housing Revenue Account (HRA).



Adults Services priorities for 2025/26 are:

| Area for improvement | Actions to improve | Outcomes (how will it contribute towards strategic aim Council Plan) | By when |
|---|--|---|---|
| Connecting Care IT System | Manage the roll out of the new Mozaic Social Care Monitoring System. | The new system will assist in supporting Social Services Staff to manage and record their work, and will assist in data sharing with other partners (Phase 2) | June 2026 TBC |
| Age Friendly Council | To extend our Service vision across the Council to benefit all staff and the community of Ynys Môn. | To develop specific Strategic Plan which will encompass all Council services to help embed the vision | March 2026 |
| Extra Care Site (South of the Island) | Move from planning to project stage | Ensure high quality accommodation with support and help modernise provision | March 2028 |
| Modernise Supported Living/Respite unit | Commence work on Supported Living/Respite facility to modernise provision and allow us to accommodate a wide spectrum of needs | Providing respite in a high quality environment which will promote the development of independent living skills | Penlan Building work to commence in 20 25 |
| Modernizing Day Services – Learning Disabilities | Reviewing service provision models working towards a more inclusive community-based offer. Where possible the aim will be to integrate with existing community services and resources. The service needs to build on the pilot working closely with the North Wales Together. | Partnership Board to examine best practice and look at devising a Strategy for the future in collaboration with Citizens and their families who use the service. | Ongoing |
| Accommodation | An accommodation strategy across Learning Disability and Mental Health Services to establish effective models of care. There are limited accommodation options for individuals with complex mental health needs. All Learning Disability Supported Living Services have been reviewed to ensure right sizing of care. This has identified the need to develop and secure accommodation that will enable people to age well within their homes. | Ensure appropriate care and support is available to individuals within their local communities, within homes that are fit for the future utilising technology to support the enhancement of independence. Suitable accommodation will support in individuals coming through transition to adult services but also enable the service to look at repatriation form out of county placements. | Pen Coed - June 2025 Maes y Ffridd - July 2025 |

Other information section

Inspections and reviews

Care Inspectorate Wales (CIW) conducted an **Adult Service improvement check** in June 2024, and identified a waiting list reduction, since the 2022 inspection. Furthermore, CIW reported a strong leadership team, who had instigated and implemented positive changes and awareness of areas which needed strengthening. They had worked hard to set a clear direction for change, supported by competent and dedicated practitioners. Increased stability in the workforce has led to an improved and timelier service for people. The service promotes the option of direct payments which is positive practice.

Waiting lists for social work assessments have significantly reduced, supported by clear monitoring arrangements, although the referrals for occupational therapy remain high. The local authority must ensure care and support plans are reviewed within 12 months. It was noted that the service has continued to benefit from corporate and political support. It is imperative this continues to ensure progress is sustained, and the areas which continue to require improvement are adequately supported and resourced.

This will also ensure the local authority consistently meets its statutory responsibilities. To read more about the CIW findings and recommendations, click on the link - <https://www.careinspectorate.wales/sites/default/files/2024-10/241014-Ynys-Mon-Improvement-Check-en.pdf>

Gwynedd and Ynys Mon Youth Justice Service received an [Inspection of youth justice services in Gwynedd and Ynys Mon](#) in March 2024. During the year we have worked closely with the team to support the development of an action plan, and this work continues.

We have recently received a positive response to our **Annual Prevent Duty Assurance Process for 2024/2025**. Local authorities and the **Prevent Partnership** have a critical role to play in countering terrorism at a local level and ensuring that people who are susceptible to radicalisation are supported. As part of the Prevent duty refresh, the Home Office has updated its assurance process to help ensure that local authorities are delivering their statutory Prevent duty in line with the Prevent duty guidance. The Prevent duty toolkit for local authorities outlines the eight benchmarks

Prevent delivery is measured against and includes suggested examples of good and best practice. The assurance process is designed for local authorities to assure themselves via a self assessment that they are effectively delivering their statutory duty. We were pleased to receive a positive letter in response to our current work, and will work with our Prevent Adviser to further improve our commitment.

“Ynys Môn should be proud of its inspiring ‘age-friendly’ journey”

commented **Older People’s Commissioner for Wales, Rhian Bowen-Davies** as part of her week long fact-finding visit to the Island. Further information regarding the visit can be found under Adult Services Partnership and Integration section.

Copilot Champions - The Association of Directors of Social Services (ADSS) Cymru, supported by STABLE and Practice Solutions, were commissioned by the Welsh Local Government Association (WLGA) to evaluate the readiness of Wales's 22 local authorities to implement Microsoft Copilot (a conversational AI assistant) in adult social care. Ynys Môn are currently exploring opportunities within the Service to trial their own pilot.

The final report has now been published on the ADSS Cymru website and can be found at this link [Assessing the digital and workforce readiness of local authorities to implement Copilot in Adult Social Care in Wales](#).

A tool kit has also been developed aimed at social care practitioners who may wish to use Copilot to assist them in their role https://www.adss.cymru/image/Files/Copilot%20Training%20Toolkit_E.pdf.

For **Out of County Placements, 4C's** undertake monitoring on behalf of IOACC. However, there is a requirement for the Contract Team to notify 4C's of any providers they need to prioritise for additional scrutiny. This ensures a targeted approach to contract management, focusing on high-risk or under performing providers to safeguard service users and uphold service quality. Moreover, **all Service**

contracts are subject to continuous monitoring arrangements to ensure compliance, quality, and value for money, by our Contracts & Commissioning team. Residential/Nursing and some children placements are monitored through a combination of physical site visits and desktop audits of policies and procedures to assess adherence to regulatory and contractual standards.

All contracts have specific KPIs that providers must report against, enabling the Council to track service delivery, identify areas for improvement, and take corrective action where necessary. Regular performance reviews are conducted to assess whether contractual obligations are being met and to drive service improvements.

All of our current contracts been procured in accordance with historical contract procedure rules including the Wales procurement policy principles.

Moving ahead, all future tenders will adhere to the **new Procurement Legislation** which came into force in February 2025. This legislative change will introduce updated requirements and principles aimed at enhancing transparency, efficiency, and value for money in public sector procurement.

The Contract & Commissioning Team will ensure that all procurement activities align with the new framework, incorporating any necessary procedural adjustments to remain fully compliant with the latest statutory obligations.

Relevant officers have completed a full day of training on the new Procurement Regulations, ensuring they are equipped with the necessary knowledge to implement the updated requirements effectively. This training covered key legislative changes, compliance obligations, and best practices for procurement and contract management.

As part of the Corporate Performance Framework, all Council service areas produce a yearly **Service Delivery Plan**, which sets out our intentions for the year ahead which are monitored Corporately, as well as a **Self-assessment Report**, which are scrutinised and challenged by Senior Leadership team and Selected Members. This is part of our internal analysis of progress and journey travelled. Copies of these documents can be made available on request.

Complaints and Representations

The Social Services Customer Care, Complaints & Information Manager, is responsible for the effective complaint and information management function within the service in line with statutory requirements and relevant local authority policies and procedures, and acts as the “Designated Complaints Officer” for both Adults and Children & Families Services.

The Complaints Officer is responsible for a number of key areas:

- Co-ordinating the service arrangements in order to comply with the Representations and Complaints Procedure.
- Recording complaints and positive and negative comments from service users and their representatives.
- Monitoring the response to complaints within timescales specified in regulations for dealing with complaints under Stage 1 of the procedure.
- Co-ordinating investigations by independent investigators into formal complaints under Stage 2 of the procedure.
- Co-ordinating responses by Social Services to inquiries made by the Office of the Public Services Ombudsman for Wales in relation to complaints about Social Services matters.
- Monitoring Action Plans to ensure that lessons are learnt from complaints in order to improve the quality of services.

Complement and Complaint table for year 01/04/2024 - 31/03/2025:

| | Adult Services | Adult Services | Children & Family Services | Children & Family Services | Combined | Combined |
|-------------------|----------------|----------------|----------------------------|----------------------------|-------------|-------------|
| | 2023 / 2024 | 2024 / 2025 | 2023 / 2024 | 2024 / 2025 | 2023 / 2024 | 2024 / 2025 |
| Concern | 33 | 24 | 35 | 38 | 68 | 62 |
| Stage 1 Complaint | 3 | 6 | 13 | 14 | 16 | 20 |
| Stage 2 Complaint | 0 | 0 | 6 | 1 | 6 | 1 |
| Compliments | 160 | 146 | 223 | 164 | 383 | 310 |

Complaint Themes:

Complaint themes are moderated and reviewed in order to learn and improve our services. These are then shared with Service Management teams on a quarterly basis and corrective measures are agreed, if needed.

- Communication
- Delays
- Shortage of carers provision
- Contact arrangements
- Accuracy of information,
- Lack of support
- Financial support
- Inconsistent information
- Lack of understanding



Learning:

Further to identifying key themes, we also strive to learn and improve by sharing information with staff. Key learning for 2024/25 complaint are:

- Proportionate level of communication with service users / family to be maintained
- To ensure that copies of assessments are offered and shared in a timely manner.
- That actions are clearly recorded, and families updated once completed.
- Accurate recording of ethnicity within records.

Actions:

- Liaise with Human Resources to identify training needs for staff.
- Review the current format of the LAC report.
- Any learning points are discussed with the relevant workers during supervision, and with managers during a management meeting.

Compliments Themes:

- Positive views of staff,
- Appreciation of the level of support, advice and information provided,
- Appreciation of the way workers have listened to and understood service users and families
- Professionals being impressed by the quality of work and support for service users and families.
- High quality care and kindness shown in residential homes and Mon Care, (Reablement & Night Owls).

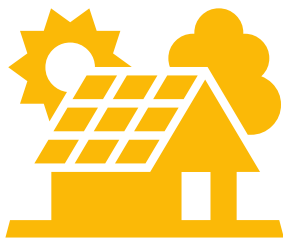
Please refer to Case Study 12 and 13 to read about our Compliments and Complaints examples.

We produce a yearly Annual Report – Social Services Representations and Complaints, and a link to the previous year's report can be found below (2024/25 Report not yet finalised) - [Annual report: social services complaints](#)

**Other sources of information**

We have committed to replace our current electronic recording system, which will be decommissioned in early 2026, by joining the all-Wales **Connecting Care Project**. The Project is an ambitious digital programme aimed at integrating and transforming social care services across Wales. This collaborative effort involves local authorities, the Welsh Government, Social Care Wales, the Welsh Local Government Association (WLGA), and other key stakeholders.

A Business Case for funding was presented by the WLGA on behalf of the Senior Responsible Officials (SRO) Board to the Welsh Government in Q3 2024/25. Ynys Môn contracted with the new supplier, Access, in December 2024. A grant worth £290K from WG was received on the 31/3/25 to cover some of year 0 (2024/25) costs. However, no clarification of future funding for the project has yet to be received, making future planning difficult including staff recruitment to support such a large project. Identified as a service/ departmental/ Council Risk.



Our continued excellent partnership working arrangements with our **Housing Services** colleagues continued during 2023/24. **Preventing homelessness** by ensuring it is rare, brief and unrepeated are the key aims and objectives of the IoACC's **Housing Support Programme Strategy 2022-2026** [Housing-Support-Programme-Strategy-2022-to-2026.pdf](#) .

As the main designated provider of housing support for people with mental health needs, our provision has also contributed towards:

- Mitigating the impact and preventing homelessness
- Supporting people to live independently.
- Providing tailored and targeted support to enable vulnerable people to live independently in their own homes across all tenures.

Our “**Strategic Equality Plan for 2024 to 2028**” builds on our previous plans and sets out our ambition to build a fairer society for the people of Ynys Môn. The plan explains: -

- how it contributes towards the vision of our Council Plan of creating a healthy and prosperous Ynys Môn where people can thrive
- our eight long-term equality objectives for creating a fairer Ynys Môn by advancing equality in our communities, as well as within our organisation
- our arrangements for monitoring progress towards achieving our equality objectives

The plan is published and implemented in accordance with the Equality Act 2010 (Statutory Duties) (Wales) Regulations 2011.

Strategic Equality Plan 2024-28 - [Strategic Equality Plan](#)
Annual Equality Reports - [Equality and diversity](#)



Isle of Ynys Môn County Council **declared a climate emergency in 2020** making a commitment to become a carbon neutral council by 2030. Consequently, the council have agreed a ‘**Towards Net Zero Plan 2022 to 2025**’ which outlines a commitment to the climate emergency and how it intends to transform to become a net zero organisation.

<https://www.Ynys Môn.gov.wales/documents/Docs-en/Council/Climate-change/Towards-Net-Zero-Plan-March-2022-to-March-2025.pdf?nocache=1>

In response the Council prepares an Annual Report on progress. <https://www.Ynys Môn.gov.wales/documents/Docs-en/Council/Climate-change/Annual-report/Towards-Net-Zero-Plan-Annual-report-2023-to-2024.pdf?nocache=1>

The council has also prepared an **Isle of Anglesey Electric Vehicle Charging Plan 2022-2030**, which sets out the council's ambitious plans to lead in meeting the charging requirements of residents and visitors to the island. The council Transport and Fleet team have developed a fleet transition plan to decarbonise its fleet vehicles and are aiming to replace a proportion of them with electric vehicles.



Welsh Language Promotion Strategy 2021-26 Our Council's five-year strategy sets out our priorities for promoting the Welsh language and increasing its use within the Council and in our communities. Children, young people and families, as well as the wider community, are all key strategic priorities. The '**More than just words**' framework and initiatives such Flying Start, youth clubs, Age Friendly Ynys Môn and dementia friendly communities create valuable opportunities for some of our most vulnerable residents to use and enjoy Welsh.

During 2024 - 2025, **80% of our Adult Services staff speak Welsh at Level 3-5, and 86% of our Children & Families staff speak Welsh at Level 3-5.** The set levels take into consideration listening, reading, speaking and writing skills. The levels range from 0 indicating no skills to 5 which is fluent in the language. Staff are supported to learn Welsh via a number of various methods, such as classroom lessons, informal learning etc.



Welsh Language Policy and Standards - Our Welsh language policy sets out how we will comply with the 160 Welsh language standards placed upon us. Our **Annual Welsh language report** reflects on our compliance and includes information about the language skills of social services staff, and all other services. New staff members receive a presentation on our Welsh language responsibilities – including the 'More than just words' framework for health and social care – as part of their induction. A module on the framework is also available on our e-learning site.

Fforwm Iaith Ynys Môn (Ynys Môn Welsh Language Forum) - The forum comprises of over thirty public and third sector organisations who contribute to Welsh language services in our area. It was initially established by the Council and our work remains a key focus of its activities. The director of social services gave a well-received presentation to forum members on the need for more Welsh-speaking foster carers. Flying Start and youth services officers are also members of the Welsh for children and families sub-group and helped developed an app, **OgiOgi**, to encourage more parents to use Welsh with their babies.



Appendices

Annex A – Glossary of terms

It would be helpful to provide a glossary of terms to provide a description of services, terms or acronyms which may not be familiar to people who are not experienced of social care. These descriptions should be suitable for a lay person, who may have no prior understanding of social care.

Care Inspectorate Wales (CIW) - CIW is the social care provider regulator. They will register, inspect and take action to improve the quality and safety of services for the well-being of the people of Wales.

Social Care Wales (SCW) - SCW is the workforce regulator. As part of this they register and set standards for the care and support workforce and develop the workforce. SCW also has an improvement remit, by which they will share good practice, set priorities for research and provide information for the public and other organisations.

Reablement / Rehabilitation / Interim care

- This short-term care is sometimes called intermediate care, or aftercare. Reablement is a type of care that helps people relearn how to do daily activities, like cooking meals and washing. It is provided by local authorities with the aim of mitigating the need for long term care and support.

Domiciliary Care / Domiciliary Support Service / Home Care - Domiciliary care, also known as “care at home”, refers to a broad range of care services provided in a person’s own home. It can include assistance with day-to-day living and certain health care issues for the elderly.

Residential Care Home / Nursing Home

- A residential care home provides accommodation and 24-hour personal care and support to the elderly and others who may find it difficult to manage daily life at home. Both a residential care home and nursing home provide care and support 24 hours a day, however the main difference is that a nursing home is able to provide a higher level of care. Nursing homes have qualified nurses on-site around the clock to provide medical care as needed whereas residential homes help people with personal care and support them to engage in physical activity.

Care Experienced Children -

Care experienced is an umbrella term which can mean children / young people who are:

- Looked after at home through a Care Order
- Looked after away from home in a residential children’s house, in a foster placement or in a kinship placement (Looked After or Non-Looked After)

- Previously Care Experienced, where at some point in their lives they have had any of the above experiences. The child / young person may never have been formally looked after.

Care Leaver - In Wales, care leavers are individuals who have been in the care of the local authority for at least 13 weeks since the age of 14 and have left care on or after their 16th birthday. The support provided to care leavers is intended to be equivalent to what a child who has not been looked after might reasonably expect from their parents.

Safeguarding - Safeguarding is about protecting children and adults from abuse or neglect and educating those around them to recognise the signs and dangers.

Wales Safeguarding Procedures -

They detail the essential roles and responsibilities for practitioners to ensure that they safeguard children and adults who are at risk of abuse and neglect. Provides a useful glossary of safeguarding terms: [Safeguarding Wales](#)

Performance and Improvement Framework: Measuring activity and performance data

- This sets out a framework of metrics covering adults, children, and carers, which must be collected and submitted to Welsh Government together with anonymised

person-level data and aggregated data on specific aspects of social care. It states local authorities should also gather their own data to understand better how the local delivery of social care is working according to local priorities.

Welsh Community Care Information System (WCCIS) - Refers to our current Social Care Electronic Recording System (Caredirector), a Welsh Government Project led by DHCW/ NWIS previously.

Connecting Care - Connecting Care is an ambitious digital programme aimed at integrating and transforming social care services across Wales. This collaborative effort involves local authorities, the Welsh Government, Social Care Wales, the Welsh Local Government Association (WLGA), and other key stakeholders.

Digital Health and Care Wales (DHCW) - Digital Health and Care Wales are a new Special Health Authority, creating the digital solutions needed to improve health and care in Wales. Digital Health and Care Wales was previously known as NHS Wales Informatics Service (NWIS).

Welsh Local Government Association (WLGA) - The Welsh Local Government Association (WLGA) represents the interests of local government and promotes local democracy in Wales. Its primary purposes are to promote better local government, to promote its reputation and to support authorities in the development of policies and priorities which will improve public services and democracy.

Catrefi Clyd - Our Small Group Homes – aimed at keeping our children and young people in their local community.

Trauma Informed Island - Ynys Môn, as a trauma-informed island, seeks to promote connections and relationships to support those struggling with adversity or trauma in their lives. It is a whole system approach with a shared language, Tools and strategies are available to look beyond behaviours, and help effectively support the underlying needs of children and the community with empathy and compassion. It understands that anyone may have experienced adversity and trauma.

Provider Unit - Responsible for Reablement, Homecare, Council Care homes and Catrefi Clyd (part of Adult Services).

Active Offer - Offer of Advocate to all Children in Need or on the Child Protection Register.

Annex B – Case Studies

| Number | Case study |
|--------|--|
| 1 | Youth Empowerment Programme |
| 2 | Maethu Cymru |
| 3 | Unaccompanied asylum seekers referred via the National Transfer Scheme |
| 4 | Specialist Children Services |
| 5 | Team Around the Family (TAF) Case Study |
| 6 | Engagement Team 16+ |
| 7 | Youth Worker |
| 8 | Safeguarding Team & Quality Assurance Team- DoLS Waiting list. |
| 9 | Community Resource Team (CRT) |
| 10 | Llesiant Meddwl Mon – Citizens story |
| 11 | Learning Disability Team |
| 12 | Complaints |
| 13 | Complements |

Case Study 1

Youth Empowerment Programme

Youth Empowerment Mentoring’s 12-Week Program is a holistic, structured curriculum designed to help young people build resilience, confidence, and motivation. The program, led by facilitator Tristian, begins with a self-assessment that allows young people to reflect on their strengths and areas for growth. One of the early activities includes creating personal “Resilience Shields,” which help identify internal strengths and external supports. A fun and engaging role-play session follows, where young people act as “Resilience Doctors,” diagnosing challenges and prescribing resilience strategies. This foundation encourages self-awareness and mental strength, aligning with YEM’s core pillars: Resilience & Mental Strength, Confidence & Self-Esteem, and Motivation & Goal Setting.

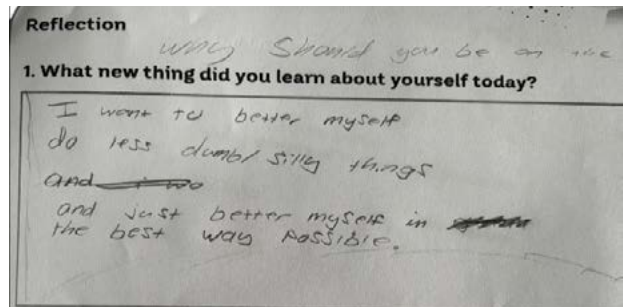
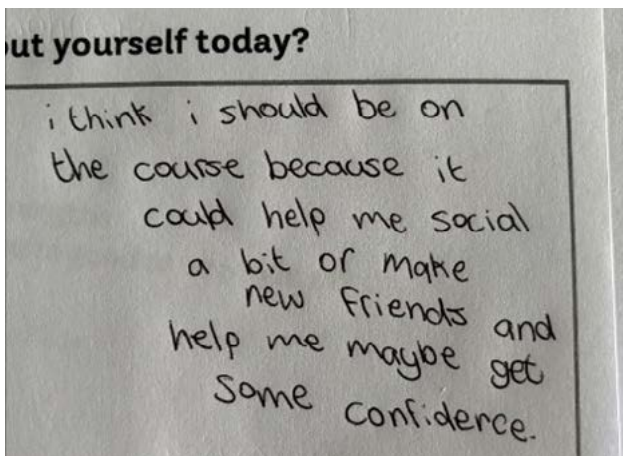
As the program progresses, sessions focus on visualizing success and planning for the future and young people creating vision boards and break down their goals into actionable steps, exploring what it takes to succeed and how to stay motivated. Another session emphasizes confidence-building through group conversations, personal development planning, and a reflective mindfulness walk. Young people also explore internal self-talk, learning how to flip negative thoughts into empowering ones.

These experiences leave participants with greater clarity, self-belief, and a toolkit for personal growth. By the end of the program, young people report feeling more empowered, with clearer goals and improved emotional resilience.

Young person feedback –

“ In the past 10 weeks I have learned that I am a strong person, stronger than I thought, and that I can achieve things if I work hard and believe in myself. This has helped me in more ways than one; I have learned that life is supposed to be fun, so I have given myself a breather.”

YEM is currently being delivered at Llangefni, Bodedern and Caergybi Secondary Schools for the next 10 weeks and is being funded by the Youth Service.



Case Study 2

Maethu Cymru

Below are a few examples of our successes within our Fostering Services. See below links:

<https://Ynys Môn.fosterwales.gov.wales/success-stories/fostering-has-given-me-purpose-after-losing-my-wife/>

<https://Ynys Môn.fosterwales.gov.wales/success-stories/we-believe-in-keeping-families-together-dee-and-robs-story/>

Case Study 3

Unaccompanied asylum seekers referred via the National Transfer Scheme (NTS).

The Service currently supports sixteen unaccompanied asylum seekers referred via the National Transfer Scheme (NTS). Services provided to UASC sit within the Service's 14+ Team and are allocated to one social worker within the team, who specialises in supporting UASC. The Service has also developed a strategy of identifying available placements with a view to volunteering to take young people who fit the matching criteria for the placement. This strategy enables the Service to place young people quickly within an environment which is likely to meet their needs. The Service has developed an effective informal partnership with a particular provider which is able to provide bespoke placements.

As well as meeting the needs of individual young people, this strategy is also cost effective for the Local Authority. By placing within two days, the Local Authority is permitted to claim £15000 via the Home Office, as well as an amount to meet the costs of the placement on a weekly basis.

Child A is an unaccompanied asylum seeker. By implementing the above strategy, Child A was placed within two days of identification via the NTS. Child A has settled extremely well within an environment which reflects his cultural heritage. He has engaged with a college place and has clear aspirations for the future. He has also been successful in claiming asylum, which has provided him with certainty and a solid foundation from which he now has the opportunity to thrive within the UK. An independent reviewing officer made the following comment regarding the work of the social worker:

“ I would like to take this opportunity to compliment [social worker] for the impressive work he undertakes with all the Local Authority's unaccompanied asylum seekers. His compassion shines through in every discussion / review & the empathy & care he shows in terms of their individual histories & current challenges is not only inspiring but empowering for each & every one of them to navigate complex situations that will help make a real difference in their lives. [The social workers] work is a good example of 'compassion in action' & in my view should not go unnoticed.”

Case Study 4

Specialist Children Services

Background: Child A has a diagnosis of a Learning Disability and ADHD. Due to adverse childhood experiences and concerns about the Parents ability to maintain a safe and consistent home C was accommodated by the Local Authority. Child A struggled within Residential Settings and would often present with high-risk behaviours towards self and others. This resulted in a breakdown of placements and several moves. Child A was sharing the desire to move closer to home and that they would sabotage any placement through escalating behaviours.

Presenting Issues / Barriers:

- Consistent access to and engagement in education.
- Lack of independent living skills and lack of opportunities to develop.
- High level of verbal and physical aggression directed at others
- Following age-appropriate boundaries without escalation and challenge
- Maintaining family relationship without increasing risks to self
- Breakdown of placements and change in provision causing inconsistency

Support/ Work Undertaken - A multi-agency assessment was completed with Child A to understand the triggers for the behaviour and agree a consistent support plan on how to respond. There were weekly meetings which included family to continuously review and change the support to meet the presenting needs.

The Social Worker and allocated Nurse spent time developing rapport and a positive working relationship with Child A, whilst maintain clear professional boundaries, to ensure Child A's voice was heard and that they were a part of the care planning.

A placement was commissioned locally to support Child A to return closer to home. This trial has demonstrated that the model of care of a community-based support closer to family has supported Child A to develop self-regulation skills, feelings of being valued, feelings of identity being closer to home and within their community.

Education continued to be difficult. Working closely with education colleagues and the Provider a bespoke package was developed with Child A. This was built up slowly over several weeks.

Outcomes / Difference made for Child A: Child A was able to move back to the local community they identify with and have relationships with family members. Through developing positive relationships with the MDT and the Provider C has been able to develop self-regulation skills which have reduced the incidents physical aggression thus reducing risk to self and others. Child A has grown in confidence and has reported to being proud of the engagement and achievement with the educational provision. Child A is looking forward to developing this further.

Child A feels more in control but this needs to be balanced with age-appropriate boundaries and Child A's ability to accept boundaries. There continues to be a need for intense and skilled intervention.

Learning:

1. The importance of rapport building and developing working relationships
2. The importance of multi-disciplinary work and pulling on expertise
3. The importance of effective communication between the citizen, MDT and family
4. Promoting the voice of the individual

Case Study 5

Team Around the Family (TAF) Case Study

Background: Referral from the young person's primary school with concerns regarding anti-social behaviour, periods of being missing from home, racial and aggressive behaviour online and at risk of being permanently excluded from school. A What Matters Assessment was carried out by TAF support worker and it was agreed that TAF would be able to support the family with the needs identified. This young person was not attending school when the TAF support worker started working with the family. The young person had stopped playing football for a local club and had stopped attending the boxing gym.

What mattered to the individual:

Football, his phone and going out with friends

The risks involved were:

- Relationship break down between Mum and young person
- Young person would commit a crime
- Young person being permanently excluded from school

The work that was completed:

- Being an emotionally available adult for Young person and Mum
- Giving Mum advice on how to become an emotionally available adult for the young person
- Parenting advice for Mum
- Liaise with school, NWP and Digartref
- Attended meetings with parents and schools
- Supported the young person to move from primary to secondary school, Liaised with secondary school to ensure young person settled well in new school
- Completed 12 week anger management program with young person
- Completed work on empathy
- Completed work on consequential thinking
- Encouraged young person to take part in after school activities
- Referrals to other agencies for extra support

Outcome for the child /family/carers

to date: Young person closed to TAF in September 2024. At time of closure, young person was attending school full time and was not at risk of being excluded. ELSA sessions were on-going at the school and continuing with the work started by TAF to work through complex emotions.

The young person has dissociated with the group committing anti-social behaviour and now has a new friendship group that he goes to play football with.

This was achieved by Mum putting in place boundaries and keeping to those boundaries with support from TAF. Relationships within the home have become more positive and the family are spending more time together as a result.

Reflection - The child's journey: This young person went from being nearly permanently excluded to attending school full time everyday and not being near permanent exclusion.

This young person went from committing anti-social behaviour regularly to having a completely new group of friends and not committing anti-social behaviour in over a year.

This young person and their family went from arguing, shouting and not spending any time together to being able to communicate in a calm manner and spending quality time together.

The young person's outcomes were achieved because of multi-disciplinary working and the TAF worker's trauma-informed approaches. Decisions made by TAF Manager resulted in the worker being able to persevere and provide long-term support which paid off for the family.

Had this been a short-term intervention, the young person's outcomes would not have been achieved. The young person needed time to build a trusting relationship with the adults who were supporting him.

Case Study 6

Engagement Team 16+

Young person A, who had finished 6th form with good grades, despite her academic achievements, she was uncertain about her future and was not involved in further education, employment or training. A key worker was identified for her in the 16+ team.

She was living in a foster setting, faced increasing pressure from her carers to act and not spend her days at home without guidance. Recognizing her potential and the challenges she faced, the 16+ team provided one to one support to help her explore her options. Through continued encouragement and a tailored approach, she was persuaded to attend the Wellbeing Hub. The hub gave her a safe and welcoming place to gain confidence and socialize with peers. As she grew more comfortable, she began to take on an informal mentoring role at the hub, offering support and guidance to other young people who were experiencing similar insecurities.

This experience helped her realize her strengths in leadership and working with younger individuals. With ongoing support from the 16+ team, she applied for roles that matched her interests. She looked at opportunities in school settings, particularly in supporting primary age children.

After attending an interview, she was offered a relief job at a school. She has been working regularly in this role, gaining valuable experience and gaining confidence. A young person remains connected to the Wellness Hubs and often stops by to check in and say hello. Her journey from uncertainty to active engagement in work and sport is an inspiring example of the positive impact of targeted support and persistence.



Case Study 7

Youth Worker

Young person B who is 15 years old, has struggled to attend school for 3 years, and by the end has registered as an optional education at home but in year 11 and recognizes as non-binary LGBTQ+. Referral received from the early intervention hub and Youth Worker identified as the key worker. As a result of one to one work the Worker succeeded in getting the young person out of the house and attending our youth centre in Jesse Hughes.

Over a period of time and an informal work program we set about developing cooking skills and communication skills on a weekly basis, discussions about GCSE exams and preparation, re-engagement in education and Training options.

As a result of this the young person through the Youth Worker supports has attended CAMHS appointments and is now considering sitting GCSEs and attending Jesse Hughes every week.



Case Study 8

Safeguarding Team & Quality Assurance Team- DoLS Waiting list.

The Deprivation of Liberty (DOL's) team on Ynys Môn consist of 3 full-time Best Interest Assessors (BIA), and 3 independent BIA that support us when needed.

During Q3, they have managed to bring the current waiting list down from 52 to 14 whilst also ensuring that all 56 renewals were completed on time. Their aim is to have no waiting list for DOLS assessments, but this is dependant on the annual Welsh Government additional funding that we rely on to support us in this area of work.

Between October 2024 and end of December we received 29 Form 1 (request for authorisation and urgent authorisation) from Managing Authorities. Some of these were urgent requests and as a team we are now striving to respond to all requests within 28 days.

Despite this positive development, there continues to be pressure and challenges in this area of work. The pressure is around ensuring that individuals are renewed or reviewed when needed.

With regard to Court of Protection Deprivation of Liberty, as an Authority we currently have 12 that have received Court of Protection order; 26 in the court arena are currently being assessed and 10 on the waiting list. Again, our aim as a team is to assess all 10 individuals that are currently waiting over the next few months. All 10 individuals on the waiting list have recently been allocated to a S12 Doctor, therefore the assessment process have begun.

All authorisation requests are responded to in a timely manner by 6 service managers that are authorised signatures. As a team they are currently reviewing all internal guidance and documents in relation to DoLS work.

Our Practice and waiting times are currently the best in North Wales.

Case Study 9

Community Resource Teams (CRT) Case Study

91 year old male admitted to hospital. Prior to admission wife was sole carer with family support. Since admission deterioration in mobility, required hoist and 2 carers and gentleman had become doubly incontinent, which was not an issue prior to admission. Diagnosis of Alzheimer's though assessed as not having capacity to make decisions regarding his care needs and the discharge individual was involved throughout, and his wishes and feelings were taken into account. Desired outcome was discharged home to his family.

The family (whom have LPA) wishes were also taken account. Wife, of a similar age to individual knew that she could not care for him as she had done before, and the family were concerned that he would have to enter a Nursing home or wait, and they felt remaining in hospital was having a significant effect on individual and wife's well- being.

Following a Best interest meeting the MDT agreed that the least restrictive option was that individual return home, and that it was also in individual's best interest to be discharged home with a package of care, 4 calls double up.

The MDT and the care providers worked well together as a team, to facilitate the discharge: care package was arranged, equipment and aids were put in place and from the date of the BIM 01/03/24. Individual returned home to his family on 06/03/24

Review carried out 4 weeks later 08/04/2024. Individual was happy to be home as were his family. Individual and the family were very grateful for everyone's intervention and support getting home and presented social worker with flowers and a thank you card see below:



Case Study 10

Llesiant Meddwl Mon – Citizens story

Background: B has been treated for numerous complex mental health conditions including personality disorder and ASD diagnosis later in adulthood. B would struggle to communicate their needs and would often engage in one-word answers. B lives with parents. Parents found it hard to encourage B's independence due to the perceived risks. Several lengthy admissions under the Mental Health Act with three detentions in less than 2 years.

B received an intense package of care in the community in-between admissions consisting of support work, care coordination, occupational therapy, early intervention psychosis therapy, and dialectical behavioural therapy. B found it difficult to engage with home treatment due to communication difficulties exacerbated by inconsistent staff.

Presenting Issues / Barriers:

- Repeat hospital admissions, sometimes weeks apart.
- Compliant with medication but many trialled with minimal improvements.
- No further therapy or CMHT resources available to offer in the community.
- Communication barriers and ensuring B's voice central to care planning.
- Lack of life skills, occupation, and independence
- Repeated high risk self-harm and para-suicidal behaviour.
- Intense care provided in the community was not effective and no evidence of improvement.
- Parents experiencing carers stress and unsure if they could continue to provide high level of care.

Work Undertaken: Multi-agency working was crucial. To support B's communication and ensure consideration of B's wishes we sought advice from the Integrated Autism Service and Learning Disability Team. We also completed research into communication and Autism and developed visual prompts, colour charts and used technology which proved effective. B was able to communicate that he felt they lacked purpose and struggled identity.

Having reviewed the previous community approaches it was felt that a step-down was required in a gradual approach from hospital. We searched Specialist placement which would cater for ASD and Mental health needs whilst focussing on developing independent living skills, confidence and re-ablement. One was secured and B spent 8 months focussing on life skills, fostering independence and responsibility, improving communication and knowledge relating to ASD, and engaging in meaningful occupation.

To support the return to the community we engaged in family work and discussions around healthy boundaries and approaches. Following discharge B has been living in the community successfully. There continues to be support required but with positive risk taking and supporting B to take responsibility and develop skills this has been maintained.

Difference made for B: B's voice was central to the process and care planning focussed on what mattered developing independence and working on identity around ASD diagnosis. B reports a big improvement in confidence and ability to communicate needs now and in the future. The development of communication has enabled more effective engagements in Psychology and Home Treatment when required which has supported B to remain in the community.

This has ensured that any crisis is better managed and occurs less frequently. All medication has ceased.

The sense of control over their life has reduced self-harming behaviours as he can vocalise needs. B shared that contributing factor to the repeat admissions was that they felt people told them what to do and having no voice. B is now in full time education, learning to drive and engaging in social activities.

The family relationships are more positive. Being apart whilst family work occurred provided the physical distance to process feelings and apply the skills in a controlled environment without becoming too overwhelmed.

Learning:

1. The voice of the individual being central
2. Identifying and reducing communication barriers
3. Co-produced care planning
4. Importance of multi-agency working and pulling on others expertise
5. The impact of neurodivergent conditions on mental health
6. The need for holistic whole system approach
7. Importance of positive risk taking

Case Study 11

Learning Disability Team

Background: A has a diagnosis of a mild learning disability, ASD, anxiety disorder with episodes of deliberate self-harm. This would result in A engaging in high-risk challenging behaviours towards self and others. Living at home with the family was no longer possible and A had been accommodated by the Local Authority. A transitioned to the learning disability team from Children Services.

A had three failed placements in childhood and presented as being unhappy and dysregulated. Each placement was away from Ynys Môn resulting in escalated behaviour as A wanted to be closer to home. A had been assessed as having capacity to make decisions about where to live and the support received.

There has been significant MDT Interventions, led by the learning disability social worker taking engaging A in discussions and positively looking at future planning and assessing what model of care A wants when transitioning to adult services. A expressed that their wish and desired outcomes for the future was to have their own property on the island with support, and that the support can reduce as they gained skills and confidence.

Presenting Issues / Barriers:

- Repeat presentation to A&E, sometimes days apart.
- Lack of life skills, occupation, and independence and lack of opportunities to develop.
- Repeated risk of self-harm
- Initial Intense care provided was not effective and no evidence of improvement.
- Relationship with wider family impacting on responses and behaviours.
- Capturing A's wishes and feelings, and the MDT taking into consideration his Mental Capacity and engaging in positive risk taking.

Support/ Work Undertaken: Multi-agency work was crucial to ensure we supported A to voice wishes and feelings; this was completed in partnership with the Children's Mental Health Service. The learning disability team gradually took responsibility of direct actions with A as the focus was on the transition to adulthood and future planning. Research was made into A's diagnosis and how best to communicate. Discussions with speech and language occurred, as well as the behaviour analyst team on how best to engage and communicate with A and to respond to the behavioural presentation.

Visual prompts, easy read documentation and use of technology was key. A felt oppressed, was untrusting of services, felt no security, unsafe at times with no purpose, and questioned their identity.

On review of the previous community approaches the consensus agreement by the MDT was reached on how best to support A. The learning disability team social worker spent time establishing a positive working relationship with A which promoted them to disclose the reasoning for some of the behavioural and mental health presentation. The MDT agreed that A needed to be supported to establish a safe environment; the failed placements and observations by MDT gave evidence on strengths. A was supported to apply for a tenancy of their own in the community.

A's support plan, which A has consented to, has been focusing on developing independent living skills, confidence and re-ablement. The support focused on life skills, promoting independence, and encouraging responsibility. The MDT continue to support A to develop their knowledge relating to the diagnosis of ASD, Learning Disability and Mental Health and establish and maintain healthy boundaries.

There continues to be a need for support, but with positive risk taking and supporting A to take responsibility and develop skills this has gradually reduced.

Outcomes / Difference made for A:

A reports improvement in their confidence and now feels supported and safe to express how they are feeling. Incidents of challenging behaviour and intimidation have significantly reduced as A is able to communicate needs in more constructive methods. A was involved and lead what mattered to them which was utilized in developing their care and support plan. A wanted to further develop independence, purpose, and work on their identity. The development has enabled A to engage with the adult Learning Disability's Health Team, which includes psychiatry which they initially didn't consent to. Their involvement and intervention help A remain in the community and reduce the frequency of crisis intervention.

A's sense of control over their life has increased which has reduced his self-harming behaviours. This was a contributing factor for repeat admissions to A&E and escalating challenging behaviour whilst in placement. A does have adverse childhood experience which has impacted on the view of parents, so the physical distance allows A to process these feelings and have control over the boundaries around their relationships.

Learning:

1. Co-produced care planning and person-centred practice
2. Promoting the voice of the individual
3. Importance of establishing good working relationships
4. Importance of multi-agency working and pulling on others expertise
5. Dual diagnosis; Learning Disability and neurodivergent conditions on mental health.
6. Importance of positive risk taking

Case Study 12

Complaints

Complaint received from a parent in relation to dissatisfaction with the assessment of child's care and support needs, the practice of the relevant Social Worker and the failure to identify and respond appropriately to the risk factors by implementing the child protection procedures.

Learning points were noted, and actions were put in place in relation to a re-assessment to be completed. Meeting was held by relevant Service Managers, and it was confirmed the Pathway was clarified and understood by all parties and there were no amendments necessary. New referrals come through Duty and remain the responsibility of Duty Team until transferred to relevant team. Once in the relevant team then child protection referrals on those cases are the responsibility of the relevant Practice Lead.

Addendum - A **compliment** was received in Q4 (25/25) from the same parent stating the staff member is a credit to the team; and [the parent's] faith has been restored in the team and is thankful for everything the staff member has done for the family.

Case Study 13

Compliments

Compliments for Adult Services demonstrate highly positive views of individual members of staff. Appreciation shown for the level of support and advice provided thus developing positive relationships. Adults who have accessed the service or their family members feeling listened to and understood. Compliments have also been received regarding the high-quality care and kindness shown in residential homes and by Môn Care and Reablement. It is also positive to receive feedback from other professionals stating how impressed they are by the quality of work and support for adults who have accessed the service and their families.

A few examples can be found below:

“ I would refer to all our various telephone calls and emails over the last couple of weeks following my Mother’s admission to Ysbyty Gwynedd. It’s been a rather challenging and stressful couple of weeks visiting her in hospital and then trying to establish what would be the safe outcome for her when discharged.

I just wanted to put on record my total appreciation for all your help and support. You have guided me through the challenging process, and discussed all options available.

You have been so very helpful advising me on what was best for Mam. I can’t thank you enough for helping me with securing a place at Plas Mona where I dropped my Mam off earlier today. I left with her looking very happy.

What a very friendly care home and my Mam was chatting away in Welsh with the resident, a far cry from being a home and in a very unsafe environment for her.

I am therefore very grateful to you and a very big DIOLCH YN FAWR IAWN is in order from my Mam, sister and I.”

(Family of adult accessing the Service)

“ Service user was complimentary and was very grateful for the support she has received when I spoke to her on the phone. Service user shared with me that when Social Worker had left, she felt a lot better in herself knowing there was support and felt she had been listened to. All the communications I have with families who have individuals who attend Hafan is either on the phone or face to face and they often compliment the contact they have with social workers and are grateful for the service and advice they receive.”

(Family of adult accessing the Service)

“ Just a wholly complimentary email for staff members (Lleisiant Mon), who have made a particularly distressing situation so much more bearable. Their caring, proactive and understanding approach to their work is evident and we as a family cannot thank them enough for the support and care my brother has received. I have never met people more suited to a job – they are both an asset to ACC. Diolch o galon!”

(Family of adult accessing the Mental Health Service)

“ You have been so helpful and I thank you so much for all the help and support for mum she had everything she could have had from you...you helped in every way you could have. You’re really good at what you do ... and you are more than your job role, giving support to me when you could make a difference wasn’t in your job spec but you listened and helped Thank you ! You continue to help. My Father now. You deserve a pay rise! And you’re a credit to Social Services...”

(Family of adult accessing the Service)

“ I had the pleasure of meeting one of your colleagues this morning. She looks after (service user), and she dealt with him absolutely brilliantly.....She was sympathetic about his concerns....., while emphasising her main concern was his welfare and how best he could be cared for in the circumstances that exist now..... the Social Worker handled him with firmness and compassion, and I was very impressed with her skill. I think the most impressive aspect for me was that she asked the right questions, which indicated she was interested in how best to assist (service user). Very often it is easy to complain about services, but you also have to acknowledge when service is good and what I observed today went beyond that. So I thought I would let you know what a good experience it was. Later I saw (service user) at lunch and he was happy with the visit.”

(Family of adult accessing the Service)



“ I had looked at the file last night and noted that there was a significant current stability in the placement. I am very grateful to all for the hard work and attention that you all have given to this case and PH. I include of course the professionals and carers. I do not underestimate the challenges faced by professionals and carers on the coal face working often in challenging circumstances. I respect their skill and commitment. I can, perhaps, make orders but I cannot provide the practical service that makes the real daily difference as professionals and carers do. Can my appreciation of their work and utmost respect please be conveyed to them? Thank you all and kind regard”

(District Judge, Caernarfon Justice Centre)

“ Just a quick note to thank you Sioned for arranging such a special event yesterday in M-Sparc. To experience the response and support of the audience from all across the Island was amazing. The co-working between you and Seiriol results in an outstanding service for our Age Friendly community. Many Thanks”

(Isle of Ynys Môn County Councillor)



Compliments for Children & families

Services demonstrate highly positive views of individual members of staff. Appreciation is shown for the level of support and advice provided thus developing positive relationships which has left adults who have accessed the service or their family members feeling listened to and understood.

During a carer's fair at a secondary school, positive feedback was received from attending pupils. Whilst discussing Social Work a number of children / young people came forward to say they had Social Workers working with them at the time.

One informed the attending worker that he was in foster care and had a Social Worker who has helped him and spoke positively about his experiences with Children and Families Services.

Another two pupils confirmed they also had Social Workers and again spoke positively about their experiences, and that they both wanted to be Social Workers when they are older so that they are able to help children in the same way that they have been helped.

There were no negative responses to the question "What does a Social Worker do?". The pupils responded by saying "to help people", "help with their independence". The attending worker felt that the positive impact the Social Workers had on the above children made them feel comfortable

to share their experiences with their classmates. It also gives confident that Social Workers can communicate with children in a Trauma Informed way which in turn allows children to see a Social Worker as a “trusted adult”, this is positive.

Other examples of positive comments received are as follows:

“Thank you for being so patient with me and helping me to become the person I am now. You’ve played a role in changing my life and saving me and my children forever and for that I can’t thank you enough.”

(Family of Child accessing the Service)

“ I just want to say thank you for everything. You might be surprised but I’m actually gutted that I won’t see you anymore even though it seemed like I hated you most of the time, I really didn’t and never did, because now I think of it, all you were trying to do was help, but in my head at the time it seemed like you weren’t. Hopefully I’ll see you again sometime, but thank you so much ”

(Young person accessing the service)

“ The ways she had with words were exceptional to help us understand our situation...was professional throughout the time she spent with us making us feel proud of what we achieved with all the time she spent with us. We can’t thank her enough. Couldn’t ask for better support. Emotional Health and wellbeing has improved tremendously. And child’s health and wellbeing has improved enormously.

(Family of Child accessing the Service)

“ I love how welcoming the staff are they make everyone feel welcome and take time to speak to each person attending, it’s nice to see them form relationships with families and building bonds with the children. I think it’s a fantastic group to attend for both children and parents. I feel very comfortable coming, and my son has lots of fun and you can see how much effort the girls put into the group, and we love all the fun provided.”

(Family of Child accessing the Service)

“ Thank you for believing in me. Appreciate all you have done, you’ll never be forgotten we will miss you.

You are an amazing Social Worker. We have been so lucky to have you! Just want to say a massive thank you for everything you have done for us as a family. Thank you for guiding me and helping me realise that I needed to talk and work on myself.

If it wasn’t for you, I wouldn’t be who I am now. You have made an impact in my life, a good one. I will never forget all you have done, and helping me become a better version of myself xxx.”

(Family of Child accessing the Service)



Isle of Anglesey County Council
Council Offices
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Isle of Anglesey
LL77 7TW

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| ISLE OF ANGLESEY COUNTY COUNCIL | |
|---------------------------------|---|
| MEETING: | County Council |
| DATE: | 25/09/2025 |
| TITLE OF REPORT: | Standards Committee's Annual Report 2024/2025 |
| REPORT AUTHOR: | Lynn Ball, Director of Function (Council Business) / Monitoring Officer |
| PURPOSE OF REPORT: | Submit the statutory Annual Report of the Standards Committee to the County Council |

1. Introduction

- 1.1 The Standards Committee is a statutory committee responsible for promoting and maintaining high standards of conduct by Isle of Anglesey County Councillors and Town and Community Councillors on the Island; supporting them to follow their Code of Conduct.
- 1.2 The Standards Committee is required by legislation to report annually to the Council as soon as possible after the end of each financial year. The report must explain how the Committee has met its statutory functions during the relevant period.
- 1.3 The appended Report has been submitted to, and agreed by, the Standards Committee.

2. Recommendations

- 2.1 Council approve the Annual Report of the Standards Committee for 2024/2025.
- 2.2 Council approve the Standards Committee's Work Programme for 2025/2026 (**Enclosure 3**) whilst acknowledging that some additional matters may be included, in accordance with demands which may arise.



Annual Report for Standards Committee: 2024-2025

INDEX

| SECTION | TITLE |
|----------------|-----------------------------------|
| 1 | Introduction |
| 2 | Committee Membership |
| 3 | Committee's work during 2024/2025 |
| 4 | Looking forward to 2025/2026 |

| ENCLOSURES | |
|-------------------|---|
| Enclosure 1 | Role and responsibility of the Standards Committee |
| Enclosure 2 | Standards Committee Work Programme for 2024-2025 with actions noted |
| Enclosure 3 | Standards Committee's proposed Work Programme for 2025-226 |
| Enclosure 4 | Standards Committee's Newsletter to Town and Community Councils – Issue 7 (09/2024) |
| Enclosure 5 | Standards Committee's Newsletter to County Councillors – Issue 7 (10/2024) |
| Enclosure 6 | Form for reporting Group Leaders' statutory duty 2024/2025 |

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1. Foreword



Trefor Owen
Chair of the Standards Committee (from August 2024)

I took on the role of Committee Chair in 2024, after undertaking the role of Vice Chair since February 2024. My predecessor was Rhys Davies. Whilst Rhys' period as Chair was cut short owing to personal circumstances, I would like to take this opportunity to thank Rhys, on behalf of the Committee members, for his work. Rhys remains as a lay member of the Standards Committee, and his contribution continues to be appreciated.

There are 9 members of the Standards Committee, and the membership has remained unchanged during the year. I congratulate Brace Griffiths on his election to Vice Chair since February 2025

The Committee's work throughout the year has been varied and the Committee has been busy satisfying the statutory requirement to promote and maintain high standards of conduct amongst Anglesey County Councillors and Town and Community Councillors, including assisting members in adhering to their Code of Conduct.

There were 4 formal meetings along with 4 informal meetings during the year. This, of course, was in addition to conversations with Group Leaders, elected members, and Community Council clerks, and training sessions. Most of our work involved actioning the matters identified when reviewing the registers of interests of a sample of members, as well as ensuring that important issues regarding conduct were addressed at Group Leaders meetings, during the Town and Community Councils Forum and in our Newsletters / Communications with Members. The Committee is pleased to have arranged four Code of Conduct training sessions for Town and Community Councillors during Autumn 2024. Anglesey was also represented at the National Standards Committee Forum for Wales.

This report follows a similar format to the one introduced last year. I hope it provides a comprehensive overview of the work accomplished by the Standards Committee during the year.

I would like to thank the elected, co-opted and lay members of the County Council, and the Town and Community Council members and Clerks for their cooperation with conduct issues once again this year. The ten principles of public life are clear, and the Code of Conduct remains in line with these principles. It is hoped that the Committee's efforts ensures that the requirements of the Code are made clear to members, and that this will assist them as they work for the benefit of the area and its citizens.

Trefor Owen (Chair)










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2. Committee Membership

The Standards Committee is a statutory committee with 9 members. Information on the role and responsibilities of the Committee can be found in **Enclosure 1**. Details about the Committee and its membership can be found [here](#).

- A. Lay Members: The five lay members are appointed for up to two four-year terms. The Chair and Vice Chair must be appointed from among the lay members. The appointments are made for a period of four years or (if a casual vacancy) until the term of office of the previous post holder would have expired. An individual may be re-elected as Chair/Vice-Chair.
- B. Members of the Town and Community Councils: Two members are appointed to represent the town and community councils following local government elections. The representatives will sit on the Standards Committee until the next local government elections or until they are no longer members of the community council, whichever happens first. Town and community council members can be reappointed for one more term, with the agreement of Anglesey town and community councils.
- C. County Council Members: The appointment of two representatives is made by a Council resolution.

A link to the job descriptions of Committee members can be found [here](#).

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|  | Trefor Owen (Chair since September 2024) | Lay Member |  | Brace Griffiths (Vice Chair since February 2025) | Lay Member |
|  | Rhys Davies (Chair from February 2024 until August 2024) | Lay Member |  | John R Jones (Chair until February 2024) | Lay Member |
|  | Gill Murgatroyd | Lay Member |  | Margaret Murley Roberts | County Councillor |
|  | Dafydd Rhys Thomas | County Councillor |  | Iorwerth Roberts | Town and Community Councillor |
|  | Margaret Thomas | Town and Community Councillor | | | |

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3. Committee's work during the year

This is the Standards Committee's fourth annual report, completed in line with the requirements of the Local Government and Elections (Wales) Act 2021, although the preparation of an annual report has been the practice in this Council for several years before it became a statutory requirement. It reports on the Committee's work between 04/2024 and 03/2025.

The Standards Committee's Programme of Work 2024-2025 (as approved by full Council in 09/2024), detailed the Committee's actions during the year, against its aims and is available in **Enclosure 2**. As in previous years, some unforeseen issues arose during the year, and these are also included in the said Enclosure.

Access to the Committee's Agendas, Reports and Minutes of formal meetings is possible via the Standards Committee's homepage on the Council's website – link [here](#).

Particular attention is drawn to the following issues:

- **Complaints about members of the County Council / Town and Community Councils in Anglesey to the Public Services Ombudsman for Wales**

County Councillors: Correspondence was received in relation to 2 cases where the Public Services Ombudsman for Wales (PSOW) decided not to investigate. There is 1 case currently being investigated by the PSOW and 1 case referred to the Monitoring Officer for consideration by the Council's Standards Committee. This matter did not conclude until after the period covered in this Report.

Town and Community Councillors: Correspondence was received in relation to 3 cases where the PSOW decided not to investigate. There was 1 case being investigated by the PSOW.

This case has since been discontinued, but outside the period covered by this Report.

The Standards Committee, at its formal meeting on 06/02/2025, noted its concern regarding the delay between a complaint being submitted to the PSOW and a conclusion being reached. The Standards Committee has raised these concerns with the PSOW and the matter will be addressed in a report to the Standards Committee meeting on 11/12/2024.

No notices from the Adjudication Panel for Wales were received during this period.

The PSOW, and the Adjudication Panel for Wales, publish an all-Wales summary of the cases they have considered on their websites. These cases are reported on during formal meetings of the Standards Committee and a summary is also included in the Newsletters/Communications published by the Standards Committee.

- **Work with the Island's Town and Community Councils.**

Training on the Code of Conduct was arranged for Town and Community Councils during Autumn 2024. The 40 Town and Community Councils on the Island were encouraged to attend one of the four sessions arranged, in Welsh or English, during the day and in the evening. Unfortunately, take up has

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been disappointing for previous training events, and that pattern continues with only half the Town and Community Councils having a representative at these training sessions

The Committee is grateful to those Town and Community Councils which have engaged with these and previous events.

The Committee's Programme of Work noted that it would conduct a review with 1 Community Council where concerns had been raised with the Committee. The intention was to conduct this review during the Spring of 2023. However, the Clerk of the Community Council requested that the review be postponed. Despite further contact being made to arrange an alternative date, no date has been agreed. Owing to the passage of time, and the Community Council's reluctance to arrange a review date, the Standards Committee confirmed that it would no longer contact the Community Council in relation to the offer of this voluntary review of their Registers of Interests.

The Chair of the Standards Committee attended a meeting of the Town and Community Council Forum on 19/09/2024, to present information discussed by the Standards Committee at its formal meeting in 06/2024, and relevant to the Town and Community Councils. A Newsletter was sent to the Town and Community Councils in 09/2024.

The Standards Committee will continue to liaise with the Forum as a means of communicating with the Town and Community Councils.

▪ **Local Resolution Protocol.**

[The Local Resolution Protocol for Members of the County Council:](#)

Whilst concerns were brought to the attention of the Standards Committee Chair during the year, there were no requests for the Committee's Chair to act under the provisions of the Protocol. Low level concerns regarding the conduct of a few members were dealt with internally through political group processes.

As a result of the work done by the PSOW in collating the Local Resolution Protocols from authorities in Wales, and her obtaining a legal opinion on the status of some provisions within the LRPs, a review was conducted to consider the Council's LRP this was done in 02/2024. A report was presented to the Standards Committee's formal meeting and actioning the proposed changes, having discussed with Group Leaders, is part of the Committee's work programme for 2025-26.

Members are reminded of the Protocol's availability, although the Committee hopes that it will not be required. Members are reminded of the principles should they wish to utilise the Local Resolution Protocol: that concerns should be raised as soon as possible after the incident in question, and the matter should be dealt with as a priority to ensure the process may be as effective as possible

[The Local Resolution Protocol for Town and Community Council Members:](#)

A Local Resolution Protocol for Town and Community Councils has been developed by One Voice Wales and Town and Community Councils are encouraged to adopt it. There is a locally developed Protocol too; although this has not been used since its adoption.

▪ **Advice from the Committee on training for Members and Group Leaders**

Reports are presented by the Human Resources Training and Development Manager during formal meetings of the Standards Committee. These reports consider the content of the Training Programme for Members and the training undertaken. The Committee can contribute as the Programme is being developed and consider to what extent Members are participating with the Training Programme.

As part of its work during the year, the Standards Committee has been in discussion with Group Leaders and the Human Resources Training and Development Manager to develop coaching sessions for Group Leaders. The first part of the training programme includes DISC personality profiling for each Group Leader which will then be used as a basis for the individual coaching sessions. Further work will continue during next year's work programme and reports will be prepared for the Standards Committee's formal meetings. The information shared with the Committee is of course, high level and generic. The substance of the coaching sessions are confidential.

The training for the Members of the Standards Committee is included in the Committee's Annual Programme of Work. This year it included:

- ***Hearing Training:***

Training on conducting Hearings into Code of Conduct referrals from the PSOW was held in 09/2024, in light of the 3 cases being investigated by the PSOW at the time. This was a "classroom" training event and all Standard Committee members were invited to attend. As a result of this training session, the Standards Committee reviewed and amended its Hearing Procedure. The updated Procedure document has been published. It will be reviewed again in 2025/26 to capture any lessons from the recent Hearing and specifically the pre-Hearing procedures.

- ***Training on the Code of Conduct***

Following the elections in May 2022, the Standards Committee arranged training sessions for members of the Council. Whilst most elected members attended that training, mop-up sessions were held in 23/24. The 35 members have now received classroom-based training on the Code of Conduct.

As a Committee, we believe it is essential that all members receive training on the Code of Conduct, and we are disappointed that Welsh Government has rejected the recommendation in the Penn Report that training on the Code of Conduct should be mandatory for all members. It is noted, though, that all County Councillors have attended this training.

▪ **The Committee's Assessment of how Group Leaders have complied with their new duty to promote and maintain high standards of conduct amongst group members**

Group Leaders were requested to complete a reporting form, before meetings were arranged between the Standards Committee's lay members, and each Group Leader, in 06/2025 to look back at the last financial year. A copy of the template used this year is available at **Enclosure 6**. It is similar to the form used previously but with some minor changes in an effort to assist the discussions between Group Leaders and the lay Members of the Standards Committee.

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The Standards Committee would like to thank the Group Leaders for their cooperation and readiness to discuss issues during these meetings, and in general, during the year.

The lay members are pleased to report that they are content with the work carried out by Group Leaders, in relation to their conduct responsibilities, during 2024/2025. They are of the opinion that all Group Leaders, though with different leadership styles, all take reasonable steps to maintain high standards of conduct amongst their members. They come to this conclusion based on the content of the written reports provided by the Group Leaders and the discussions held.

The Committee is of the opinion that this year's process has been positive with all Group Leaders discussing and evidencing a clear understanding of their duty and a proactive approach to developing their members. The Group Leaders also described their flexibility in supporting their members, ensuring frequent informal contact and arranging 1-1 meetings. The Group Leaders reported an overall positive culture and good working relationships among Group Leaders.

A number of positive matters were raised to support further promotion of high standards, including refresher Code of Conduct training. The training offer will be reviewed by Standards Committee during 2025/26.

The intention is to conduct a similar process and arrangement for this assessment in 2025/2026 with technical amendments to the form to ease completion.

Group Leaders are encouraged to continue to have regular contact with their members in order to promote and maintain high standards of conduct, to undertake any training offered in relation to their role as Group Leader, and to positively engage with the Standards Committee.

- **Chair and Vice Chair's involvement in a conduct matter in the Planning and Orders Committee**

Following a referral from the Monitoring Officer, regarding the conduct of 2 Members, the Chair and Vice Chair of the Standards Committee attended meetings of the Planning and Orders Committee for the purpose of observing member conduct. This process was started in 03/2024 and continued as part of the Committee's Work Programme for 2024/2025.

It was reported in last year's Annual Report that the Chair and Vice Chair of the Standards Committee met with the relevant Group Leaders to discuss the conduct of the 2 members. In the view of the Chair and Vice Chair, remediation actions had been taken and both matters were satisfactorily concluded. Those who had raised the ongoing concerns were informed of the intervention and resolution

The lay Members (in pairs) had attended the Planning and Orders Committee meetings in March, April and May 2024, following a meeting between the Standards Committee's Chair, and Vice Chair, and the Planning and Orders Committee Chair. The intention was to observe conduct after concerns were raised in relation to the conduct of 2 of the Members (who were not Committee Members) at the 02/2024 meeting of the Planning and Orders Committee. It was the intention of the Standards Committee to observe for a period of 6 months, subject to a 3-month review. The period being

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reduced or increased as necessary. At their review (following the May 2024 Planning and Orders Committee), the lay Members decided to end the observation exercise as they were content with the conduct they observed.

General findings were reported to the Chair of the Planning and Orders Committee by letter on 16/05/2024. These included the observations of the Standards Committee's lay Members that attendees' conduct and comments were considered respectful and there was no repeat of the conduct which was the subject of the original concern; contributors were given a fair opportunity to speak; Committee Members were prepared for the meetings and were aware of the arrangements. The Chair was also praised for being authoritative and fair and setting a good standard for courtesy whilst ensuring sufficient opportunity for stakeholders to speak.

The Chair of the Standards Committee corresponded with the Planning Service recommending that training be given to Members. Training for the Planning and Orders Committee Members is mandatory, but it was felt that more general training for all elected Members would be useful so that they are aware of Planning matters and the process that must be followed. A guidance document was prepared by the Planning Officers and shared with the Standards Committee for confirmation that it was fulfilling the Committee's brief. This document was shared with Members on 10/06/2024.

- **Review of the three Registers of Interests**

An important element of the Committee's work during 2023/2024 was to undertake a review of the Registers of Interests of a sample of County Councillors. This work was undertaken by the five lay members of the Standards Committee, with each reviewing 4 Members Registers, chosen at random, based on political balance. These reviews were undertaken in 01/2024 but the actions arising were included in the Committee's programme of work for 2024/25.

The review process has been reported in detail within reports presented to the formal Standards Committee meetings in [06/2024](#) and [02/2025](#).

The Standards Committee took the following actions as a result of the exercise: - [Review of Registers of Interests of Elected Members](#)

- **Dispensations**

The Standards Committee is required to consider applications for dispensations to allow Members who cannot participate in a debate or decision due to a substantial personal interest (prejudicial), to do so under circumstances defined by statute.

No applications for dispensation were received during the reporting period.

Members are reminded that applying for a dispensation is available to them, as County Councillors, Co-opted Members or Town and Community Councillors.

<https://monitor.anglesey.gov.wales/asset-library/dp-pd/dispensations-briefing-note-members.pdf?nocache=1>

- **Newsletters**

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It has been the practice of the Standards Committee to send Newsletters for (a) the Town and Community Councils and (b) Isle of Anglesey County Council Members following formal meetings of the Committee (twice a year). However, it was noted in the last Annual Report that the Committee had concluded that preparing the Newsletters demanded a lot of the Committee's resources and the supporting officers, with little response to the requests/issues raised in them, and so it would be reconsidering such communications for the future.

The Newsletter distributed to Town and Community Councils in September 2024 is available in **Enclosure 4** and the Newsletter for County Councillors sent in October 2024, is available in **Enclosure 5**.

At its formal meeting in February 2025, the Committee agreed to try another approach in order to share its key messages with the Town and Community Councillors and IOACC Members from now on. Further work in relation to this will be included in the Committee's Work Programme for 2025/2026. **This is at Enclosure 3.**

4. Looking forward to 2025/2026

The Standards Committee's proposed Work Programme for 2025-2026 is included in **Enclosure 3**.

There are statutory requirements for Standards Committees (see **Enclosure 1**). However, deciding on how to operate within those requirements is a matter of local choice to some extent.

It was agreed that the interactive model developed by the Committee in previous years would be limited during 2024/25, as the extensive preventative work completed by the Standards Committee had been effective, and the number of complaints regarding the conduct of County Councillors and Town and Community Councillors had been low for several years, and in anticipation that one, or more of the matters under investigation by the PSOW may have been referred to the Standards Committee.

An Initial Determination in 02/2025 resolved that a Hearing should be held in relation to one of those matters. Conducting a Hearing is a priority for the Standards Committee, and its supporting officers. The Hearing took place in 05/2025; and outside the scope of this Report. It will be addressed in the Standards Committee report for 2025/26.

At the time of writing this report, there is another case under investigation by the PSOW and it is possible this may be referred to the Standards Committee for an initial Determination and, perhaps, a Hearing. Responding to such referral would have to be prioritised by the Committee. On that basis, and to ensure that there is sufficient capacity to fulfil this primary statutory requirement, the Committee's preventative work programme will be further curtailed during 2025/26. So, for a second year, the Standards Committee will not be undertaking any reviews of the registers, of either the County Council or the Town and Community Councils.

The Committee will, of course, prioritise its work and redirect its resources to ensure that it continues to meet its statutory requirements and shall continue to support Members of the County Council and town and community councils in complying with the requirements under their Code of Conduct.

**Annual Report for
Standards Committee:
2024-2025**

ENCLOSURES

ENCLOSURE 1

The Role and Responsibility of the Standards Committee:

There is a statutory requirement for the County Council to have a Standards Committee. A Standards Committee's general function is to promote and maintain high standards of conduct by members and co-opted members of the relevant authority and to assist them in complying with the Code of Conduct for members.

To this end, the Standards Committee's statutory role and functions, in relation to County Council members (elected and co-opted) and Town/Community Council members, include: -

- promoting and maintaining high standards of conduct by members;
- assisting members to observe their Code of Conduct;
- advising the authority regarding adopting or revising the Code of Conduct for members;
- advising, training, or arranging to train members on issues relating to the Code of Conduct;
- monitoring the Code of Conduct for members;
- considering applications for dispensations;
- dealing with any referrals from the Public Services Ombudsman for Wales (PSOW), or the Adjudication Panel for Wales

Additional duties have also been placed on the Committee since May 2022, namely:

- to monitor Group Leaders' compliance with the duty to take reasonable steps to promote and maintain high standards of conduct by members of their group and to cooperate with the Council's Standards Committee in the exercise of the Committee's functions.
Standards committees are also required to provide advice and training, or to arrange training for group leaders regarding the new duty. At the beginning of each administration, this should happen within six months of an election and should be reviewed annually.
- to publish an Annual Report:
The Standards Committee is required to make an Annual Report to the Council, as soon as reasonably practicable at the end of the financial year, and the Council must consider the report and any recommendations made by the Committee within three months of its receipt.

As a minimum, the report must:

- describe how the Standards Committee has discharged its functions;
- confirm that a local protocol is in place for resolving complaints, and provide an assessment of its impact;
- include an analysis of complaints. This analysis should include information regarding the number of councillors that were the subject of upheld complaints, and whether or not they had attended training on the Code of Conduct, prior to or following the complaint.
- include a summary of the notices given to the Committee by the Adjudication Panel for Wales, in relation to the Panel's decisions regarding possible breaches of the code of conduct for members;
- provide a summary of the reports and recommendations made or referred to the committee by the PSOW relating to the investigation of alleged breaches of the Code of Conduct, and any subsequent action taken by the Standards Committee;
- describe the advice it has provided on training for all members and group leaders and how that advice has been implemented;
- assess how the Committee has worked with the town and community councils in its area to promote and maintain high standards of conduct amongst town and community councillors;
- include the Committee's assessment of how Group Leaders have complied with their new duty to promote high standards of conduct amongst group members, including the advice the Standards Committee has provided and the training it has suggested.

ENCLOSURE 2

Standards Committee's Work Programme for 2024/2025 (approved by full Council on 26.09.2024) with details of outputs against the objectives.

| No | Items | Action | Completed / Further Actions |
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| 1 | The Standards Committee's Annual Report to full Council | <ul style="list-style-type: none"> The Committee to begin consideration of and work on the next Annual Report ahead of its formal meeting in June 2025 The Committee to develop its annual report for 2024/2025 (and proposed work plan for 2025/2026) at the end of the 2024/2025 term. This includes working with Group Leaders in relation to their reporting responsibilities under the Local Government and Elections (Wales) Act 2021 and the process to be followed between Group Leaders and the Standards Committee | <ul style="list-style-type: none"> Group Leaders reporting process for 2023/24 was discussed at an informal meeting of the Standards Committee on 25/10/2024. Amendments were made to the reporting form Amended version of the reporting form was presented by the Chair of the Standards Committee to Group Leaders on 30/01/2025 Reporting forms were shared with Group Leaders with a request for the completed forms to be submitted to the Monitoring Officer by 30/04/2025 Completed forms were received and meetings between the Group Leaders and the lay Members of the Standards Committee were arranged during Summer 2025. Information from the meetings with Group Leaders has been included in the Annual Report. The final Report will be presented to full Council in 09/2025. |
| 2 | Execution of Local Resolution Protocol for County Councillors and Town and Community Councillors | <ul style="list-style-type: none"> As and when required / in accordance with the Chair's discretion | <ul style="list-style-type: none"> The County Council's LRP was discussed at the Standards Committee in 02/2025. Amendments were proposed. Work will be done as part of the Work Programme for 2025-2026 to action these proposed changes. Number of cases referred under the LRP for IOACC: - Nil Number of cases referred under the LRP for TCCS: - Nil. |
| 3 | Offer and Provision of training to leaders of political groups. Need to decide: | <ul style="list-style-type: none"> These arrangements must be made at the start of each administration and training take place within 6 months of the election and be reviewed at least annually. The Standards Committee will encourage Group Leaders to | <ul style="list-style-type: none"> Standards Committee Chair attended a Group Leaders' meeting on 10/10/2024 to present the programme suggested by the Training Section (Human Resources) |

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| | <ul style="list-style-type: none"> Who will deliver training Involvement of the Standards Committee Members Involve Senior Officers? | <p>undertake any training developed under the umbrella of the National Standards Committee Forum and/or via WLGA.</p> <ul style="list-style-type: none"> Locally, the Standards Committee is working with the Training section (HR) to arrange 1-1 Training for the Group Leaders to support with their statutory group leader roles on matters that are considered relevant for Group Leaders locally. | <ul style="list-style-type: none"> Update provided by the HR Training Manager at the Standards Committee's formal meeting on 06/02/2025. Work continues to be done regarding DISC profiling and subsequent coaching sessions, and this will be included in the Work Programme for 2025-2026 |
| 4 | Communication with political group leaders including in relation to group leaders' duties in relation to their members' conduct | <ul style="list-style-type: none"> Chair and Vice Chair to report at Group Leaders' meetings following every formal meeting of the Standards Committee and presenting the proposed Newsletter. Further reporting / communication to be made as required. Any work required as part of the Standards Committee's duty to assess the group leaders' discharge of their statutory duties. | <ul style="list-style-type: none"> Group Leaders' Meeting (presentation by Trefor Owen as Vice-Chair) on 18/07/2024 to present general findings/lessons learned from the review of the Members' registers of interests (The 06/06/24 and 20/06/24 Group Leader's meetings having been cancelled. Group Leaders' Meeting (presentation by Chair of the Committee) on 10/10/2024 to provide an update on the matters raised at the formal meeting in 06/2024; presentation of the Newsletters, discuss Members' mandatory training and the Group Leaders' role, and the Group Leaders' training.* Group Leaders' Meeting (presentation by the Chair of Committee) on 30/01/2025 to present the Committee's proposed response to the PSOW's Consultation in its practice of informing Councillors when complaints are made. <p>*The Chair of the Standards Committee met with 2 group Leaders to discuss the Mandatory training record of their group members in 12/2024 and 01/2025. The concern was raised following the report of the Human Resources Development Manager at the Standards Committee's formal meeting in 07/2024. A general comment was made at a Group Leaders meeting in 10/2024, and with no improvement</p> |

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| | | | noted, individual meetings with 2 Group Leaders was arranged. |
| 5 | Communication with IOACC / Town and Community Council Members | <ul style="list-style-type: none"> Newsletters to be sent following the formal meetings. | <ul style="list-style-type: none"> Newsletters (Issue 7) sent in relation to the June meeting – to the Town and Community Councils in 09/2024 and to the IOACC Members in 10/2024. Owing to the limited officer capacity to support this work, the Standards Committee has decided not to continue with this practice. Alternative communication methods are to be discussed as part of the Committee's Work Programme in 2025-2026. |
| 6 | Meetings | <ul style="list-style-type: none"> Formal meetings in 06/2024 and 12/2024, and as required. Informal meetings may also be arranged, as required. | <ul style="list-style-type: none"> 13/05/2024 – Informal meeting 20/05/2024, 24/05/2024 and 03/06/2024 – Lay Members of the Standards Committee met with the 4 Group Leaders. 18/06/2024 – Formal meeting 01/07/2024 – Informal meeting (2) 06/09/2024 – Hearing training 25/10/2024 – Informal meeting 11/12/2024 – Cancelled formal meeting 24/01/2025 – Formal meeting 06/02/2025 – Formal meeting 26/02/2025 – Extraordinary formal meeting. Formal meetings are held as hybrid meetings. Informal meetings are generally held as remote meetings only. |
| 7 | Complaints reporting – Quarterly Update Reports | <ul style="list-style-type: none"> Reports will be included on the Committee's formal Agenda (bi-annual reporting). The report to the Standards Committee discusses any particular trends of concern. Need to continue to review this and ensure that the process preserves and respects (any of) the PSOW's requirements of confidentiality relating to these matters. | <ul style="list-style-type: none"> Quarter 1 – sent e-mail on 02/07/2024 Quarter 2 – sent e-mail on 01/10/2024 Quarter 3 – sent e-mail on 18/01/2025 Quarter 4 – sent email on 01/04/2025 Quarters 1-3 included on the agenda for the Standards Committee meeting on 06/02/2025 |

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| 8 | Training for SC Members | <ul style="list-style-type: none"> Encourage all Standards Committee Members to complete all mandatory training. Arrange any further training required, in consultation with the HR Training Manager. | <ul style="list-style-type: none"> Standards Committee members are offered training in accordance with the Training Offer for Members. “Hearing” training provided to all Standards Committee Chairs via the National Standards Committee Forum in 04/2024. Local “Hearing” training arranged for the Standards Committee on 06/09/2024 |
| 9 | Code of Conduct Training for Town and Community Councillors (mid-term refresher training) | <ul style="list-style-type: none"> To arrange, in consultation with the HR Training Manager, training on the Code of Conduct to be offered to the Town and Community Councils during Autumn 2024. | <ul style="list-style-type: none"> 4 training sessions arranged as follows: Monday 14/10/2024 – 2:00pm-3:30pm Welsh Wednesday 23/10/2024 – 2:00pm - 3:30pm English Thursday 07/11/2024 – 6:30pm-8:00pm Welsh Thursday 19/11/2024 – 6:30pm-8:00pm English Report on attendance presented to the Standards Committee in its 06/2025 meeting |
| 10 | Chair Training – Challenging Conduct | <ul style="list-style-type: none"> For the Chair / Vice-Chair to attend training being arranged via the HR Training Manager on dealing with challenging conduct by members and/or public. | <ul style="list-style-type: none"> The matter will be included as part of the Standards Committee’s Work Programme in 25/26 |
| 11 | How to Complain | <ul style="list-style-type: none"> Consideration to be given as to how to publicise how to complain against Members once it has been settled what the process will be for ‘low-level complaints’ following the Welsh Government’s consultation into the Penn Review. | <ul style="list-style-type: none"> Still awaiting details from the Welsh Government on their consultation on the Penn Review. |
| 12 | Dispensations | <ul style="list-style-type: none"> As and when applications arise | <ul style="list-style-type: none"> No dispensation applications have been received during this period |
| 13 | Members’ Annual Reports | <ul style="list-style-type: none"> Standards Committee to continue to encourage the practice of completing Annual Reports and work with the Head of Democratic Services in this matter, whilst appreciating that whether they decide to complete an annual report is a matter for each individual Councillor. | <ul style="list-style-type: none"> The reports presented by the Head of Democracy to the Standards Committee’s Formal meetings include details about Annual Reports. |
| 14 | Town and Community Council | <ul style="list-style-type: none"> Chair and Vice Chair to attend regular Forum Meetings to present matters of interest from the Standards Committee to the Town | <ul style="list-style-type: none"> Chair attended Forum meetings on 19/09/2024. Owing to staffing capacity issues the scheduled Standards |

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| | | and Community Councils, and Newsletters | Committee in 12/2024 was cancelled and rescheduled. The Standards Committee Chair therefore addressed the Forum in 05/2025. |
| 15 | National Standards Committee Forum | <ul style="list-style-type: none"> For the Standards Committee Chair to attend Forum meetings and provide feedback to Standards Committee Members. | <ul style="list-style-type: none"> Trefor Owen (in his capacity as Vice-Chair at the time) attended the Forum meeting on 24/06/2024. Notes shared with the Standards Committee Members and discussed later in 06/2024. Trefor Owen (in his capacity as Chair) attended the Forum meeting on 27/01/2025. Notes shared with the Standards Committee members in 02/2025 Hearings training for Forum Members (i.e. Chairs of the Standards Committees) was arranged on 23/04/2024. Rhys Davies (in his capacity as Chair at the time) was unable to attend but did receive a recording of the training session. |
| 16 | Case reporting by the PSOW and the APW. Provide links for Standards Committee members. | <ul style="list-style-type: none"> To provide reports at each formal Standards Committee meeting signposting the cases published by the PSOW and APW. | <ul style="list-style-type: none"> Included in the agenda for formal Standards Committee meeting in 06/2024 and 02/2025. Matters included in Newsletter/correspondence sent to the Town and Community Councils and the IOACC Members |
| 17 | Penn report / WG consultation on ethical matters | <ul style="list-style-type: none"> Penn report published. WG Consultation ended 23.06.2023. Responses to the Consultation published by WG in 11/2023. Further work needed when Welsh Government's response to the Consultation is published. No timetable currently known. | <ul style="list-style-type: none"> No further details received during the period of this report. |
| 18 | Annual Discussions for the Standards Committee members. | <ul style="list-style-type: none"> The Chair will meet with the Members and report any outputs that need to be arranged to the Monitoring Officer. The Chair will have a discussion with the Monitoring Officer. | <ul style="list-style-type: none"> New Chair and Vice Chair were appointed in 02/2024. The Chair resigned from the role in 08/2024. The Vice Chair was appointed as Chair in 09/2024. A Vice-Chair was appointed in 02/2025. As a result of the above and officer capacity (owing to vacancy since Summer 2024) this matter |

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| | | | has not been progressed due to prioritising other matters included in the work programme. This matter will be included in the Work Programme for 2025-2026. These review meetings have now taken place. |
| 19 | Observation of the Council and its Committee meetings from time to time. | <ul style="list-style-type: none"> The Standards Committee Members will attend meetings of the County Council or its Committees for observation if required, and, if appropriate will also provide feedback to the relevant Chair. Following on from work in 2023/2024, the Standards Committee will continue to observe the Planning and Orders Committee meeting. The original intention is for two independent members to attend Committee meetings for 6 months (beginning from March 2024), with a review to take place after 3 months (May); the observation exercise may be cut short or extended, as deemed necessary. General findings made will be fed back to the Chair of the Planning and Orders Committee at the end of the exercise; any immediate concerns will be reported earlier. | <ul style="list-style-type: none"> The Standards Committee began observing the Planning and Orders Committee meetings in 03/2024, as part of the Committee's preventative work following a referral from the Monitoring Officer. This was following a meeting between the Standards Committee's Chair and Vice-Chair (at the time), and the Planning and Orders Committee's Chair. The Standards Committee's intention was to observe the Planning and Orders Committee meetings for a period of 6 months, with a review to take place after 3 months. The lay members of the Standards Committee took turns to attend the Planning and Orders Committee meetings in 03, 04 and 05/2024. Following this, the lay members reviewed the matter at an informal meeting on 13/05/2024 and decided not to continue with any further review/observations. No further observations were carried out during the year. |
| 20 | Support the Democratic Services Committee's work as it encourages County Council members' wellbeing. | <ul style="list-style-type: none"> Assist the Democratic Services Committee as it leads on this work. | <ul style="list-style-type: none"> The Head of Democracy presents his update in relation to Member related matters including this element at formal meetings of the Standards Committee. |
| 21 | Gifts and Hospitality Register – increase the registration value to £25 | <ul style="list-style-type: none"> Following a discussion at a national level in the National Standards Committee Forum for Wales to standardise the level at which gifts and hospitality must be registered at all-Wales authorities, it was agreed | <ul style="list-style-type: none"> No opportunity has arisen for this matter to be actioned. This matter will be included in the Work Programme for 2025-2026, but is not considered a priority. |

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| | | <p>in principle by this Council that the proposed level of £25 would be applied in this authority, rather than the current £20 limit. However, a change to the Council's Constitution is required before the level can be applied. A recommendation was made that the next appropriate report to be presented to the Executive / full Council include this recommendation. No such opportunities have arisen as yet. This remains the intention of the Committee.</p> | |
| 22. | <p>Actions arising from the reviews of the elected Members' registers of interest by the independent Members of the Standards Committee</p> | <ul style="list-style-type: none"> The reviews were undertaken in January 2024. Findings discussed at informal meeting on 01/02/2024. Work is ongoing to ensure findings made in that review are distributed to (a) individual Councillors, (b) group leaders, (c) officers and (d) all members. | <ul style="list-style-type: none"> A review of the registers of interests of a sample of the County Councillors was conducted in 01/2024 (as part of the Committee's Work Programme for 2023-24), with findings discussed at an informal Standards Committee Meeting in 02/2024. Actioning the findings made as a result of the reviews was included as an action on the Work Programme for 2024/2025. The process was reported upon at the Standards Committee formal meetings in 06/2024 and 02/2025. Correspondence was sent to individual Councillors where the reviewer considered the Member needed to review/update/explain any information. Where there were wellbeing concerns, e.g due to attendance records, correspondence was sent to the relevant Group Leader. Corporate matters e.g. technical matters were noted by the lay members whilst conducting the reviews and correspondence was sent to the Chief Executive to raise these concerns. A general findings report was prepared, shared with Group Leaders and then distributed to all Members in 07/2024. |
| 23 | <p>Access to information</p> | <ul style="list-style-type: none"> This matter was included on the Committee's work programme for | <ul style="list-style-type: none"> There is information about the Standards Committee included on |

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| | about the Standards Committee on the County Council | <p>2023/2024 but, due to other work commitments, was not actioned.</p> <ul style="list-style-type: none"> The website is being developed extensively, and it would be timely for steps to be taken to ensure there is easy access to information about the Standards Committee on the Council's website. | <p>the Council's Website and Member meeting details are current. However, owing to capacity, no further work has been done to add to the information already available.</p> <ul style="list-style-type: none"> This will be included in the Work Programme for 2025-26 |
| 24 | Respond to requests made in relation to the investigations being conducted by Public Services Ombudsman for Wales as a result of complaints against County Councillors / Community Councillors. | <ul style="list-style-type: none"> The PSOW is currently investigating complaints in relation to 2 County Councillors and 1 Community Councillor. Take any necessary action in relation to these matters and any others that may arise during the year. | <ul style="list-style-type: none"> The PSOW is currently investigating a complaint in relation to 1 County Councillor. The PSOW sent its report on an investigation into the Code of Conduct complaint against a County Councillor (under section 69 of the Local Government Act 2000) to the Monitoring Officer in 12/2024. The report required that the matter be referred for consideration by the Council's Standards Committee. The Standards Committee, in accordance with its Hearings Procedure, held an initial Determination on 26/02/2025. At that meeting, the Standards Committee decided that the complaint should be subject to a local hearing of the Committee. The Hearing was conducted outside the scope of this Annual Report and so dealing with this matter is something that will be reported upon in the Standards Committee's Work Programme for 2025/2026. |
| 25 | Matters arising from discussions with Group Leaders in preparing the Standard Committee's Annual Report to the full Council. | <ul style="list-style-type: none"> Outcome of meetings: Matters to be actioned: <ul style="list-style-type: none"> General correspondence in relation to the 2023/2024 process to be sent to Group Leaders. Adapt the Group Leaders feedback form to Standards Committees to encourage Group Leaders to include more evidence in boxes 1-3 (amend format, confirm form will not be published) – to ensure consistency with the training information that is | <ul style="list-style-type: none"> General correspondence in relation to the 2023/24 process was sent to Group Leaders on 23/08/ 2024. The Group Leaders' feedback form to the Standards Committee was discussed at an informal meeting of the Standards Committee in 10/2024, and amendments were made. The amended reporting form was presented to Group Leaders at a meeting on 30/01/2025. Group Leaders were provided with an |

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| | | <p>received quarterly by the Group Leaders.</p> <ul style="list-style-type: none"> • Group Leaders are encouraged to complete formal personal development reviews annually with Group Members. • Arrange all meetings, between Group Leaders and Standards Committee on one day to assist the arrangements and keep costs down. <p>Group leaders are requested to attend their meeting with the Standards Committee on their own so as to provide an open environment where Standards Committee and Group Leaders can discuss the Group Leaders' statutory obligation openly.</p> | <p>opportunity to raise any concerns at the meeting or by correspondence. No correspondence was received. The final version was sent to the Group Leaders in 03/2025 with a request for them to complete the form by 30/04/2025 so that meetings could be arranged in 05/2025.</p> <ul style="list-style-type: none"> • Meetings with Group Leaders were held individually on 16th June 2025 and 23rd June 2025. <p>Summary agreed with Standards Committee Chair and included in Annual Report</p> |
| 26 | Community Council B | <ul style="list-style-type: none"> • Following on from work in 2024/25, there is an intention to agree on a review date with this Community Council if desired | <ul style="list-style-type: none"> • Correspondence was sent to the Chair of this Community Council on 21/06/2024 setting out the timeline of events since 02/2023.,and requesting that the Council confirmed that a Review would take place by the end of 07/2024 or that it did not wish for the Standards Committee to conduct such Review. • Contact was made by the Council's Clerk on 01/08/2024 stating that a Review would not be possible until 01/2025. Written confirmation of the Clerk's telephone request was requested but none received. On the basis that a review had been offered to this Council since Spring 2023 with no date being agreed, and as a Review is a voluntary process and no formal request was made for the Review, the Standards Committee decided that the Community Council did not wish for a Review to take place so no further contact was |

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| | | | made in relation to this offer of a Review. |
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ENCLOSURE 3

Standards Committee's Proposed Work Programme for 2025/2026

| No | Items | Action |
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| 1 | The Standards Committee's Annual Report to full Council | <ul style="list-style-type: none"> The Committee to begin consideration of and work on the next Annual Report ahead of its formal meeting in 06/2026. The Committee to develop its Annual Report for 2025/2026 (and proposed work plan for 2026/2027) at the end of the 2025/2026 term. This includes working with Group Leaders in relation to their reporting responsibilities under the Local Government and Elections (Wales) Act 2021 and the process to be followed between Group Leaders and the Standards Committee |
| 2 | Applying the Local Resolution Protocol for County Councillors and Town and Community Councillors | <ul style="list-style-type: none"> As and when required / in accordance with the Chair's discretion |
| 3 | Offer and Provision of training to leaders of political groups. Need to decide: <ul style="list-style-type: none"> Who will deliver training Involvement of the Standards Committee Members | <ul style="list-style-type: none"> These arrangements must be made at the start of each administration with training to take place within 6 months of the election. The Standards Committee will encourage Group Leaders to undertake any training developed under the umbrella of the National Standards Committee Forum and/or via WLGA. Locally, the Standards Committee will continue to work with the Training section (HR) to arrange 1-1 Coaching for the Group Leaders to support with their statutory group leader roles. |
| 4 | Communication with political group leaders including in relation to group leaders' duties in relation to their members' conduct | <ul style="list-style-type: none"> Chair and Vice Chair to report at Group Leaders' meetings following every formal meeting of the Standards Committee. Further reporting / communication to be undertaken as required. Any work required as part of the Standards Committee's duty to assess the group leaders' discharge of their statutory duties. |
| 5 | Communication with IOACC / Town and Community Council Members | <ul style="list-style-type: none"> Following the formal meetings of the Committee. Agree how best to communicate key messages. Possibly by the provision of links and attendance at the Forum. |
| 6 | Meetings | <ul style="list-style-type: none"> Meet the statutory requirements to hold one formal meeting annually. It has been usual practice for two formal meetings to be held. Informal meetings may also be arranged, as required. |
| 7 | Complaints reporting – Quarterly Update Reports | <ul style="list-style-type: none"> Reports will be included on the Committee's formal Agendas. The report to the Standards Committee discusses any particular trends. Need to continue to review this and |

ENCLOSURE 3

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| | | ensure that the process preserves and respects (any of) the PSOW's requirements of confidentiality relating to these matters. |
| 8 | Training for SC Members | <ul style="list-style-type: none"> Continue to ensure that all Standards Committee Members complete mandatory training. Arrange any further training required, in consultation with the HR Training Manager. |
| 9 | Chair Training – Challenging Conduct | <ul style="list-style-type: none"> For the Chair / Vice-Chair to attend training being arranged via the HR Training Manager on dealing with challenging conduct by members and/or public. |
| 10 | How to Complain | <ul style="list-style-type: none"> Consideration to be given as to how to publicise how to complain against Members once it has been settled what the process will be for 'low-level complaints' following the Welsh Government's consultation on the Penn Review. |
| 11 | Dispensations | <ul style="list-style-type: none"> As and when applications arise |
| 12 | Members Annual Reports | <ul style="list-style-type: none"> Standards Committee to continue to encourage the practice of completing Annual Reports and work with the Head of Democracy in this matter, whilst appreciating that whether they decide to complete an annual report is a matter for each individual Councillor. |
| 13 | Town and Community Council | <ul style="list-style-type: none"> Chair and/or Vice Chair to attend regular Forum Meetings to present matters of interest from the Standards Committee to the Town and Community Councils. |
| 14 | National Standards Committee Forum | <ul style="list-style-type: none"> For the Standards Committee Chair to attend Forum meetings and provide feedback to Standards Committee Members. |
| 15 | Case reporting by the PSOW and the APW. Provide links for Standards Committee members. | <ul style="list-style-type: none"> To provide reports at each formal Standards Committee meeting signposting the cases published by the PSOW and APW. |
| 16 | Penn report / WG consultation on ethical matters | <ul style="list-style-type: none"> Penn report published. WG Consultation ended 23.06.2023. Responses to the Consultation published by WG in 11/2023. Further work needed when Welsh Government's final response to the Consultation is published. |
| 17 | Annual Discussions for the Standards Committee members. | <ul style="list-style-type: none"> The Chair will meet with the Members and report any outputs that need to be arranged to the Monitoring Officer. The Chair will have a discussion with the Monitoring Officer. |
| 18 | Observation of the Council and its Committee meetings from time to time. | <ul style="list-style-type: none"> The Standards Committee Members will attend meetings of the County Council or its Committees for observation if required, and, if appropriate will also provide feedback to the relevant Chair. |
| 19 | Gifts and Hospitality Register – increase the registration value to £25 | <ul style="list-style-type: none"> Following a discussion at a national level in the National Standards Committee Forum for Wales to standardise the level at which gifts and hospitality must be registered at all-Wales authorities, it was agreed in principle by this Council in 09/2023 that the proposed level of £25 would be applied in this authority, rather than the current £20 |

ENCLOSURE 3

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| | | limit. However, a decision by the full Council is required before the level can be applied. A recommendation was made that the next appropriate report to be presented to the Executive / full Council include this recommendation. No such opportunities have arisen as yet. This remains the intention of the Committee. |
| 20 | Access to information about the Standards Committee on the County Council website | <ul style="list-style-type: none"> • This matter was included on the Committee's work programme for 2023/2024 and 2024/2025 but, owing to other priorities, was not actioned. • The website is being developed extensively, and it would be timely for steps to be taken to ensure there is easy access to information about the Standards Committee on the Council's website. |
| 21 | Respond to requests made in relation to the investigations being conducted by Public Services Ombudsman for Wales as a result of complaints against County Councillors / Community Councillors. | <ul style="list-style-type: none"> • 1 case has been referred by the PSOW to the Standards Committee for consideration. This will be reported during the 2025/2026 reporting period. • The PSOW is currently investigating a complaint in relation to 1 County Councillor. • Take any necessary action in relation to this matter, and any others, that may arise during the year. |
| 22 | Matters arising from discussions with Group Leaders in preparing the Standard Committee's Annual Report to the full Council. | <ul style="list-style-type: none"> • Outcome of meetings: Matters to be actioned: <ul style="list-style-type: none"> • General correspondence in relation to the 2024/2025 process to be sent to Group Leaders (if required). • Amend form to be completed by Group Leaders to aid completion • Review training offer |
| 23 | Local Resolution Protocol | <ul style="list-style-type: none"> • Action amendments to the Local Resolution Protocol, following the review in 02/2025, that follow the principles shared by the PSOW. |

Standards Committee Newsletter: Town and Community Councils

Summer 2024 - Issue 7



The [Standards Committee](#) (SC) is here to assist Councillors in complying with the Code of Conduct adopted by your Town or Community Council (TCC). As you know, maintaining high standards of ethical behaviour is crucial to your role in representing the public.

Code of Conduct Training for Town and Community Councils

The SC is glad to be able to offer four training sessions on the Code of Conduct for TCC Clerks and Councillors during the Autumn of 2024. This training is considered timely (halfway through the term since the last local elections when the training was first offered) and due to the rise in complaints within TCCs during Quarter 4 2023/2024. The SC is keen to encourage Clerks and Councillors to attend these sessions to improve your understanding of the Code of Conduct.

The sessions will be held on:

Monday, 14/10/2024 at 2:00pm (Welsh)

Wednesday 23/10/2024 at 2:00pm (English)

Thursday 07/11/2024 at 6:30pm (Welsh)

Tuesday 19/11/2024 at 6:30pm (English)

The sessions will last an hour and a half and will be held virtually.

According to the Sanctions Guide produced by the Adjudication Panel for Wales, failure to attend training on the Code of Conduct is considered an aggravating factor when considering sanctions. The training will not safeguard Councillors against complaints; however, it is a way of educating Clerks and Councillors to ensure they understand the Code and its implications.

Correspondence has already been sent to TCC Clerks and you are requested to contact the Legal Department to gain a place on this course. Spaces are limited and will therefore be allocated on a first come first served basis. Please contact Cyfraith@anglesey.gov.wales by **27/09/2024** to reserve a space, specifying which session you'd like to attend. **These sessions are free of charge.**

Over the page...

Dispensations

Councillors may be granted a dispensation by the SC that allows them to participate in decisions despite having a prejudicial interest under the Code. TCC Clerks have received guidance on how to apply for a dispensation and the Monitoring Officer would be more than happy to provide further copies on request.

Please contact the Monitoring Officer for support and advice regarding dispensations.

Social Media

During its formal meetings the SC receives reports on cases from across Wales that have been considered by the [Public Services Ombudsman for Wales](#) (PSOW) and the [Adjudication Panel for Wales](#) (APW). The County Council has adopted a social media protocol, a copy is available [here](#). Considering the cases recently determined by the PSOW/APW, if your TCC has not yet adopted a social media protocol, you may wish to consider doing so as social media issues can lead to breaches of the Code of Conduct for Members.

Recent Complaints

The SC is concerned that 5 complaints have been sent to the PSOW regarding Members of the same local Community Council within a short period of time at the beginning of 2024 (during Quarter 4 2023/2024). One case is still under investigation.

This is an increase compared to Quarters 1, 2 and 3 when no complaints were sent to the Ombudsman regarding Anglesey TCC Councillors.

The PSOW encourages TCCs to adopt a local resolution protocol based on the One Voice Wales model. A link to this protocol is available [here](#).

For matters that are beyond the remit of this Protocol you will need to consider forwarding the complaint to the PSOW.

And lastly...

The last formal meeting of the SC was held on 18/06/2024. Should you wish to look at the items/reports considered during the meeting, please follow [this](#) link.

If you have any suggestions regarding the kind of topics you'd like us to cover in the next newsletter, please get in touch with the Chair of the Standards Committee Cyfraith@anglesey.gov.wales.

ENCLOSURE 5

Standards Committee Newsletter: Anglesey County Council Elected Members

Summer 2024 - Issue 7



The [Standards Committee](#) (SC) is here to support you in complying with the [Code of Conduct](#) for Members. As you know maintaining high standards of ethical behaviour is crucial to your role in representing the public.

Mandatory Training for Elected Members

The SC has noted that attendance by Elected Members at mandatory training is lower than expected. As a committee, we are keen to urge all Councillors to attend mandatory training to ensure you have the necessary information to fulfil your role. The Committee believes that training is a way of educating Councillors and adding value to the Council as a whole.

Group Leaders receive quarterly updates on attendance in relation to training and Group Leaders are asked to urge Members who have not completed all their mandatory training to do so as soon as possible. In the same way, individuals who have not completed their mandatory training are asked to ensure that they contact the Training Department (Human Resources) to check the arrangements for future training sessions.

Social Media Protocol

At its formal meetings the SC receives reports on the all Wales cases that have been considered by the [Public Services Ombudsman for Wales](#) (PSOW) and the [Adjudication Panel for Wales](#) (APW). Considering some of the most recent cases, the SC is keen to remind Members of the Social Media Protocol that is available in paragraph 5.10 of the Council's [Constitution](#).

Members are encouraged to consider this Protocol when using social media.

Review of Elected Members Registers of Interests

Independent members of the Standards Committee recently undertook a review of the registers of interests of a sample of County Council Elected Members to ensure compliance with the Code of Conduct, and in particular the Registration requirements. The Committee decided to take the following actions based on their findings:

- Some of the Members subject to the review have received personal correspondence with recommendations to review / update / explain some of the information within their published Registers.
- When concerns were raised regarding the wellbeing of members, for example if there was a change in their attendance pattern, correspondence was sent to the member's Group Leader.

ENCLOSURE 5

- Several corporate or technical issues were raised which have been raised with the Chief Executive.
- A general report offering feedback on the general issues/themes raised was shared with Group Leaders in the first instance and then via email with all Members. It is hoped that this report will give members an opportunity to learn by considering the issues the SC considers to be good practice/improvements for the future. You are encouraged to consider the content of the report and to take the necessary actions.

Thank you for your cooperation with this matter. We hope you consider these periodic reviews to be worthwhile.

Code of Conduct Training for Town and Community Councils

As part of its duty to provide training on the Code of Conduct and following an increase in complaints regarding Town and Community Councillors during Quarter 4 2023/2024, the SC has arranged training on the Code of Conduct for the clerks and members of the island's Town and Community Councils during Autumn 2024. The sessions will last an hour and a half. They will be held virtually. Four sessions have been arranged as follows—

Monday, 14/10/2024 at 2:00pm (Welsh)

Wednesday, 23/10/2024 at 2:00pm (English)

Thursday, 07/11/2024 at 6:30pm (Welsh)

Tuesday, 19/11/2024 at 6:30pm (English)

The SC has already written to the Town and Community Councils informing them of the arrangements.

In your role as County Councillor, you are requested to ensure this information is brought to the attention of the Town and Community Councils you attend and encourage the Clerks and Councillors to take part in these sessions to improve their understanding of the Code of Conduct for Members.

To book a place on one of the sessions e-mail Cyfraith@anglesey.gov.wales as soon as possible. Spaces will be allocated on a first come first served basis.

And lastly...

The last formal meeting of the SC was held on 18/06/2024. Should you wish to look at the items/reports considered during the meeting, please follow [this](#) link.

ENCLOSURE 5

If you have any suggestions regarding the kind of topics you'd like us to cover in the next newsletter, please get in touch with the Chair of the Standards Committee
Cyfraith@anglesey.gov.wales.

The Standards Committee's Annual Report and the new Group Leaders' duty



CYNGOR SIR
YNYS MÔN
ISLE OF ANGLESEY
COUNTY COUNCIL

1. Under the Local Government and Elections (Wales) Act 2021, political Group Leaders now have duties in relation to standards of conduct. A leader of a political group must (a) take reasonable steps to promote and maintain high standards of conduct by the members of the group and (b) cooperate with the Council's Standards Committee in the exercise of its functions.
2. Group Leaders who fail to comply with the duty maybe regarded as bringing their office into disrepute, in breach of the Code of Conduct for Members.
3. In addition, the 2021 Act places a duty on Standards Committees to make an annual report to their council as soon as reasonably practicable after the end of each financial year (1 April-31 March). The report must be considered by the relevant council before the end of 3 months beginning with the day on which the council receives it.
4. The Standards Committee's annual report must include an assessment of the extent to which Group Leaders have complied with their duties (paragraph 1 above). The Standards Committee requires information from the Group Leaders in order to do this.
5. Having regard to the requirements in the 2021 Act, a template report has been drafted to assist Group Leaders and remind them of the matters to be covered in their reports to the Standards Committee.
6. Your form will not be published. It is shared with the independent members of the Standards Committee and the supporting officers only.
7. The template does not ask, and should not include details of individual cases. The report focuses on the type of action which has been taken in relation to each matter.
8. Group Leaders are asked to produce these reports once a year; however, if issues of importance arise during the year, Group Leaders should consult with the Monitoring Officer, who will inform the Chair of the Standards Committee.
9. Completed forms are to be forwarded by Group Leaders to the Monitoring Officer **by 30 April** in each year. The Monitoring Officer will report to the Standards Committee.
10. The independent members of the Standards Committee will arrange to meet with each Group Leader individually and in private to discuss their reports **during May**. It is aimed to hold these meetings on the same day.
11. The Standards Committee will use appropriate information from the Group Leaders' reports to inform its annual report to Council. The Committee's annual report will contain a short summary of the steps taken to fulfil the duty, its opinion on whether what has been done is sufficient and any future pieces of work that might be undertaken etc.
12. The Standards Committee will discuss its draft annual report to Council at its formal committee meeting in June. During this meeting the Standards Committee will agree on its findings arising from the Group Leaders' reports and will also confirm in that public forum the identity of any Group Leader who has failed to submit a completed report.

13. The Committee's annual report will be presented to full Council at the next available full Council meeting after the Standards Committee's June meeting.
14. If relevant, unaffiliated members (sitting outside a group) will also need to be briefed in the same way as Group Leaders so as to ensure high standard of conduct are maintained by all members, though they would not be expected to produce a report in this way.

Report by Group Leaders (GL) to the Standards Committee in relation to their GL duty:

| | | | |
|--|-------------------------------|------------------------------------|-----------------|
| Report by: | (name of GL) | Political Group: | (name of Group) |
| Period for which report applies ('the Period'): | 1 April 20__ to 30 March 20__ | Number of members in Group: | |

Steps taken by the GL to promote compliance with the Code of Conduct:

Appendix 2 includes the type of matters the Standards Committee expects the Group Leaders to pay attention to and the threshold that is used by the Committee to consider if you have taken steps in relation to your duty as Group Leader. Please consider these matters and the 10 behavioural principals in public life that are in Appendix 3 when preparing your response.

→ Personal commitment

Use your own words to complete this section. See **Appendix 2** for more information.

→ Encouraging Members

Use your own words to complete this section. See **Appendix 2** for more information.

→ Working with the Standards Committee and other Group Leaders

Use your own words to complete this section. See **Appendix 2** for more information.

You are welcome to attach any relevant information on the steps that you have taken in relation to the above matters. However, this is not a requirement. But you are asked to prepare before your meeting with the Standards Committee and to be ready to share information and examples during these conversations.

Mandatory Training Modules () during the Period:See list of Mandatory Training in **Appendix 4**

| | | | |
|--|--|-------------------------------------|--|
| Number of mandatory training modules to be completed by all Group members: | | Number of completed modules: | |
| Number of members in the Group that have completed all required mandatory training modules: | | | |
| Number of members that have received training on the Code of Conduct specifically: | | | |

Regular Group Meetings during the Period:

| | |
|---|--|
| Number of Group meetings held for all Group members: | |
|---|--|

Annual development discussion between members and their Group Leader during the Period:

| | |
|--|--|
| Number of members who have been offered an annual discussion with the GL: | |
| Number of members who accept the above offer with the GL: | |
| Number of members who have attended an annual discussion meeting with the GL: | |

Annual Reports, that are considered as good practice by the Committee, for the Period:

| | |
|--|--|
| Number of members who have submitted a completed annual report: | |
|--|--|

Standing Register of Personal Interests:

| | |
|--|--|
| Number of members who have reviewed their Standing Register of Interests: | |
|--|--|

Complaints:

| Complaint received from: | Stage which the complaint reached: | | |
|--|---|----------------------------------|-------------|
| (insert numbers) | Informal | Local Resolution Protocol | PSOW |
| member of the public | | | |
| officer | | | |
| member of the same political group | | | |
| member of a different political group / not in a political group | | | |

Support meetings:

| | |
|--|--|
| Number of members who have been offered support meetings by the GL: | |
| Number of members who have accepted the offer of a support meeting by the GL: | |

Consideration for this year compared to last year:

A copy of the form that was received by you last year has been attached.

Below, please explain what matters have **improved** this year?

| |
|--|
| |
|--|

A copy of the form that was received by you last year has been attached.

Below, please explain what matters you think **need further attention** during the next year?

| |
|--|
| |
|--|

Please send your report to the Monitoring Officer by emailing LynnBall@ynysmon.llyw.cymru**Signed by GL:** _____**Date:** _____

Steps taken by the Group Leader to promote compliance with the Code of Conduct:

This section of the report is to be completed in your own words.

There is ***no need to include all the information listed below***. The matters which follow are included as examples of the type of information that you may wish to consider including as part of your response and based on the [Statutory Guidance](#) published by Welsh Government on the Local Government and Elections (Wales) Act 2021.

Personal commitment:

- demonstrated personal commitment by attending relevant development or training around equalities and standards, including the Code of Conduct;
- setting an example by demonstrating the principles of conduct in public life, including specifically politeness and respect;
- used your influence to promote a positive culture;
- promoted a culture within the group which supports high standards of conduct and integrity;
- addressed issues as soon as they arose;
- promoted civility and respect within group communications and meetings and in formal meetings of the Council;
- worked to implement any recommendations from the Standards Committee about improving standards;

Encouraging group members:

- encouraged group members to attend relevant development or training, particularly around equalities and standards, including the Code of Conduct;
- ensured nominees to a committee had received the recommended training for that committee;

Co-operation with others:

- promoted informal resolution procedures, and worked with the Standards Committee and Monitoring Officer to achieve local resolution;
- worked with the standards committee to recognise inappropriate behavioural patterns, give them consideration, and deal with these matters e.g. asking for, or suggesting appropriate training, asking to delete inappropriate message from social media pages or asking to consider apologising.
- attended a meeting of the Council's Standards Committee if requested to discuss Code of Conduct issues;
- attended meetings with the Monitoring Officer and/or other Group Leaders as necessary to discuss matters of conduct;
- worked together with other Group Leaders to collectively support high standards of conduct within the Council;

Other matters that could be relevant:

- You've revised the Ombudsman's Guidance on the Code of Conduct during the year. You've encouraged members of your Group to do the same.
- You've considered the Standards Committee's Newsletters during the year. You've encouraged members of your Group to do the same.

You're asked to attach relevant evidence. In compliance with the [Statutory Guidance by Welsh Government](#), evidence can include minutes from meetings, copies of correspondence, a review on members training on matters regarding equality and the Code of Conduct, and steps taken to deal with any gaps in that training.

- Selflessness
- Honesty
- Integrity and Propriety
- Duty to uphold the law
- Stewardship
- Objectivity in Decision making
- Equality and respect
- Openness
- Accountability
- Leadership

Mandatory Training Modules

- **Code of Conduct ***
- **Cyber Security ***
- **Safeguarding #**
- **Data Protection**
- **Equality #**
- **Information Technology ***
- **Health and Safety**

*** = required within 6 months of a member being elected**

= required within 12 months of a member being elected

In addition to:

- **Information technology skills - which includes understanding the council's IT systems and equipment**
- **For all Chairs and Vice-Chairs of Council and its Committees:**
 - **Chairing Meetings for Chairs and Vice-chairs**
Required on being elected as Chair / Vice-Chair and every two years if re-elected.
- **The relevant training required for a member of a particular Committee including:**
 - **Planning Committee**
 - **Licensing Committee**
 - **Governance and Audit Committee**
 - **Appointments Committee**

Members must complete and repeat the required mandatory training in accordance with details published by the Council.

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| ISLE OF ANGLESEY COUNTY COUNCIL | |
|---|--|
| Report to: | Governance and Audit Committee / County Council |
| Date: | 26 June 2025 / 25 September 2025 |
| Subject: | Annual Report of the Governance & Audit Committee 2024-25 – Chair’s Report |
| Head of Service: | Marc Jones Director of Function (Resources) and Section 151 Officer MarcJones@anglesey.gov.wales |
| Report Author: | Marion Pryor Head of Audit and Risk MarionPryor@anglesey.gov.wales |
| <p>Nature and Reason for Reporting:</p> <p>The Governance and Audit Committee’s terms of reference require the Committee to report to full council (<i>‘those charged with governance’</i>) on an annual basis the Committee’s findings, conclusions and recommendations concerning the adequacy and effectiveness of the Council’s governance, risk management and internal control frameworks; financial reporting arrangements, complaints handling and internal and external audit functions. (3.4.8.3.1)</p> <p>The Committee is also required to report the effectiveness of the Committee in meeting its purpose and its agreed terms of reference, including a conclusion on the compliance with the Chartered Institute of Public Finance and Accountancy (CIPFA) Position Statement¹. (3.4.8.3.2)</p> <p>This report fulfils these requirements and is a key output of the Committee.</p> | |

1. Introduction

- 1.1. A dedicated, effective Governance and Audit Committee is a key component of the Council’s governance framework. Its function is to provide an independent and high-level resource to support good governance and strong public financial management and to provide ‘those charged with governance’ independent assurance on the adequacy of the risk management framework, the internal control environment and the integrity of the financial reporting and governance processes. It is also key to supporting effective internal and external audit.
- 1.2. The CIPFA guidance supporting its Position Statement states that the Committee should prepare an annual report that provides assurance to all those charged with governance that it fulfils its purpose and can demonstrate its impact. The report should be publicly available, supporting the authority’s accountability to wider stakeholders, including the public.

2. Recommendation

- 2.1. That the Governance and Audit Committee endorses the Annual Report of the Governance and Audit Committee for 2024-25 prior to its submission to the meeting of the County Council on 25 September 2025.

¹ The Chartered Institute of Public Finance and Accountancy’s [Position Statement: Audit Committees in Local Authorities and Police \(2022\)](#) sets out CIPFA’s view of the role and functions of an audit committee.

Annual Report of the Governance and Audit Committee 2024-25

June 2025



Chair's Report

Marion Pryor BA MA CMIIA CPFA ACFS

Head of Audit and Risk



Contents

| | |
|--|----|
| Introduction | 1 |
| Composition and arrangements | 2 |
| Accountability arrangements | 3 |
| Governance | 4 |
| Treasury management | 4 |
| Value for money | 5 |
| Assurance framework | 5 |
| Risk management | 7 |
| Countering fraud and corruption | 7 |
| Internal Audit | 7 |
| External Audit | 9 |
| Financial reporting | 9 |
| Complaints handling | 10 |
| Self-assessment report | 10 |
| Panel performance assessment | 11 |
| Auditor General inspection | 11 |
| Appendix A – Frequency of meetings and attendance | 12 |
| Appendix B – Current Member Training 2022-25 and Briefings | 13 |
| Appendix C – Meeting Outcome Summary | 15 |

Introduction

1. The Governance and Audit Committee is a key component of the Council's governance framework. Its function is to provide an independent and high-level resource to support good governance and strong public financial management (3.4.8.1.1).
2. Its purpose is to provide full Council (*'those charged with governance'*) independent assurance on the adequacy of the risk management framework, the internal control environment and the integrity of the financial reporting and governance processes (3.4.8.1.2).
3. To discharge their responsibilities effectively, the Chartered Institute of Finance and Accountancy's (CIPFA) guidance¹ states that the audit committee should report annually on its work to 'those charged with governance', to provide assurance that it fulfils its purpose, has discharged its responsibilities and can demonstrate its impact.
4. This report meets that requirement by assessing the Committee's activities during 2024-25 against its terms of reference, incorporated within the Council's Constitution², version 2.93 updated on 24 February 2025.

¹ CIPFA's [Position Statement: Audit Committees in Local Authorities and Police \(2022\)](#) and associated guidance sets out CIPFA's view of the role and functions of an audit committee.

² The relevant sections of the [Constitution](#) are referenced in brackets.

Composition and arrangements

5. In accordance with its terms of reference, during the year the Committee consisted of eight elected members and four lay members.
6. Movements during the year included Councillor Dyfed Wyn Jones leaving the Committee to join the Executive in October 2024 and Councillor Liz Wood leaving in February 2025. Councillor Aled Morris Jones and Councillor Kenneth Hughes both joined the Committee in February 2025 to fill the vacant positions. Sadly, Mrs Sharon Warnes, Lay Member, passed away prior to the May 2025 meeting. Mr Mike Wilson, Lay Member, resigned with effect from the end of May 2025 (3.4.8.2.2).
7. The Finance Portfolio Holder is required, as far as possible, to attend all meetings of the Committee (3.4.8.2.2) and attended all seven meetings of the Committee during 2024-25. ([Appendix A](#)).
8. As required by the Local Government and Elections (Wales) Act 2021, the Chair of the Governance and Audit Committee was a lay member and, therefore, not an elected Councillor or a member of a group that formed part of the Council's Executive (3.4.8.2.3).
9. Throughout the year, the Committee conducted its business non-politically and abided by the rules of political balance (3.4.8.2.1).
10. All members declared interests where appropriate (3.4.8.2.2).
11. During the year, where officers were called to attend a committee meeting at the request of the Governance and Audit Committee members, they all did so (3.4.8.2.4).
12. The Committee is required to meet a minimum of four times per year (3.4.8.2.5). The Committee met formally (hybrid meetings) on seven occasions, which included one special meeting to consider only the draft Statement of Accounts 2023-24, the draft Annual Governance Statement 2023-24 and the External Auditor's report on the audit of the 2023-24 financial statements (ISA 260 report). The attendance at meetings during 2024-25 has been good, with average attendance at 65% ([Appendix A](#)).
13. Where necessary, the Director of Function (Resources) and Section 151 Officer has provided advice to the Committee and has had direct and unfettered access to the Committee (3.4.8.2.7).
14. Neither the external nor the internal auditors requested the Chair to consider any matter that the auditors believed should be brought to the attention of the Council (3.4.8.2.9).
15. Existing members received ongoing training and briefings on new legislation, professional guidance, and research ([Appendix B](#)) (3.4.8.2.10).
16. The Committee's terms of reference include all the core functions of the Committee. At its meeting in June 2024, the Committee considered and approved a revised terms of reference, following changes made as a result of the Committee's self-assessment facilitated by the Chartered Institute of Public Finance and Accountancy (CIPFA) and the resultant improvement recommendations (see also paragraph 19 below).
17. As they were minor in nature they could be implemented by the Council's Monitoring Officer without having to be submitted to Full Council for agreement (3.4.8.3.2).

Accountability arrangements

18. The Governance and Audit Committee reports to full Council (*'those charged with governance'*) and there is clear separation between its role and that of scrutiny committees. The Governance and Audit Committee role seeks assurance that internal control systems of the Council are working, and risks are effectively managed, rather than the actual scrutiny of activities (3.4.8.1.3).
19. This report fulfils the requirement to report to full Council (*'those charged with governance'*) annually the Governance and Audit Committee's findings, conclusions and recommendations concerning the adequacy and effectiveness of the Council's governance, risk management and internal control frameworks, financial reporting arrangements, and internal and external audit functions (3.4.8.3.1). It also fulfils the requirement to report on the effectiveness of the Committee in meeting its purpose and agreed terms of reference.
20. The Chartered Institute of Public Finance and Accountancy (CIPFA) was commissioned to facilitate a self-assessment review of the Committee during 2023-24. This fulfilled the requirements of CIPFA's Position Statement: Audit Committees in Local Authorities and Police 2022 which recommends that audit committees evaluate their impact and identify areas for improvement.
21. The review obtained feedback on the Committee's performance with those interacting with the Committee or relying on its work, including senior management, to evaluate whether and how the Committee is adding value to the organisation.
22. At its meeting in April 2024, the Committee approved an action plan to address the 10 recommendations made as a result of CIPFA's review. Progress with addressing the recommendations was monitored by the Committee at its meetings in June and December 2024. (3.4.8.3.2).
23. The Committee considered its business in public, with the exception of, where appropriate, when it met in private to consider items under Section 100 (A) (4) of the Local Government Act 1972³.
24. During 2024-25, the Committee considered two items in private:
 - Internal Audit Report of Maritime Income Processes (July 2024)
 - Annual ICT Cyber Security Report 2023/24 (December 2024)
25. The appropriate Public Interest Tests were presented to, and accepted by, the Committee.
26. Agendas and reports were published in accordance with statutory timeframes and were available for inspection (3.4.8.3.3).
27. The Committee maintains an action log to monitor the progress and completion of the actions / decisions it has agreed upon. This is updated prior to and considered by the Committee at each meeting.
28. Where it is deemed appropriate, the Committee can refer key issues to other committees of the Council or the Leadership Team. No issues were referred by the Committee during the year.

³ Items under Schedule 12A, Paragraph 14: Information relating to the financial or business affairs of any particular person (including the authority holding that information) and Paragraph 18: Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

Governance

29. The Committee reviewed and assessed the Council's corporate governance arrangements during its review of the draft Annual Governance Statement (AGS), which it discussed at its meeting in July 2024 (3.4.8.4.2). The discussion covered several factors including the Council's compliance timeline with the new Procurement Act 2023, training on the General Power of Competence under the Local Government and Elections (Wales) Act 2021 and resource limitations affecting asset management and efficiency reviews. The Committee resolved to approve the draft AGS that would form part of the 2023-24 Statement of Accounts.
30. The Committee received the final version of the AGS in December 2024 and resolved to endorse it for the financial year 2023-24 and to refer the Statement to the full Council for approval and to the Leader of the Council and the Chief Executive for their signatures (3.4.8.4.1).
31. The Governance and Audit Committee's Terms of Reference require it to review the governance and assurance arrangements available for significant partnerships or collaborations (3.4.8.4.4) and review the assurance available for managing partnership risks, including the risk profile of the Council as part of the partnership (3.4.8.8.1).
32. The Committee was presented with an internal audit report on Partnerships Oversight at its meeting in December 2024. While the report highlighted some areas for improvement, it provided reasonable assurance of the governance and risk management in respect of the Council's significant partnerships and collaborations. The Committee resolved to note the report as part of the Head of Audit and Risk's internal audit update.

33. At its meeting in December 2024, the Committee was asked to nominate three members, one Councillor and one lay member, as well as a second councillor to act as a second, to serve on the North Wales Corporate Joint-Committee's Governance and Audit Committee.
34. The Committee resolved to nominate Councillor Geraint Bebb as principal nominee to serve on the Governance and Audit Committee of the North Wales Corporate Joint Committee (CJC) and Councillor Keith Roberts to act as substitute. It also nominated Mrs Sharon Warnes to serve as a Lay Member on the Governance and Audit Committee of the North Wales CJC.

Treasury management

35. Full Council has nominated the Governance and Audit Committee to be responsible for ensuring effective scrutiny of the treasury management strategy and policies (3.4.8.5.1). Accordingly, the Committee undertakes a scrutiny role in accordance with the CIPFA Treasury Management Code of Practice, prior to approval by full Council (3.4.8.5.2).
36. The Committee reviewed the Annual Treasury Management Report 2023-24 at its meeting in September 2024, which provided an overview of the Council's borrowing and investment activities during the year and highlighted performance against the Prudential Indicators set by the Council.
37. In considering the report, the Committee raised points including the reduction in school balances and the implications of this for schools going forward. The Committee resolved to note and forward the report to the Executive, with an additional action to review the report for tense consistency and clarity. (3.4.8.5.1/2/3/4).
38. The Committee considered the mid-year review of treasury management activities and position at its meeting in February

2025. Discussions focussed on the financial viability of settling a long-term loan and the use of Salix loans for the installation of solar panels at Council buildings. Following a request that the Committee be provided with further details on the expected savings from these projects, it resolved to note and accept the mid-year review. (3.4.8.5.1/2/3/4).

39. The Committee also considered and noted the Treasury Management Strategy Statement for 2025-26 during the same meeting. The document incorporated the Annual Investment Strategy, the Annual Minimum Revenue Provision Policy Statement and the Treasury Management Policy Statement (3.8.4.5.1/4).

Value for money

40. The Committee supports the development of robust arrangements to ensure that the Council makes best use of its resources, and taxpayers and service users receive excellent value for money (3.4.8.6.1).
41. It reviewed the Council's overall approach to value for money when reviewing the Council's draft Annual Governance Statement (3.4.8.6.2) at its meeting in July 2024.
42. The Committee considered Audit Wales's Annual Audit Summary 2024, and assurances and assessments on the effectiveness of the Council's arrangements for securing value for money (3.4.8.6.3) at its meeting in May 2025. The report informed the Committee that Audit Wales had completed work during 2023-24 to meet the Auditor General's duty to examine whether the Council had put in place arrangements to get value for money for the resources it uses. To meet this duty, Audit Wales had completed specific projects, and they relied on other audit work, and the work of regulators such as Care Inspectorate Wales and Estyn (the education inspectorate).

43. In assessing whether the Council had put in place arrangements to secure value for money, Audit Wales cited its work on the 2023-24 financial statements, in which the Auditor General had been able to give an unqualified true and fair opinion on the Council's financial statements.
44. The Auditor General also certified that the Council's Annual Governance Statement and Narrative Report were prepared in line with the CIPFA Code and relevant guidance. They were also consistent with the financial statements prepared by the Authority, and with the Auditor's knowledge of the Authority.
45. In terms of the Council's financial sustainability with a particular focus on the actions, plans and arrangements to bridge funding gaps and address financial pressures over the medium term, the Auditor General reported that the Council has good arrangements to respond to financial challenges in the short to medium term but has not formalised the planning and oversight of its longer-term financial sustainability.
46. The Committee resolved to note the Auditor General's Annual Audit Summary 2024 and assessment of whether the Council had put in place arrangements to secure value for money.

Assurance framework

47. Having an overview of the Council's assurance framework supports the Committee in its approval of the internal audit risk-based strategy. It also helps to ensure clarity of what assurance is provided, and that there is a clear allocation of responsibility for providing assurance and duplication is avoided (3.4.8.7.1/2).
48. In addition to assurances about internal and external audit, and the Annual Governance Statement, the Committee received reports from first- and second-line assurance providers, as follows. (3.4.8.7.1).

49. The Annual Report of the Senior Information Risk Owner (SIRO) 2023-24 was considered by the Committee in September 2024 and provided the SIRO's statement and overview of the Council's compliance with legal requirements and relevant codes of practice in handling corporate information (3.4.8.7.3).
50. Discussions centred on Freedom of Information (FOI) response performance, arrangements for processing subject access requests where an applicant has failed to provide the Council with evidence of their identity and responsibilities of partner organisations or suppliers in respect of data protection and GDPR compliance. The Committee resolved to accept the report and approve the recommendation that the SIRO and the Council's senior leaders are provided with regular updates on cyber risks and mitigations so that informed, strategic decisions relating to the constant cyber threat to the integrity and confidentiality of the Council's data assets can be made promptly and effectively.
51. The Committee received an update from the Climate Change Manager at its meeting in December 2024, outlining progress towards achieving the Council's net zero target. The report provided an overview of highpoints of the year and main actions from the Towards Net Zero action plan for 2023/24 (3.4.8.7.3).
52. Following discussions around categorisation of carbon emissions, decarbonisation of supply chains and the Council's dependency on external grant funding to achieve its net zero goals, the Committee resolved to take assurance that reasonable measures are in place to manage climate change risks to an acceptable level.
53. At the same meeting, the Committee received the Schools' Data Protection Officer's report regarding the key information governance issues in relation to Anglesey's schools for the period November 2023 to November 2024. Discussion centred on the arrangements in place to monitor compliance with key data protection policies, as well as the role of school governors in schools' data protection self-regulation (3.4.8.7.3).
54. Members of the Committee queried the continuation of annual audit visits to schools which were not conducted in the reporting period pending the introduction of new legislation in this area. Following assurances on the matters discussed, the Committee resolved to accept the report and to endorse the Schools' Data Protection Officer's proposed next steps to enable schools to fully operate in accordance with data protection requirements.
55. The Committee also received the Annual Corporate Health and Safety Report 2023-24. Discussion centred on issues such as the approach towards tackling poor pupil behaviour in primary schools, whether a rise in incidents of aggression and abuse towards Council staff should be escalated and recognised as a significant risk and any cost implications of an increase in the number of slip, trip and fall accidents within Authority-run residential care homes. Following assurances on the matters raised, the Committee resolved to accept the report and endorsed the recommendation that the Council should implement the Corporate Health and Safety Action Plan (3.4.8.7.3).
56. Finally, the Committee received the Annual ICT Cyber Security report 2023-24, in a private session. The report provided an overview of the cyber security issues facing the Council and the actions taken to overcome these challenges, the handling of security alerts and how these were resolved along with current cyber security projects (3.4.8.7.3).
57. The Committee discussed the timeliness of resolutions by third party application suppliers to security vulnerabilities and whether this can be improved through robust contract management controls, emerging risks as a result of the migration to Windows 11, capacity of the ICT service and staff cyber training and awareness. The Committee resolved to accept the report, taking assurance that reasonable measures are in place to manage cyber threats to an acceptable level.

Risk management

58. The Governance and Audit Committee is responsible for overseeing the development and operation of risk management in the Council (3.4.8.8.1).
59. During 2024-25, the Leadership Team has undertaken a whole-scale review of risk management in the Council. Facilitated by Zurich Risk Engineering, the review has focussed on refreshing the strategic risk register, including identification and articulation of risks, existing controls, risk scoring and appetite, as well as ensuring alignment of strategic risks with the current Council Plan. This review is currently in progress.
60. The outcome of this work will be presented to the Governance and Audit Committee at its meeting in September 2025.

Countering fraud and corruption

61. At its meeting in July 2024, the Committee reviewed the National Fraud Initiative (NFI) outcomes report 2022-24, which set out the latest outcomes from the NFI in relation to Council Tax Reduction and Housing Benefit. In considering the report, the Committee acknowledged progress with estimated savings of £3,838 as a result of the NFI but noted resource constraints that could hinder fraud prevention efforts. (3.4.8.9.3)
62. The Committee also considered the Head of Audit and Risk's Annual Counter Fraud, Bribery and Corruption report for 2023-24 (3.4.8.9.4/6) at its meeting in September 2024. The report outlined the activity carried out by Internal Audit during the year to minimise the risk of fraud, bribery and corruption occurring within and against the Council.
63. The report highlighted activities to combat fraud, including 67 days spent on counter-fraud work, such as the NFI, pro-active fraud work, general fraud queries and investigations. The report

emphasised the importance of minimising fraud risks, especially at a time of increased financial pressure.

64. As part of this report, the Head of Audit and Risk confirmed to the Committee current compliance rates (95%) for staff knowledge and understanding of the Whistleblowing Policy and Guidance. (3.4.8.9.1)
65. Discussion ensued around regional and local counter fraud working group arrangements to raise awareness of fraud risk as well as other ways that might support counter-fraud activity, such as the Council's Customer Relationship management System (CRM) system and the STAR programme which is aimed at improving procurement processes within the Council. The Committee resolved to accept the report and to note its contents.
66. The Committee reviewed and endorsed the Counter Fraud, Bribery and Corruption Strategy 2025-2028 at its meeting in February 2025. The document included a delivery plan of counter fraud activity to ensure the Council's ongoing success in fighting fraud. A forthcoming Council-wide fraud risk assessment aims to better identify potential fraud and target resources effectively. (3.4.8.9.2/5)
67. Ensuing discussions covered ongoing efforts to combat fraud, particularly in Council Tax, along with the potential for AI technology to improve fraud detection. The Committee noted progress would be reported annually and discussed the formation, with Leadership Team approval being sought, of a counter fraud working group to enhance fraud risk identification.

Internal Audit

68. The Governance and Audit Committee has overseen the Council's internal audit arrangements (3.4.8.10.1). By reviewing the Internal Audit Strategy, the Internal Audit Annual Report and the Internal Audit Charter, and regular updates from the Head of Audit and

Risk, the Committee has overseen internal audit's independence, objectivity, performance and professionalism, supported the effectiveness of the internal audit process and promoted the effective use of internal audit within the Council's assurance framework (3.4.8.10.2).

69. The Committee considered the Annual Internal Audit Report 2023-24, including the Head of Audit and Risk's opinion on the overall adequacy and effectiveness of the Council's framework of governance, risk management and control, together with the summary of the work supporting the opinion, at its meeting in June 2024 (3.4.8.10.6/7/8/9/12/14/15). The Head of Audit and Risk confirmed that it was her opinion as the 'chief audit executive' for the Isle of Anglesey County Council, that, for the 12 months ended 31 March 2024, the organisation had an adequate and effective framework for risk management, governance and internal control.
70. Following discussion on a range of areas, including resourcing of internal audit, housing affordability risk, assurance ratings used by internal audit and the Council's strategic risk assessment matrix, the Committee noted the report.
71. As part of her annual report, the Head of Audit and Risk also presented the outcome of the annual self-assessment to evaluate ongoing conformance with the Public Sector Internal Audit Standards (3.4.8.10.11/13). The Committee noted progress with addressing the improvement areas identified, with all but one action successfully completed.
72. The Committee has responsibility for reviewing and approving the Internal Audit Charter, which defines the internal audit's activity, purpose, authority, and responsibility (3.4.8.10.2) as well as outlining the safeguards put in place to limit impairments to independence and objectivity arising from the Head of Audit and Risk's additional roles or responsibilities outside of internal auditing (3.4.8.10.13).
73. The Committee approved the Internal Audit Charter at its meeting in April 2024.
74. Following the introduction of the new Global Internal Audit Standards in the UK Public Sector from 1 April 2025, the Head of Audit and Risk undertook a whole-scale review of the Internal Charter to ensure it adhered to the provisions of the new standards. The outcome of this work would be presented to the Committee at its meeting in June 2025.
75. The Committee also has responsibility for approving the annual Internal Audit Strategy (3.4.8.10.1/3/4/5), which determines the priorities of internal audit activity, consistent with the organisation's goals. Similarly to above, the Head of Audit and Risk has undertaken a gap-analysis with the provisions of the new Global Internal Audit Standards in the UK Public Sector to ensure the Internal Audit Strategy complies with the new standards. The Internal Audit Strategy for 2025-26 will be presented to the Committee at its meeting in June 2025.
76. Throughout the year, the Committee received updates on the work of internal audit including key findings, issues of concern, management responses and action in hand as a result of internal audit work (July, September, December 2024 and February and May 2025). The Committee considered summaries of specific internal audit reports as requested, including full copies of Limited Assurance reports, along with the action plan agreed with management (3.4.8.10.9/10).
77. The Committee monitored the implementation of agreed actions through the receipt of two reports, in September 2024 and May 2025 respectively (3.4.8.10.9). The Committee considered the Council's performance and the status of all outstanding issues/risks/opportunities raised by internal audit, including detailed summaries of progress with addressing 'major/amber' rated issues/risks/opportunities.

78. The Committee and the Head of Audit and Risk engage effectively (3.4.8.10.15). In particular, the Chair of the Governance and Audit Committee made himself available for the Head of Audit and Risk at all times, including providing the opportunity for a private meeting with the Committee, if requested (3.4.8.10.15).

External Audit

79. The Committee oversees the external audit arrangements and considers the scope and depth of external audit work.
80. The Committee received Audit Wales's detailed plan for 2024, which set out the work proposed to be undertaken in relation to the financial audit, the performance audit programme for the year, along with the audit reporting timetable, at its meeting in June 2024 (3.4.8.11.1/3).
81. The report also provided details of the audit team and the proposed audit fee for the activities set out. (3.4.8.11.3).
82. The Committee considered the external auditor's annual letter and ISA 260 report to 'those charged with governance' (3.4.8.11.1/2), at its meeting in November 2024. Following discussions around confirmation of completion of the financial statements audit, accounting and audit deadlines and the impact of these on finance staff leading to errors, and points of clarity relating to capital and revenue expenditure, it was resolved to note the external auditor's report for its audit of the 2023-24 Financial Statements.
83. The Committee resolved to note Audit Wales's Annual Audit Summary report for 2024, which showed a summary of the outcome of each piece of work completed, at its meeting in May 2025.
84. The Committee received quarterly updates during the year (in June, September, December 2024 and May 2025) and external audit reports, including the audit of the Council's process for setting wellbeing objectives (June 2024) and two reports focussed

on local government financial sustainability which included a national review and a specific report on the Isle of Anglesey County Council (February 2025) (3.4.8.12.5).

85. The Committee monitored the implementation of external audit recommendations and received a report from the Head of Profession (HR) and Transformation in December 2024, setting out how the Council had responded to external audit reports regarding the Council and national reviews, and their related recommendations (3.4.8.11.3).
86. The Committee was not compelled to make any recommendations on the effectiveness of relationships between external and internal audit and other inspection agencies or relevant bodies during the year (3.4.8.11.4).
87. The Governance and Audit Committee met privately and separately with external and internal audit without officers present, following its meeting in May 2025 (3.4.8.2.6 / 3.4.8.11.5).

Financial reporting

88. The Committee reviews and scrutinises the Council's financial affairs, making reports and recommendations in relation to them (3.4.8.12.1). It monitors the arrangements and preparations for financial reporting to ensure that statutory requirements and professional standards can be met (3.4.8.12.2).
89. Prior to approval by full Council, the Committee reviewed the Authority's draft and final annual financial statements for 2023-24 (July and November 2024 respectively), including the explanatory foreword, key messages, trends, consistency with financial performance, suitability of and compliance with accounting policies and treatments and major judgmental areas (3.4.8.12.3).
90. In considering the draft financial statements in July 2024, the Committee discussed several factors, including school balances, Electrical Installation Condition Report certificates and potential

liabilities, increased short-term creditors due to invoicing backlogs, and discrepancies in capital grants. The Housing Revenue Account and its reserves, including the use of S106 contributions, overspending in Children and Families' Services, the use of reserves to balance the budget and the categorisation of capitalised expenditures were also scrutinised.

91. Following further discussion on the complexity of the accounts for the public and their understanding of the financial pressures it faces, and a request for a review of the term 'capitalisation' related to a specific sum in the accounts, the Committee resolved to note the draft unaudited main financial statements for 2023-24.
92. The Committee considered the external auditor's report to 'those charged with governance' on issues arising from the audit of the accounts, and whether they needed to be brought to the attention of the Council (3.4.8.12.4/5) at its meeting in November 2024.
93. Following discussion (see [External Audit](#) above), the Committee resolved to note External Audit's Report on the Financial Statements for 2023-24.

Complaints handling

94. The Committee has responsibility for reviewing and assessing the Authority's ability to handle complaints effectively (3.4.8.14.1).
95. The Committee considered the Director of Function (Council Business)/Monitoring Officer's Annual Concerns, Complaints and Whistleblowing report for 2023-24 which set out issues arising under the Council's Concerns and Complaints Policy along with the number of whistleblowing disclosures made under the Council's Whistleblowing Policy for the period 1 April 2023 to 31 March 2024, at its meeting in September 2024.
96. Subsequent discussions were focussed on the use of the CRM system as a means of managing the complaints process by services, reporting of social services complaints and the length of time taken

for Public Services Ombudsman for Wales (PSOW) investigations following a complaint against an elected member. The Committee also received an update from the Head of Housing Services whose service area had experienced a high number of concerns and complaints during the period. The Committee resolved to accept the report.

97. The Committee received the Public Services Ombudsman for Wales (PSOW) Annual Letter 2023-24 at its meeting in December 2024. The document outlined the complaints standards work undertaken by the PSOW over a 12-month period as well as a summary of the Council's performance in this area (3.4.8.13.1).
98. Following discussion, the Committee resolved to note and accept the Annual Letter 2023-24 and authorised the Director of Function (Council Business)/Monitoring Officer to confirm to the PSOW that the Committee has given formal consideration to the Annual Letter and to provide reassurance that the Council will continue to monitor complaints and, thereby, provide Members with the information required to scrutinise the Council's performance (3.4.8.1.3 / 3.4.8.14.2).

Self-assessment report

99. Each financial year, the Committee receives from Council a draft of its self-assessment report, drafted in accordance with Chapter 1 of Part 6 of the Local Government and Elections (Wales) Act 2021 (3.4.8.1.3 / 3.4.8.15.1).
100. The Committee considered the Annual Draft Self-Assessment Report 2023-24, which provided an evidence-based assessment of how the Council performed in the year using its available resources whilst managing and mitigating associated risks, at its meeting in July 2024. (3.4.8.1.4).
101. In reviewing the report, the Committee noted a contradiction between the high assessment of financial planning and workforce

planning in the context of the identified need for improvement in financial resilience due to external economic pressures and workforce challenges. Discussions were also had about the Council's approach to risk management and its appetite for maximising opportunities for improvement (3.4.8.4.4).

102. The Committee resolved to endorse the contents of the draft self-assessment report for 2023-24 and recommend it to the Executive for approval (3.4.8.15.1/2/3/4).

Panel performance assessment

103. At least once during an electoral cycle a panel performance assessment (PPA) will take place in the period between ordinary elections of Councillors to the Council. The Council may choose to commission more than one panel assessment in an electoral cycle, but it is not a requirement of the legislation (The Local Government and Elections (Wales) Act 2021).
104. The Council must make a draft of its response to the panel performance assessment available to its Governance and Audit Committee, which must then review the draft response and may make recommendations for changes to the response to the panel assessment (3.4.8.4.3 / 3.4.8.16.1/2/3/4).
105. A panel performance assessment was not conducted during 2024-25. However, a PPA is planned for 2025-26.

Auditor General inspection

106. The Auditor General may carry out a special inspection of the Council (if it considers the Council is not, or may not be, meeting its performance requirements).
107. Following the report being sent to the Council, as soon as reasonably practicable after receiving such report, the Council is required to make it available to the Governance and Audit Committee.

108. The Council's draft response must be made available to, and be reviewed by, the Governance and Audit Committee. The Committee may recommend changes to the response, including the action proposed by the Council. If the Committee's recommendations are not adopted by the Council before publication, the recommendations must be included in the response along with the reasons why the Council has not made the changes recommended by the Committee (3.4.8.17.1/2/3).
109. The Auditor General did not carry out any special inspections of the Council during 2024-25.

Appendix A – Frequency of meetings and attendance

| Members | 27/06/24 | 18/07/24 | 19/09/24 | 27/11/24 | 05/12/24 | 11/02/25 | 08/05/25 | Meetings attended (%) |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------|
| Mr Dilwyn Evans (Lay Member) (Chair) | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | 100 |
| Cllr Euryrn Morris (Deputy Chair) | Apologies | ✓ | Apologies | ✓ | Apologies | ✓ | ✓ | 57 |
| Cllr Geraint Bebb | ✓ | ✓ | Apologies | ✓ | ✓ | ✓ | ✓ | 86 |
| Cllr Dyfed Wyn Jones ⁴ | No | ✓ | Apologies | - | - | - | - | 33 |
| Mr William Parry (Lay Member) | ✓ | ✓ | ✓ | No | ✓ | ✓ | ✓ | 86 |
| Cllr Keith Roberts | ✓ | ✓ | ✓ | ✓ | No | ✓ | ✓ | 86 |
| Cllr Kenneth Hughes ⁵ | - | - | - | - | - | Apologies | ✓ | 50 |
| Cllr Margaret M. Roberts | No | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | 86 |
| Mrs Sharon Warnes (Lay Member) ⁶ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | - | 100 |
| Mr Michael Wilson (Lay Member) | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | No | 86 |
| Cllr Liz Wood ⁵ | Apologies | No | Apologies | No | Apologies | - | - | 0 |
| Cllr Aled Morris Jones ⁵ | - | - | - | - | - | ✓ | Apologies | 50 |
| Cllr Trefor Lloyd Hughes | ✓ | ✓ | ✓ | ✓ | No | No | No | 57 |
| Cllr Ieuan Williams | ✓ | ✓ | Apologies | ✓ | ✓ | ✓ | ✓ | 86 |
| Cllr Robin Williams (Finance Portfolio Holder) | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | 100 |
| Total for Committee⁷ | 8 | 12 | 8 | 10 | 8 | 11 | 9 | 71% (average) |

⁴ In October 2024, Councillor Dyfed Wyn Jones left the Governance and Audit Committee to join the Executive.

⁵ In February 2024, Councillor Liz Wood left the Committee and Councillors Kenneth Hughes and Aled Morris Jones joined the Committee.

⁶ Mrs Sharon Warnes passed away before the 8 May 2025 meeting.

⁷ In accordance with the Committee's Terms of Reference, the Committee consists of eight elected Members and four lay members. Elected Members will not be members of the Executive, but the Finance Portfolio Holder is required, as far as possible, to attend all meetings of the Committee.

Appendix B – Current Member Training 2022-25 and Briefings

| | | Mr Dilwyn Evans (LM) (Chair) | Cllr Euryr Morris (Deputy Chair) | Cllr Geraint Bebb | Mr William Parry (LM) | Cllr Keith Roberts | Cllr Margaret M. Roberts | Mrs Sharon Warnes (LM) | Mr Michael Wilson (LM) | Cllr Trefor Lloyd Hughes | Cllr Ieuan Williams | Cllr Kenneth Hughes | Cllr Aled Morris Jones | Total |
|-------------------------------|---|---------------------------------|-------------------------------------|-------------------|-----------------------|--------------------|--------------------------|------------------------|------------------------|--------------------------|---------------------|---------------------|------------------------|-------------|
| Committee Specific | Induction | 23/06/22 | 23/06/22 | 23/06/22 | Apologies | 23/06/22 | 23/06/2022 | 23/06/22 | 23/06/22 | 11/05/22 | 11/05/22 | - | 20/05/22 | 10/12 (83%) |
| | Financial Statements | 13/07/22 | 13/07/22 | 13/07/22 | Absent | 13/07/22 | Apologies | 13/07/22 | 13/07/22 | 19/05/22 | 19/05/22 | - | - | 8/12 (67%) |
| | Complaints | 09/09/22 | 09/09/22 | 09/09/22 | 09/09/22 | 09/09/22 | (21/07/21) | 09/09/22 | 09/09/22 | - | - | - | - | 8/12 (67%) |
| | Treasury Management | 14/09/22 15/09/23 | 14/09/22 15/09/23 | Apologies | Absent | 14/09/22 | 15/09/23 | 14/09/22 | 14/09/22 15/09/23 | - | - | (07/11/19) | - | 7/12 (58%) |
| | Understanding Local Authority Accounts for Councillors | 22/06/23 | - | 24/08/23 | - | - | - | - | 22/06/23 | - | - | - | - | 3/12 (25%) |
| | Effective Chairing Skills | 17/10/23 | 11/10/23 | 11/10/23 | 17/10/23 | - | - | 17/10/23 | 11/10/23 | 23/03/23 | 23/03/23 | - | - | 8/12 (67%) |
| | Countering Fraud and Corruption | 04/12/23 | - | 04/12/23 | 04/12/23 | 04/12/23 | 04/12/23 | 04/12/23 | 04/12/23 | - | 04/12/23 | - | - | 8/12 (67%) |
| | Risk Management | 13/03/24 | - | - | - | - | - | 19/03/24 | 19/03/24 | - | - | - | - | 3/12 (25%) |
| | Introduction to AI and Risk Mitigation | 11/02/25 | 11/02/25 | 11/02/25 | 11/02/25 | 11/02/25 | 11/02/25 | 11/02/25 | 11/02/25 | - | 11/02/25 | - | 11/02/25 | 10/12 (83%) |
| Mandatory | General Data Protection Regulations (GDPR) | 05/09/22 | 07/09/22 | 16/11/23 | - | 07/09/22 | 15/11/23 | 19/10/22 | (22/02/19) | 16/11/23 | 16/11/23 | 19/11/24 | 16/11/23 | 11/12 (92%) |
| | Cyber Awareness ⁸ | 12/05/22 | 18/05/22 | 12/05/22 | - | 11/05/22 | 11/05/22 | 12/05/22 | 12/05/22 | 11/05/22 | 11/05/22 | - | 12/05/22 | 10/12 (83%) |
| | Basic Safeguarding Awareness | - | 20/09/22 | 27/11/23 | - | 20/09/22 | 20/09/22 | - | - | 27/11/23 | 20/09/22 | - | 20/09/22 | 7/12 (58%) |
| | Violence Against Women, Domestic Abuse and Sexual Violence* | Optional | 12/06/22 | 29/09/22 | Optional | Not started | Not started | Optional | (21/12/17) | Not started | Not started | Not started | Not started | 3/8 (38%) |
| | Prevent* | 12/09/19 | 12/06/22 | 19/05/24 | Optional | Not started | Not started | Optional | Optional | Not started | Not started | Not started | Not started | 3/8 (38%) |
| | Modern Slavery* | Optional | 07/09/23 | 19/05/24 | Optional | Not started | Not started | Optional | Optional | Not started | Not started | Not started | Not started | 2/8 (25%) |
| Total Attendance / Completion | | 92% | 80% | 87% | 33% | 60% | 53% | 83% | 92% | 40% | 53% | 13% | 33% | |

⁸ Cyber awareness formed part of introductory training for new Council cohort in May 2022

* Optional for lay members.

Committee-specific briefings

| Title | Area | Medium | Provider | Date Provided |
|--|---|-------------------------------|-------------|---------------|
| Audit Committee Update – Issue 40: New Internal Audit Standards | Forthcoming changes to the internal audit standards and how that will impact on audit committee members. | Newsletter | CIPFA | 24/12/24 |
| CIPFA Better Governance Newsletter | Information for audit committees regarding the publication of the CIPFA Code of Practice to support authorities in establishing and maintaining their internal audit arrangements, along with information about the consultation on the Addendum to the 2016 Governance Framework covering the annual review of governance and the annual governance statement. | Newsletter | CIPFA | 07/02/25 |
| Audit Committees: effective practices and a positive impact pocket guide | Audit Wales has published a pocket guide which summarises effective practices for audit committees. | Pocket guide | Audit Wales | 25/02/25 |
| Audit Committee Update – Issue 42: Governance of Internal Audit | The new Code of Practice on the Governance of Internal Audit that comes into effect from 1 April 2025. | Newsletter | CIPFA | 17/04/25 |
| CIPFA Public Finance Article – AI adoption ‘could save English and Welsh councils £8bn a year’ | Article which estimates that local authorities in England and Wales could save £8bn annually by integrating artificial intelligence into their operations. | Professional Magazine Article | CIPFA | 15/05/25 |
| CIPFA / Solace Delivering Good Governance in Local Government: Publication of Addendum | Publication of new guidance on the annual review of governance and internal controls and the preparation of the annual governance statement (AGS) that comes into effect for the 2025-26 financial year. | Publication | CIPFA | 20/05/25 |

Appendix C – Meeting Outcome Summary

| Date | Outcome of meeting |
|--------------|---|
| 27 June 2024 | <p>The Committee considered eight substantive items.</p> <p>The Committee considered Internal Audit’s Annual Report 2023/24. The report provided assurance to the Committee, with the Head of Audit and Risk’s annual opinion confirming that the Council has an adequate framework for risk management, governance, and internal control. Discussions included issues on housing affordability and internal audit resourcing.</p> <p>The Committee considered and approved its revised Terms of Reference, which had been streamlined based on the recommendations made by CIPFA, as part of its effectiveness review. The Committee also received an update on progress with implementing the remaining CIPFA recommendations from this review. Discussions covered training on risk mitigation and AI, with the Committee approving progress and scheduling a further update in six months’ time. The Committee also endorsed the Chair’s Annual Report 2023/24 for submission to Full Council, subject to a minor amendment to the training record in Appendix B of the document.</p> <p>Audit Wales provided an update on its work programmes for its financial and performance work as at 31 March 2024, as well its detailed audit plan for 2024, including the financial statements’ audit timetable, planned performance audit work and proposed audit fees. The Committee also considered Audit Wales’s report on the Council’s process for setting wellbeing objectives. Following a request to clarify the distinction between unemployed and economically inactive individuals, the Committee noted the report and requested that economic inactivity be included as part of the Council’s population trends dataset.</p> <p>The Committee reviewed and was satisfied with the progress of actions from previous meetings and was also content to accept the Forward Work Programme as proposed.</p> |
| 18 July 2024 | <p>The Committee considered five substantive items.</p> <p>The Committee reviewed the Draft Statement of Accounts for 2023-24, with discussions focusing on several key concerns, including school balances, particularly those in deficit, Electrical Installation Condition Report certificates and potential liabilities, increased short-term creditors due to invoicing backlogs, and discrepancies in capital grants. The Housing Revenue Account and its reserves, including the use of S106 contributions, overspending in Children and Families’ Services, the use of reserves to balance the budget and the categorisation of capitalised expenditures were also scrutinised. The Committee noted an increase in Council Tax income, partly due to changes in the Council Tax premium on second homes. The Committee expressed concerns about the complexity of the accounts for the public, that financial pressures, particularly in social care, could challenge the Council’s resilience and requested a review of the term ‘capitalisation’ related to a specific sum in the accounts.</p> <p>The Committee discussed the Draft Annual Governance Statement for 2023-24, highlighting concerns about the Council’s compliance timeline with the new Procurement Act 2023, lack of training on the General Power of Competence under the Local Government and Elections (Wales) Act 2021, which was flagged as unresolved, and resource limitations affecting asset management and efficiency reviews. Additionally, the Committee reviewed the Draft Annual Corporate Self-Assessment Report 2023-24, noting a contradiction between the high assessment of financial planning and workforce planning versus the identified need for improvement in financial resilience due to external economic pressures and workforce challenges. The Committee endorsed this report and recommended it to the Executive for approval.</p> <p>An update on three internal audits raised concerns about the contrast between the Corporate Self-Assessment’s positive evaluation of procurement and contract management and the procurement issues highlighted in the IT Supplier Management audit, the capacity of Internal Audit, and the cost-effectiveness of outsourcing expertise. Issues regarding the Maritime Team’s income processes were discussed privately.</p> |

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| | <p>The Committee reviewed the National Fraud Initiative outcomes, acknowledging progress with estimated savings of £3,838 but noted resource constraints that could hinder fraud prevention efforts.</p> <p>Finally, the Committee reviewed and was satisfied with the progress of actions from previous meetings and was also content to accept the Forward Work Programme as proposed.</p> |
| <p>19 September 2024</p> | <p>The Committee considered seven substantive items.</p> <p>The Committee received and accepted the Senior Information Risk Owner's statement and overview of the Council's compliance with legal frameworks during 2023-24, such as the UK GDPR, Data Protection Act 2018, Freedom of Information Act 2000 (FOIA), and other regulations. Key highlights included interactions with external regulators, security incidents, and breaches. At the invitation of the Chair, officers from Learning, Public Protection, Resources and Information Technology services gave reasons for late responses to FOIA requests, which included limited resources, complexity of requests, and operational demands. Discussions also covered the responsibility of assigning FOIA requests, handling subject access requests pending identity verification, and ensuring third-party compliance with GDPR when the Council contracts services involving personal data processing.</p> <p>The Committee received the Council's Concerns and Complaints Policy and Whistleblowing disclosures for 2023-24, which included an overview of how complaints were handled and an update on the development of the Customer Relationship Management (CRM) system to track complaints in real-time. At the invitation of the Chair, the Head of Housing Services explained that Housing Services faced a higher volume of complaints due to regular interactions with the public and that improvements, especially in communication, were being made. The Committee resolved to accept the report as assurance of the Council's compliance with its policies, note the lessons learned and asked for headline details of Social Services complaints in future reports to be included in the report and to refer the Committee's concern over Public Services Ombudsman for Wales (PSOW) delays in resolving complaints against elected members to the Standards Committee.</p> <p>The Committee received a review of treasury management activity for 2023-24, which covered key issues, comparing the performance against the 2023-24 Treasury Management Strategy and Prudential Indicators. The Director outlined external factors, the Council's capital expenditure and financing, reserves and cash balances, borrowing, investment activities, and compliance with the prudential indicators, confirming performance aligned with the strategy. The Committee queried the reduction in school balances (from £6.7m to £5.5m) and its impact on schools moving forward. The Committee resolved to note and forward the report to the Executive, with an additional action to review the report for tense consistency and clarity.</p> <p>The Committee considered a report on the Internal Audit's activities to mitigate the risk of fraud, bribery, and corruption within the Council during 2023-24. The report assessed the effectiveness of the Council's anti-fraud measures, progress in addressing the Auditor General's recommendations, and highlighted current fraud risks and future challenges. An action plan for 2022-2025 was also included. The Committee discussed whether a local version of the regional counter fraud working group (part of the North and Mid-Wales Audit Partnership) would be established internally, and how the CRM system, and the STAR programme aimed at improving procurement, could support anti-fraud efforts. The Committee resolved to take the assurance provided on the effectiveness of the Council's arrangements to minimise fraud risk.</p> <p>The Committee considered the internal audits completed since the last meeting, along with the current workload and priorities of Internal Audit for the near future. Two assurance reports were shared with Committee members: one on Direct Debit Management and the other on Continuous Monitoring of Duplicate Payments, both receiving 'Reasonable Assurance.' The Committee noted progress made by the Payments Team in reducing duplicate invoice payments and the procedures for recovering duplicate payments from suppliers, and clarified the process for handling bad debts, including how provisions are adjusted and charged.</p> <p>In addition, the Committee deemed the Council's progress in addressing outstanding actions to be satisfactory following an update provided on the current status of issues/risks and opportunities identified by Internal Audit.</p> |

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|------------------|---|
| | <p>Audit Wales updated the Committee on its work programme and timetable as of June 2024, along with regulatory work being conducted by Estyn and CIW. The Committee noted that the Thematic Review of Unscheduled Care would be presented at the November meeting of the Partnership and Regeneration Scrutiny Committee, with representatives from BCUHB in attendance.</p> <p>Finally, the Committee reviewed and was satisfied with the progress of actions from previous meetings and was also content to accept the Forward Work Programme as proposed but noted that there may be an additional Committee meeting required in November for the submission and sign-off of the audited accounts.</p> |
| 27 November 2024 | <p>The Committee considered one substantive item during this extraordinary meeting held to consider the Final Statement of Accounts for 2023/24, Annual Governance Statement and External Auditor's report on the audit of the 2023/24 financial statements (ISA 260 report).</p> <p>The Director of Function (Resources) and Section 151 Officer confirmed that the audited Statement of Accounts would be signed following Full Council review on 3 December 2024, marginally missing the extended deadline of 30 November 2024. Following submission for audit on 28 June 2024, Audit Wales had concluded that the financial statements accurately represented the Council's financial position as of 31 March 2024. Some changes were recommended and implemented by the Council, but these did not affect the reported underspend of £1.732m as noted in July 2024. The Section 151 Officer guided the Committee through the amendments, confirming most changes involved the balance sheet and grant income-related expenditure, with no impact on revenue. He expressed gratitude to both the Council's Finance Service team and Audit Wales for their efforts.</p> <p>The Annual Governance Statement for 2023/24 highlighted that four out of five governance weaknesses from the prior year were resolved, with one ongoing. The Committee highlighted concerns about the feasibility of ensuring Council assets are fit for purpose given capital funding pressures. It was noted that achieving this goal is aspirational in the current financial climate. The Council has made efforts to streamline processes and digitise operations to reduce costs and enhance service effectiveness. The Committee acknowledged the progress made while recognising the financial and operational challenges facing the Council.</p> <p>Audit Wales confirmed that the audit process was smooth, with high-quality accounts and working papers provided. An unqualified audit opinion was expected, and the accounts would be certified after Full Council approval on 3 December 2024. They confirmed that amendments were due to tight schedules rather than systemic issues. A significant pension adjustment of £71.145 million was corrected but had no impact on the Balance Sheet or General Fund. The Committee sought clarification about outstanding matters, time pressures on Finance staff, and whether reporting deadlines should be extended. Suggestions included clearer terminology for budget monitoring and capital expenditure in the narrative report.</p> <p>The Committee accepted the audited 2023/24 Statement of Accounts and recommended signing by the Chair of the Council and Section 151 Officer. The Committee also endorsed the Annual Governance Statement 2023/24 as a fair evaluation of governance arrangements. The Audit Wales ISA 260 Report was noted.</p> <p>The meeting concluded with the Chair thanking all contributors to the preparation and audit process, recognising their effort and professionalism.</p> |
| 5 December 2024 | <p>The Committee considered 12 substantive items.</p> <p>The Head of Audit and Risk confirmed that all actions due in the Committee's Action Log were complete, which included the Committee agreeing that the Council's Chief Digital Officer will brief the Committee on Artificial Intelligence risks and mitigations at 1:00 p.m. on 11 February 2025, immediately before the next meeting. The Committee noted the Corporate Planning, Performance and Programme Manager's update on work to monitor economic inactivity within the Council's population trends dataset and progress with governance issues from the 2023/24 assessment.</p> <p>The Committee resolved to make nominations for the North Wales Corporate Joint Committee's (CJC) Governance and Audit Committee. It nominated Councillor Geraint Bebb as the principal member, with Councillor Keith Roberts as the substitute, and Mrs. Sharon Warnes as a lay member.</p> |

The Committee reviewed and accepted the **Annual Letter from the Public Services Ombudsman for Wales (PSOW) for 2023/24**, presented by the Director of Function (Council Business)/Monitoring Officer. The letter assessed the Council's performance in handling service complaints and included data on Ombudsman interventions and Member Code of Conduct complaints. Key points raised included the increase in complaints, the high rate of PSOW Interventions and the vacant Complaints Officer role. Assurance was given that although no investigations were deemed necessary, and complaints were largely routine, earlier intervention could have resolved issues more effectively. Complaints handling would continue to be monitored to enable effective scrutiny and progress updates on the identified resolution measures would be provided to the Committee in due course.

The Committee confirmed its satisfaction with a status update on the implementation of recommendations from **CIPFA's 2024 effectiveness review of the Committee**, highlighting that seven recommendations had been fully addressed, two actions were acknowledged but did not require further action and one action remained outstanding, specifically the provision of training for officers reporting to the Committee.

The Committee noted the assurance provided by the Head of Audit and Risk's report on **Internal Audits** completed, current workload and priorities, along with changes to Internal Audit Standards. 'Reasonable Assurance' was provided for three audits - Partnerships Oversight, Counter Fraud Controls in Revenues Refunds and Cybersecurity Assessment Framework Review. The Committee discussed the adequacy of counter-fraud measures, particularly concerning risks posed by Artificial Intelligence in a hybrid working environment and took some assurance that the Council's smaller size, hybrid work model, and people-focused practices mitigate risks from AI-generated cyberattacks and impersonation.

On reviewing the **Towards Net Zero Strategic Plan Annual Report 2023/24**, detailing the Council's progress on climate change mitigation and achieving annual objectives, the Committee took assurance that reasonable measures are in place to manage climate change risks at an acceptable level. Highlights included a reduction in carbon emissions compared to peak levels in 2021/22, decarbonisation upgrades to Council properties supported by Welsh Government grants, the addition of 28 new carbon-neutral homes, expansion of EV charging networks and active travel routes, a new tree nursery site and climate change training for elected members and senior managers. The Committee also heard that reliance on external funding is a risk to achieving net zero by 2030. Supply chain decarbonisation also remains a challenge, with indirect emissions being harder to control and further efforts needed to report internal emissions outcomes versus supply chain sustainability performance. On this point, the Committee questioned whether the Council had influence on its supply chain and its ability to mandate maximum emission without discouraging bidders and whether the reliance on grant funding could slow progress if reduced or withdrawn. The Committee took assurance from the Data Protection Officer (DPO) of **Anglesey Schools' Data Protection Compliance** for the period November 2023 to November 2024, supported by evidence and a summary of actions taken under the Schools Data Protection Development Strategy 2023-24. The Committee endorsed the proposed next steps set out in the updated strategy for 2024-25. Following a query, the DPO assured the Committee that audits would resume following new legislation and provided details of support offered to schools in the interim.

Following consideration of the **Annual Health and Safety Report for 2023/24**, the Committee confirmed it was satisfied with the Council's corporate health and safety measures, took assurance that risks are managed to acceptable levels and supported the implementation of the Corporate Health and Safety Action Plan. The Principal Corporate Health and Safety Advisor highlighted two major issues requiring significant responses during the year - Reinforced Autoclave Aerated Concrete (RAAC) being identified in two schools and an outbreak of Bird Flu. The Committee discussed the strategies to address the increase in slips, trips, falls, and incidents of violence/aggression towards staff and within schools, particularly in primary education where challenging pupil behaviour is a growing concern. The Committee took assurance from the Director of Function (Resources)/Section 15 Officer that the Council is insured for public liability, and claims are routinely dealt with by our insurers, and requiring proof of negligence.

The Committee accepted that the **Council's response to external audit reports and recommendations from regulators** provided assurance that the Council was considering and effectively implementing recommendations. The Corporate Planning, Performance, and Programme Manager reported that 20% of recommendations were completed, 68% were on track, and 12% were behind schedule. Updates were provided on the delayed recommendations. The Chair raised concerns about the lack of timescales for ongoing work and it was agreed that future reports should include timescales for completing responses to recommendations.

The Committee noted the **Audit Wales work programme and timetable quarterly update** as at 30 September 2024 and one change to the Committee's **Forward Work Programme** due to ongoing financial audit work.

Finally, in private session, the Committee considered the **Annual ICT Cyber Security Report 2023/24**, presented by the Lead IT Security Engineer, which provided an update on the Council's cyber security risk mitigation efforts. It detailed challenges, resolutions to security alerts, and ongoing projects. The Committee acknowledged the challenges outlined in the report and expressed satisfaction with the Council's cyber security measures in addressing risks and priorities. Following clarification from the officer on matters raised, the Committee was assured that reasonable measures are in place to manage cyber threats effectively.

11
February
2025

The Committee considered **seven** substantive items.

In considering the Committee's **Action Log**, the Committee noted the completion of one action, one action being in progress and the remaining four due to be completed later in the year.

The Head of Audit and Risk provided an **update on completed audits**, ongoing work, and priorities. Two assurance reports on Housing Development, and Recruitment and Retention received 'Reasonable Assurance.' An investigation into alleged favouritism in Property Services' procurement found no misconduct but highlighted areas for improving fraud risk controls. The Committee discussed value for money in purchasing former Council-owned properties, with the Head of Audit and Risk noting the difficulty in demonstrating it in the absence of a formal policy. Recruitment challenges were discussed, including partnerships with colleges, and the Committee requested an assessment of their impact. Concerns over public-private pay disparities were acknowledged, but local government pay scales were noted as nationally set. The Committee also debated whether complainants should be required to meet officers during investigations, with the Head of Audit and Risk emphasising the importance of thoroughly investigating complaints when requested by key officials, such as Portfolio Member and Monitoring Officer.

The Committee took assurance from the Head of Audit and Risk's **Counter Fraud, Bribery, and Corruption Strategy for 2025–2028** with regards the activities Internal Audit will undertake to reduce fraud risks within the Council. Ongoing efforts to combat fraud, particularly in Council Tax, were highlighted, along with the potential for AI technology to improve fraud detection. The Committee noted progress would be reported annually and discussed the formation, with Leadership Team approval being sought, of a counter fraud working group to enhance fraud risk identification.

The Committee received the **mid-year treasury management update** from the Director of Function (Resources)/Section 151 Officer and heard that the Council's financial position remained stable, adhering to prudential indicators. To minimise interest costs, no new external borrowing was undertaken, with internal borrowing continuing to fund capital projects. However, as cash reserves diminish, external borrowing may be required in future. Investment returns were positive, with projected annual interest earnings of £1.322m. The capital budget is expected to underspend by £6.55m, with unspent funds carried forward to 2025/26. The Committee queried the viability of settling a long-standing loan and were informed that early loan repayments often incur high charges, making settlement financially unviable. The Committee queried the expected savings/income from solar panel installations funded through Salix loans and heard that Salix-funded projects require a business case demonstrating savings within 10 years. The Committee requested further details on expected savings from the Salix-funded solar panels and the treasury report format be revised to reduce its length and align with the Governance and Audit Committee template. The Director suggested using the new quarterly treasury management update report as a basis for reporting to the Committee and would forward to the Chair for his views.

The Committee reviewed the **Treasury Management Strategy Statement for 2025/26**, prepared in line with CIPFA guidelines. The strategy maintains a prudent approach, prioritising internal borrowing to reduce costs where possible. However, due to declining reserves and capital expenditure needs, external borrowing may increase, initially on a short-term basis to manage debt efficiently. Investment decisions will focus on security, liquidity, and yield, with funds placed only in highly rated banks or local authorities after due diligence. No issues were raised, and the Committee resolved to forward the report to the Executive without further comment.

The Committee considered the **Audit Wales reports on local government financial sustainability** which included a national review and a specific report on the Isle of Anglesey County Council. The national review highlighted significant risks to council finances, emphasising the need for robust long-term financial planning and transformation strategies. Audit Wales considers that while the Council has effective short- to medium-term financial management, it lacks formalised long-term planning. The Director of Function (Resources) / Section 151 Officer noted challenges in long-term planning due to one-year funding settlements and rising costs. The Council has used reserves to balance budgets while avoiding unnecessary service cuts but is developing a long-term financial strategy, dependent on Welsh Government providing multi-year funding information. The Committee acknowledged these difficulties but encouraged alternative cost-effective service delivery methods, collaboration, and technology use. It also recognised potential financial benefits from the Anglesey Freeport and Wylfa developments. Concerns were raised about the strategic use of reserves, with Audit Wales warning of the risks of depletion without timely action. Discussions also highlighted the Council's need for increased capital funding to improve infrastructure and services. The Council, alongside other Welsh councils, has been lobbying for better funding arrangements. Ultimately, the Committee took assurance that the Council understands its financial position and is working towards a long-term strategy, subject to clearer funding commitments from Welsh Government.

The Committee noted its continued contentment with the **Forward Work Programme**.

8 May 2025

The Committee considered **seven** substantive items.

The Committee reviewed its **Action Log**, receiving reports on the success of the Council's collaboration with colleges, savings from solar panels via Salix funding, and the Quod Anglesey socio-economic analysis. A Treasury Management update for quarter 3 had been circulated earlier, and four actions remained, pending completion later in the year.

The Head of Audit and Risk provided an **update** on completed audits, ongoing work, and priorities. Of the six audits reviewed, four received reasonable assurance and two audits—Disabled Facilities Grants (DFG) and Recovery of Council Tax & Sundry Debts—received limited assurance, indicating ongoing concerns.

The Principal Auditor provided a report on **outstanding Internal Audit issues**. As of 31 March 2025, 52 actions remained—eight 'major' (amber) and 42 'moderate' (yellow). No questions were raised, and the Committee found the Council's progress satisfactory.

The Committee reviewed and endorsed revised **Terms of Reference** reflecting updates to global and UK audit standards. The Head of Audit and Risk outlined changes following new Global Internal Audit Standards, a UK Application Note and CIPFA's Code of Practice, ensuring alignment with governance expectations. A comparison confirmed compliance, enabling the Monitoring Officer to amend the Constitution.

The Committee noted the assurance provided by **Audit Wales's Annual Audit Summary 2024**, which outlined their completed audit work. The Committee reaffirmed its financial sustainability concerns of short-term funding constraints, raised at its last meeting. Audit Wales acknowledged these issues and recommended that the Council adopt an adaptive strategy to mitigate financial risks.

The Committee noted the assurance provided by **Audit Wales's Q3 and Q4 2024/25 Work Programme** update. The report covered local and national audit progress, ongoing regulatory work by Estyn and CIW, financial audits for the 2024/25 Statement of Accounts, grant certification, and planned national studies.

The Committee considered and endorsed the **Forward Work Programme** planned for 2025-26. Members were also invited to share any specific training needs. Following a prior briefing on AI, the Chair raised concerns about its usage within the Council, suggesting policy guidance. The Director of Function (Resources)/Section 151 Officer confirmed he would raise AI policy considerations with the Leadership Team.

| ISLE OF ANGLESEY COUNTY COUNCIL | |
|---------------------------------|--|
| MEETING: | County Council |
| DATE: | 25-09-2025 |
| TITLE OF REPORT: | North Wales Regional Transport Plan |
| REPORT BY: | Huw Percy, Head of Service – Highways, Waste & Property huwpercy@ynysmon.gov.wales |
| PURPOSE OF THE REPORT: | Council to be asked to approve the North Wales Regional Transport Plan |
| CONTACT OFFICER: | Julie Jones, Business Manager & Service Strategy, Highways, Waste & Property juliejones@ynysmon.gov.wales |

1. PRESENTATION

- 1.1. In accordance with the Council's constitution the Regional Transport Plan needs to be approved by the full Council.

2. RECOMMENDATIONS

- 2.1. That the Council adopt the North Wales Regional Transport Plan July 2025.

3. BACKGROUND

- 3.1. The North Wales Regional Transport Plan aligns with the Welsh Government's Llwybr Newydd: the Wales Transport Strategy 2021 (STC), a document that provides the strategic direction, vision and priorities for transport in Wales.
- 3.2. The North Wales Regional Transport Plan is a high-level strategic document specifically for North Wales that sets out the vision for the region and provides the direction for the next 5 years in terms of priorities and interventions within the different parts of the transport system.
- 3.3. The Local Government and Elections (Wales) Act 2021 provides for the establishment of new Joint Corporate Committees to be able to carry out specific functions of joint local government at a regional level. The North Wales Joint Corporate Committee (CJC) was established on 1 April 2021 and has a statutory duty to prepare:
 - Strategic Development Plan
 - Regional Transport Plan

In addition, they have the power to do anything that will improve or promote regional economic well-being.

The CJC has established its Transport and Strategic Planning Sub-Committees to carry out its statutory functions.

- 3.4. The CJC therefore leads on, and governs the North Wales Regional Transport Plan, and has prepared a Regional Transport Plan in accordance with Welsh Government guidance, and which is included as Annex A to this report.
- 3.5. The Regional Transport Plan outlines the CJC's policies in relation to transport and its objectives to improve digital connectivity and local services, improve accessibility and choice of transport, enable decarbonisation, and foster sustainable and inclusive economic growth across the region. This will drive the CJC's decisions regionally through the Transport Sub-Committee and Local Authority decisions. It should be noted that the CJC has no direct influence over rail network infrastructure or the Strategic Roads Network in North Wales, as these are national matters and responsibility for these rests with other bodies.
- 3.6. As part of the preparation of the Regional Transport Plan, the CJC held a public consultation between January and April 2025. As well as publicising the consultation amongst its Members, workforce, and the public by holding two drop-in sessions, emailing the link to the consultation to Members and the workforce, and publicising the consultation on the Council's website and social media, the Council formally responded to the public consultation. A copy of that response is included as Appendix B to this report, but the main points are set out as:
 - 3.6.1. It is welcomed that rural challenges have been identified and that there is room for improvement but highlights the need for interconnection between modes of transport in order to facilitate a more efficient transport system in rural areas.
 - 3.6.2. Support the ambition to create a Third Crossing over the Menai Strait to improve resilience, travel time and capacity but noting the need for suitable temporary parking facilities for Heavy Goods Vehicles on either side of the Menai Strait in the event of a bridge or Port closure.
 - 3.6.3. Improvements to support the growth of the port, railway station and Freeport sites are welcome but note that this may increase the number of loads that will be transported and therefore require an all-inclusive master plan for the wider port and train station.
 - 3.6.4. Note disappointment that the proposals for rail infrastructure improvements are being prioritised east of Llandudno Junction and therefore do not consider the importance of Holyhead Railway Station as an important link for international travellers to travel on from / to Ireland to the rest of the UK or even to Europe via London and to the free Port of Anglesey.
 - 3.6.5. Note that greater flexibility is needed in relation to the Active Travel Design Guidance in rural Wales to ensure that rural local authorities are able to successfully develop active travel routes for the benefit of all potential users and recognise that the needs

and type of provision appropriate for rural areas are different from that in larger urban settlements.

- 3.6.6. Welcome the inclusion of the Holyhead Hydrogen Hub and support the need for focus and desire to increase investment in infrastructure to install electric vehicle charging points and note that without investment in basic infrastructure there is a risk that rural areas will be left behind and this will create barriers in those areas.
- 3.6.7. Note that further clarity is needed on where the capacity and resources to deliver the Delivery Plan will come from, and to emphasise that a specific approach is needed to ensure that funding is shared fairly.
- 3.7. It is noted that the Regional Transport Delivery Plan which has been included as Annex C to this report is of key importance in terms of influential projects that will seek to improve transport links and connectivity across the region, including on Anglesey. The North Wales Regional Transport Plan is ambitious, and its effectiveness will depend on the extent to which the Delivery Plan is implemented over the next 5 years, which is of course dependent on funding. Although discussions are ongoing on how the Welsh Government will allocate funding between the 4 CJs, and how the North Wales CJC will allocate funding between regional projects and Local Authorities, this has not yet been decided.
- 3.8. Highways, Waste and Property Service officers support the adoption of the North Wales Regional Transport Plan but in accordance with the Council's constitution, it is a matter for the full Council to approve it.

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Cyd-Bwyllgor Corfforedig
Gogledd Cymru
North Wales
Corporate Joint Committee



North Wales Regional Transport Plan

July 2025





Welcome to the **Regional Transport Plan (2025-2030) for North Wales**, setting out our plans to enhance our transport network and support the region's economic, social and environmental well-being.

Foreword

We understand, first-hand, the critical role that transport systems play in our communities. As well as working on behalf of North Wales we are both immersed in our local communities and see how transport links and options directly affect people and the local economy. This plan is guided by a vision to create a safe, sustainable, affordable, resilient, and effective integrated transport network that supports our economy to thrive.

Effective transport systems ultimately provide people with opportunities. They link them with the essential services needed to live their daily lives. Integrated and efficient transport systems connect businesses to employees, markets, suppliers, and customers, which is essential to develop a thriving economy for North Wales.

Good transport links attract visitors and enhance their experience, boosting local economies and supporting small businesses to flourish. Regular and reliable transport services reduce isolation in remote and rural areas, allow people to access medical care, education, and other vital services. They connect people to shopping centres, recreational activities, and cultural events. Public and community transport services provide options for those residents and visitors who do not own or have access to a car, including the elderly, disabled, and low-income individuals, to enjoy parity of access to all these opportunities.

Currently, over 74% of commuters in North Wales rely on the private car, however by working together to develop attractive public transport and active travel options we can reduce this reliance, and enhance the options available to commuters. In turn this supports the reduction of damaging greenhouse gas emissions and air pollution, improving quality of life and environmental conditions. Further investment to promote the use of electric vehicles and develop a pathway towards hydrogen powered vehicles will support North Wales to transition to net zero and be proud of the legacy we hand-over to future generations.

This 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 plan.

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.

The strength of our Ambition North Wales partnership is one of our biggest assets as a region in Wales. This plan represents the collective efforts of the North Wales Corporate Joint Committee, the Transport Sub-Committee, and our partners, including local authorities, Transport for Wales, Welsh Government and Arup - who have provided expert advice to inform its development. We extend our thanks to everyone who contributed. Your insights, feedback, challenge, and support has been invaluable in shaping a transport plan that reflects the needs and aspirations of our communities and businesses across North Wales.

As we move forward, we are committed to working collaboratively to implement this plan 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.



Councillor Goronwy Edwards

Chair of the North Wales Transport Sub-Committee



Alwen Williams

Interim CEO North Wales Corporate Joint Committee

Introduction

Ambition North Wales and the North Wales Corporate Joint Committee

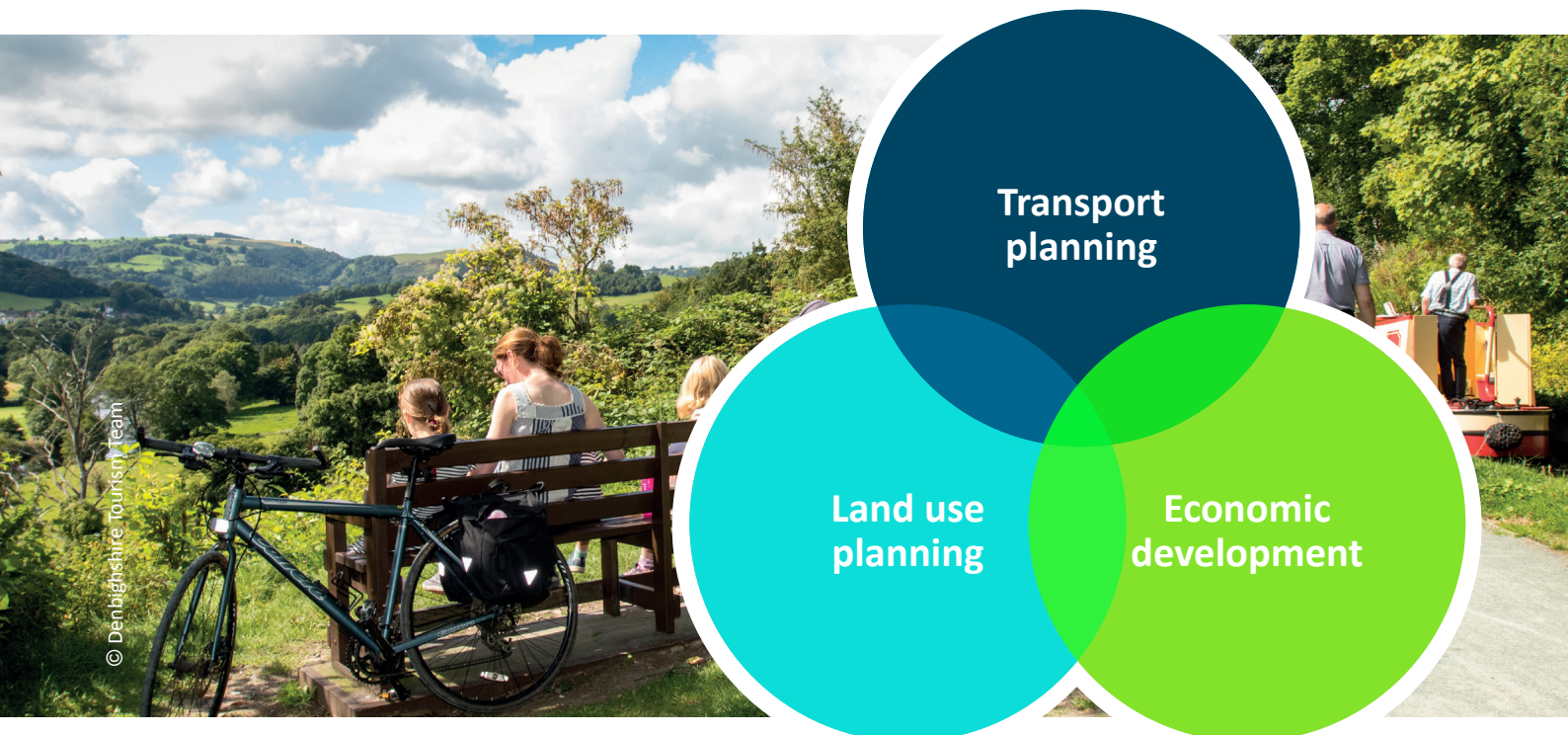
Corporate Joint Committees (CJCs) are new regional corporate local government organisations with similar powers and duties to local authorities in Wales. Our North Wales Corporate Joint Committee includes representatives from the six councils of Conwy, Denbighshire, Flintshire, Gwynedd, Isle of Anglesey,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

Our North Wales Corporate Joint Committee has two key duties: to develop a Regional Transport Plan; and a Strategic Development Plan. These plans are essential for spatial planning at a strategic level, ensuring that our transport infrastructure and land uses are aligned with the needs of our communities, economy, and environment. In line with its statutory duties, the CJC also has the power to promote and enhance regional economic well-being.

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 system. These components create a cohesive system that aims to ensure that North Wales is well-positioned to provide the skills, employability, and economic opportunities needed for a prosperous future.

Ambition North Wales is the brand that represents the North Wales CJC and its Economic Well-being sub-committee is the decision-making structure for the North Wales Growth Deal – an agreement, alongside Welsh and UK Governments to deliver a total investment of over £1 billion in capital projects for North Wales which will generate over 4000 new jobs by 2036.

Moving forward, we look forward to you hearing a lot more about Ambition North Wales and the work of the Corporate Joint Committee as we help shape a more vibrant, sustainable, and resilient future for North Wales.




Our Regional Transport Plan

Transport is an essential part of our lives in North Wales. Our transport system connects us to jobs, education, healthcare, shopping and leisure. It is vital for our local economy as it connects businesses with their customers, allows tourists to visit local attractions and resorts, and it facilitates the delivery of goods. Our choice of transport impacts on us as individuals and on our wider environment.

Llwybr Newydd, the Welsh Government's transport strategy, sets out the vision for how transport can help deliver the priorities for Wales, helping to create a more prosperous, green and equal society. 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 sets out how transport can support the delivery of Llwybr Newydd and contribute to the success, regeneration, and development of our region.

This Plan is essential for ensuring that North Wales can contribute to the delivery of national strategies and priorities. The Case for Change Report, which has been prepared to provide the evidence base in support of this Plan, identifies the links to Welsh Government priorities, considers relevant plans and studies, and outlines key transport challenges and opportunities. This Plan builds on the extensive work already undertaken that links to relevant national and regional strategic plans and policies, such as:



- Llwybr Newydd: The Wales Transport Strategy
- National Transport Delivery Plan
- Network North Wales
- North Wales Transport Commission Reports
- Welsh Government response to the Roads Review
- Union Connectivity Review
- North Wales Joint Local Transport Plan
- Electric Vehicle Charging Strategy
- Road Safety Strategy for Wales
- Wales Freight Strategy
- Active Travel Act Guidance and Active Travel Network Maps
- Bws Cymru: Connecting people with places
- One network, one timetable, one ticket
- A Railway for Wales
- Wales Infrastructure Investment Strategy
- Future Wales: The National Plan
- Planning Policy Wales
- Local Development Plans
- Local well-being assessments and well-being plans
- North Wales Regional Economic Framework
- Ambition North Wales Inward Investment Report
- Net Zero Wales and its Carbon Budgets
- A Healthier Wales
- Clean Air Plan for Wales
- Noise and Soundscape Action Plan for Wales
- Town centres: Position statement

This Regional Transport Plan should be read alongside our Regional Transport Delivery Plan, which sets out the interventions our local authorities will be progressing over the plan period.

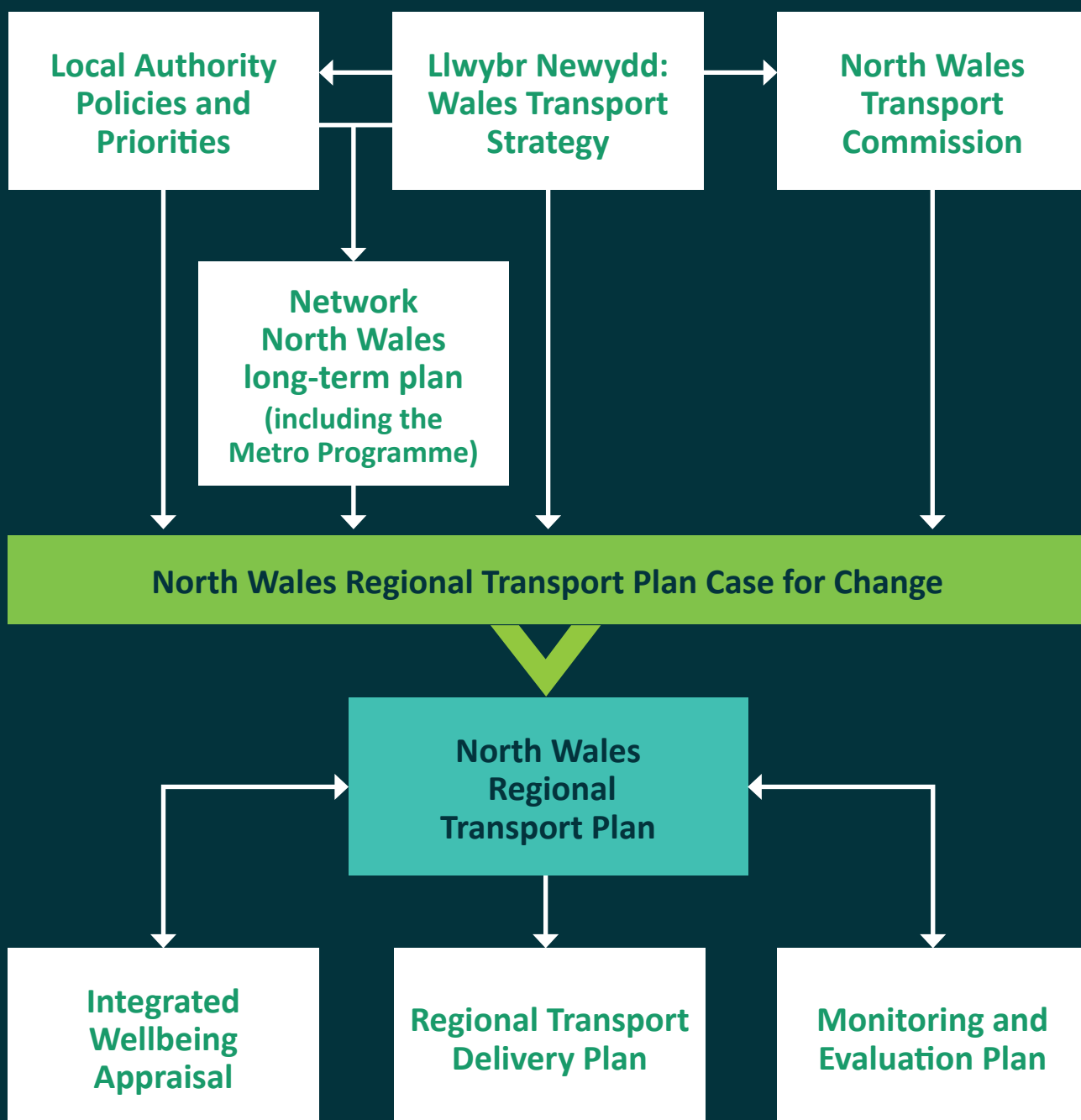
This Regional Transport Plan should also be read alongside our Integrated Well-being Appraisal, which shows how our plans will contribute to well-being, supported by the impact assessments we have undertaken to consider issues such as health, equality, and biodiversity.

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. 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. To help ensure we meet our targets, we have prepared our Monitoring and Evaluation Plan which will help us get the outcomes we want.

Over the next five years we will also produce our Strategic Development Plan, taking into account the policies and interventions set out in this Regional Transport Plan and its subsequent updates. Whilst this Regional Transport Plan has considered current and emerging local and national planning policies and identified areas for development, any transport proposals that have land requirements as part of our regional transport policies will need to be considered in the emerging land use plans at regional and local levels.



Strategic Development Plans (SDPs) in Wales will be regional plans designed to address issues that cross local authority boundaries. They will sit between the national plan (Future Wales: The National Plan 2040) and local development plans (LDPs).

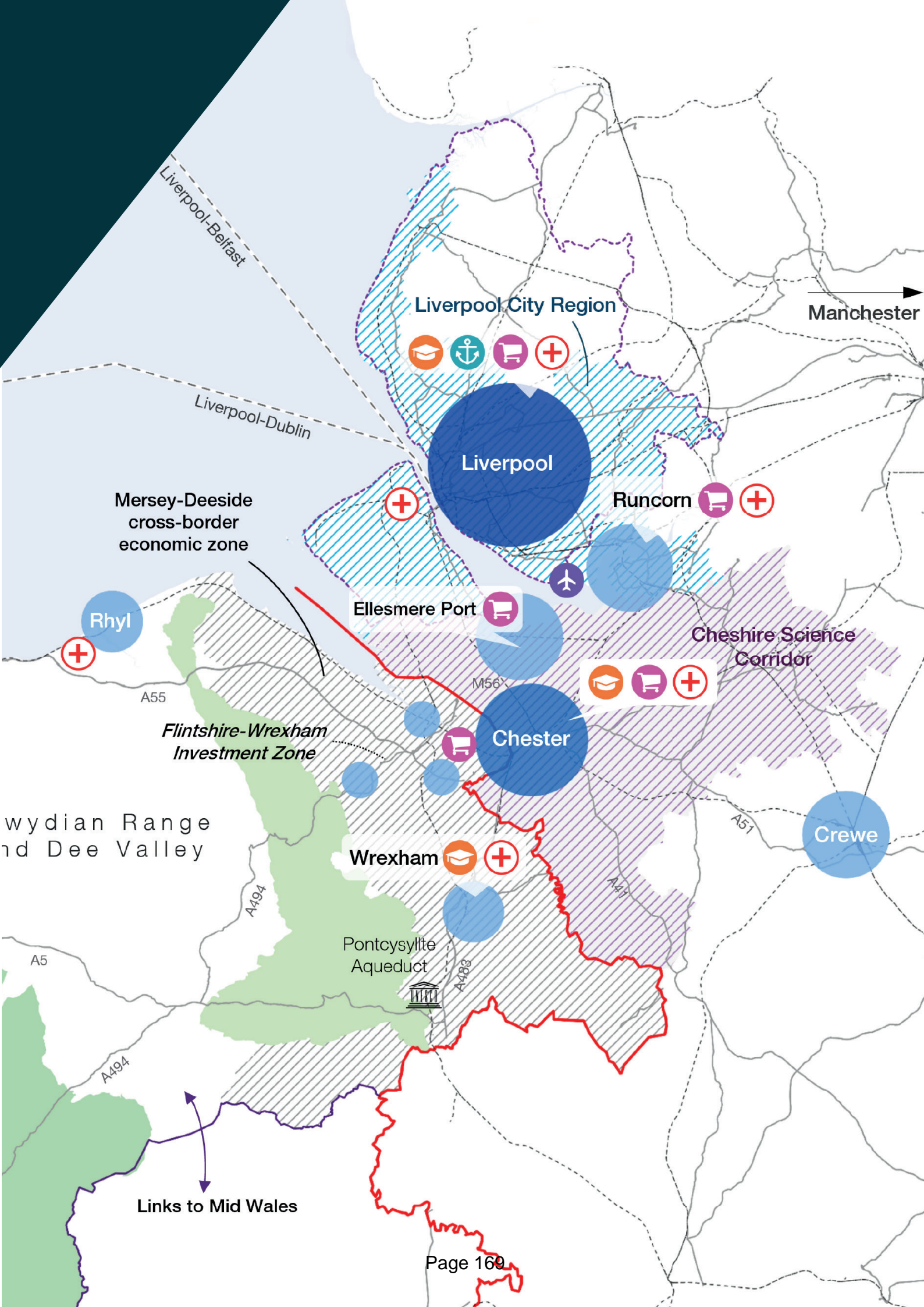


Our transport network and drivers for change

How we get around

Opportunities for travel in North Wales are wide ranging, as illustrated in this plan of North Wales and connecting regions. Transport helps connect us to the places we want to visit within our region and beyond to the rest of Wales, England, and Ireland. We can move around by different modes of transport and having a choice about how we access the places we work, buy our goods, spend our leisure time, and access services, is important when considering we all have different needs and opportunities.





Walking, wheeling and cycling

We walk, wheel and cycle for a range of trips, including commuting, to get to school or college, using local services, and for leisure activities. We also join up different parts of our journeys this way, for example by walking, wheeling or cycling to and from a railway station. Active Travel Network Maps have been prepared and continue to be developed by local authorities working with Transport for Wales and the Welsh Government, which set out all existing and future aspirations for the walking and cycling network in Wales.

The proportion of people who walk for more than 10 minutes as a means of transport at least once a month varies from half the population in Gwynedd, to 7 in 10 people in Ynys Môn, the Isle of Anglesey. Walking routes in our urban areas are typically provided in the form of footways and crossings in our cities and towns. In our rural areas, we often rely more on public footpaths, bridleways and local lanes. We can also enjoy 60 miles of sea views from the North Wales Coast Path (part of the Wales Coast Path long-distance trail) starting from Chester and, at Prestatyn, joining Offa's Dyke Path, Britain's longest ancient monument and a National Trail, before continuing through to Bangor.

On average, around 10% of us travel by bicycle more often than once a month in North Wales. National Cycle Network routes run through North Wales, which mainly involve on-road connections, also connecting a mixture of country lanes, river valleys, traffic-free trails and mountain roads. Cycle parking is generally available at railway stations and outside community facilities.



In Wales, active travel refers to making journeys by physically active means, such as walking, cycling, or using a wheelchair. This concept is supported by the Active Travel (Wales) Act 2013, which aims to promote healthier lifestyles and reduce environmental impact by encouraging more people to walk and cycle for their daily travel. The Welsh Government has provided guidance for local authorities to plan and design networks of walking and cycling routes, ensuring they are safe and accessible.

Our bus and coach network

There are currently 24 bus operators providing services across North Wales, totalling 188 bus routes. Over a week, they travel around half a million kilometres, which is equivalent to a bus traveling around the world 12 times.

There are currently very limited bus priority infrastructure measures, the only existing provision is in Wrexham, which includes two bus lanes and a contraflow lane (a dedicated lane on a one-way street that allows buses to travel in the opposite direction to the traffic). Wrexham and urban areas on the North Wales coast have the highest levels of demand for bus journeys, and across Wales buses are most commonly used for local journeys.

For example, passenger data suggests that most passenger journeys on TrawsCymru services are relatively local rather than long distance. Data for 2024 shows a significant 70% increase in patronage which helps demonstrate the value of a regulated service in North Wales where passengers are put first. Around a third of journeys by bus are less than 5km in distance (that is less distance than between Llandudno Junction station and the Welsh Mountain Zoo in Colwyn Bay).

Most bus journeys are within the same local authority area or to a neighbouring area, and many journeys that start in rural areas have destinations in nearby urban areas. While journey lengths are longer in rural areas, they are still generally short trips.

Express-style coach services are relatively uncommon in Wales compared to other parts of the UK and Ireland, and no scheduled coach services (excluding private coach tours specialising in holiday tours and day trips) currently operate along the A55 corridor. Coach fares are typically about one-third the price of rail, which shows when services are available, they can help attract people to travel with cheaper tickets, especially students and shoppers accessing larger cities in England.



Community transport services (typically mini-buses) are especially valuable to those with mobility challenges, or residents in more rural areas, who do not have access to cars and in areas where public transport has reduced services or is unavailable. These services are typically coordinated at a local authority level. In North Wales we also benefit from a range of on-demand ring and ride and park and ride services.



One success story in rural North Wales has been the Sherpa'r Wyddfa bus services, that provide a way of travelling sustainably in Eryri once visitors have arrived in the National Park. In August 2024, more than 72,000 people used the Sherpa service, nearly an 80% increase on the previous year, and it was the first time passenger numbers exceeded 70,000 in a month.



72,000

people used the Sherpa service in August 2024

Our railways

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. There are 66 stations in North Wales, located on the North Wales Coast Line, the Shrewsbury to Chester Line, the Conwy Valley Line, the Wrexham to Liverpool line (formerly the Borderlands Line), and the Cambrian Line. The Welsh Government has announced plans to work on the Wrexham to Liverpool line as the first phase of introducing direct Metro services between the two cities. There are also proposals to double services between Wrexham and Chester by May 2026. The existing Borderlands line will be renamed the Wrexham-Liverpool line from this point forward.

There are three main interconnecting railway lines, namely the North Wales Main Line, Wrexham-Liverpool Line and the Shrewsbury-Wrexham-Chester Line. These generally connect between the most densely populated areas of the region, supporting many domestic and cross-border journeys. The North Wales Main Line connects Crewe in the east and Holyhead in the west, allowing connections to Manchester and London. The Wrexham-Liverpool Line connects Wrexham to Liverpool via a change at Bidston, and the Shrewsbury-Wrexham-Chester line connects Wrexham with communities along the border, with onward connections to Birmingham and South Wales. The Cambrian Line is especially important to communities in Gwynedd, with the Cambrian Coast Line connecting coastal walks and places to visit along the length of the Wales coastal path, whilst the Cambrian Main Line from Shrewsbury connects the Coast Line with the Midlands and the rest of the UK.

Holyhead, Llanfairpwll, Bangor, Llandudno Junction, Colwyn Bay and Abergele railway stations typically have at least one train per hour. This means the region is not particularly accessible by rail, especially for those that do not live close to a rail station. However, for people who can more easily access rail services, when accounting for traffic during peak travel periods, journey times by rail and car are relatively comparable. For example, a journey between Holyhead and Shrewsbury takes only 10 minutes longer by rail.

Whilst outside of North Wales, Chester Station is an important station for many rail passengers in North Wales because all services using the North Wales Main Line pass through it.



Data collected from the Office for Rail and Road (ORR) shows that Bangor is the most used train station in North Wales with nearly 700,000 station entries and exits a year.



Our roads and streets

Car ownership in North Wales is high, particularly in rural communities, and the private car is the dominant mode of transport to work. The Well-being of Future Generations Future Trends Report explains how over the past decade, the distance driven by cars has increased by 13%, while the emissions from these cars have fallen by 9%. There are now more than 7,000 plug-in electric vehicles in North Wales. Less than 2% of cars are ultra-low or zero emission in Wales.

Many of us rely on our A roads to get around. The trunk road network in our region comprises the A5, A55, A458, A470, A483, A487, A489, A494, and A550. In particular, the A55 North Wales Expressway is a major transport corridor and a key element of the UK and European strategic road network that provides the main economic artery for North Wales. The route runs to Chester and connects to Liverpool via the M53 and A533. It extends from Holyhead across North Wales and North England to mainland Europe via ferry services from the Port of Immingham. The A55 is also an important link for local towns and communities and provides a connection with the A470 to South and Central Wales. The Welsh Government is currently reviewing proposals to construct a third bridge over the Menai Strait to improve the capacity and journey times between Anglesey and the mainland.

The A55 is a busy corridor, bringing both passenger and freight traffic flows from Holyhead to the rest of the region. According to data published by the North and Mid Wales Trunk Road Agent, usage of the A55 is returning to pre-Covid levels.

The A55 has significant congestion peaks during the months of July and August from holiday traffic, contributing to air and noise pollution. Whilst overall air quality is good in North Wales, the A55 corridor is the single largest contributor to air and noise pollution in the region.

Analysis of mobile network data covering the morning peak period (07:00 – 10:00) by Transport for Wales highlights the importance of journeys by car between North Wales and Northwest England (30% of all interregional journeys if both directions are combined). Cross-border journeys starting in North Wales are more than 20 times greater in number than the interregional journeys that take place from North Wales to other regions of Wales.

Car parking influences how people choose to travel, and local planning authorities require good standards of car parking design, which do not allow vehicles to dominate the street or inconvenience people walking and cycling. National planning policy supports well-designed, people orientated streets to help create sustainable places and increase walking, cycling and use of public transport.

We are aware of the challenges our local authorities face across North Wales about keeping our roads to a good standard, and the impact that more extreme weather events is having on road surfacing across Wales and the UK. We understand the increasing pressures our local authorities face, who are responsible for maintaining local roads within their jurisdiction, which includes fixing potholes and other types of road damage.

To help make our streets safer and more attractive places for people to use, the Welsh Government has made 20 mph the new default speed limit for most streets and is taking measures to prevent pavement parking. It is working on plans that would allow our local authorities to enforce pavement parking when it's causing an obstruction, aiming to make streets safer for all. This is especially important for those who use wheelchairs or pushchairs and have their mobility hindered by people blocking our pavements, also acknowledging that illegal parking can hinder the movement of public transport services, which can cause unnecessary delays.

New Welsh Government guidance has been issued to councils on 'exception' roads, where routes can revert to 30mph. Further to local authority consultations, two roads in Wrexham (the B5605 Wrexham Road/ High Street, in Johnstown and the A525 Bryn-Y-Grog Road) became the first in North Wales to return to 30mph following the 20mph default speed limit change.

13%
distance driven by
cars has increased
over the past decade

7,000
plug-in electric vehicles
in North Wales



Our ports

Holyhead Port is a commercial and ferry port in Anglesey and is recognised in Future Wales: The National Plan as a strategically important gateway between Ireland and Wales and as the primary transit route for goods moving between Great Britain and Ireland. The port is situated at the start of the A55 dual carriageway, and the ferry terminal building is shared with Holyhead railway station, which is the terminus of the North Wales Coast Line with direct services to Chester and London Euston. Over 1.6 million passengers transited through Holyhead Port via the Holyhead-Dublin ferry service in 2023, and the port is the second largest roll-on / roll-off (Ro-Ro) port in the UK.

In 2018, approximately 150,000 lorries made use of the Dublin to Holyhead route, connecting Irish businesses to European export markets. However, since Brexit, Holyhead Port has seen a reduction in freight movements of approximately 20%. At the same time, Stena has recorded a surge in passenger and freight movements on its Rosslare-Cherbourg ferry route, with record passenger numbers in Summer 2023.

In October 2023, the Welsh Government announced it would invest £40 million to refurbish the Holyhead Breakwater, which protects the port's infrastructure and allows ships to dock safely at Holyhead. The investment support from the Welsh Government will help ensure the port's future and open up new opportunities associated with the Anglesey Freeport initiative and in the cruise market.

The Port of Mostyn has also been developed with recent expansions to become one of Europe's most important ports for the offshore renewable energy sector.

The Port of Liverpool and North Wales share a historical and ongoing relationship due to Liverpool's location on the west coast of England, serving as a major gateway for trade and transportation to and from North Wales.



Anglesey will now benefit from Freeport status where simplified customs and trade rules will apply, providing greater incentives for investment and trade. In future, goods entering Anglesey Freeport will not be subject to the UK's usual tax and customs regime, supporting long-term business investment, and boosting the prosperity of Anglesey and North Wales. The Freeport will reduce the need for hauliers to transit goods around the southern tip of the UK, a process which is both environmentally damaging and economically inefficient. The Freeport also will accelerate the regeneration of specific sites including Prosperity Park in Holyhead, and the take up of sustainable energy production by building on existing industry-leading net-zero initiatives on the Island's coastline. This will bolster the County Council's existing 'Energy Island Programme' and produce much-needed energy supplies for the rest of the UK.

Our Airports

Within North Wales we have Anglesey Airport, which is located near the A55 providing easy road access, and Hawarden Airport, which plays a crucial role in supporting the Airbus operations with its Broughton factory, based in Flintshire. Serving the wider population and businesses of North Wales with international connections, include Liverpool, Manchester and Birmingham airports.

Liverpool John Lennon Airport is the 12th busiest airport in the UK, with more than 4 million passengers in 2023 and it serves over 60 destinations across Europe. The airport is an international gateway for the Liverpool City Region, Northwest England, and for those travelling from North Wales.

Data from the 2017 Civil Aviation Authority survey, which was the last time Liverpool Airport was surveyed, shows that a higher proportion of passengers travel to and from Liverpool Airport using public transport modes compared to similar-sized airports, at 27%. But this is lower than airports with a direct rail link, such as London Stansted and Gatwick airports.

One of the objectives of Liverpool Airport's Surface Access Strategy is to expand the catchment of the airport to markets in North Wales and Northwest England through improved public transport connectivity. This will be a challenge in the context that public transport is uncompetitive with the private car: journey times between Holyhead and Liverpool Airport take over three hours by public transport, compared to under two hours by private car during non-peak times (outside of the rush hours).

Manchester Airport benefits from a direct, hourly rail connection from the North Wales Main Line. In 2023 the airport served more than 28 million passengers, making it the busiest outside London, and as a large employer it plays a significant role in the regional economy. Birmingham Airport is also one of the UK's major airports, serving over 13 million passengers annually. It benefits from easy access by rail and road from Wrexham and surrounding areas in North Wales.



27%

passengers travel to and from Liverpool Airport using public transport

Our future needs and aspirations



In May 2025, the Welsh Government announced £2.1bn plan to overhaul North Wales's railway network. The Welsh Government has committed an initial £13m with further significant UK Government funding to be agreed.

A new Network North Wales board will oversee the plans and funding. Ambition North Wales will work with other board members to help progress the plans that seek to bring about significant enhancements to public transport across North Wales and beyond.

Building on our Case for Change Report which sets out the key issues, challenges and opportunities this Plan should consider, there are key drivers for change that help us to frame our needs and aspirations for the transport system and network we want to see in North Wales:

- The Welsh Government's **Well-being of Future Generations Act** sets out legally binding goals to improve the social, economic, environmental and cultural well-being of Wales. The Future Trends Report highlights as a share of overall energy use in Wales, transport-related energy use has increased, and one of the largest sources of greenhouse gas emissions and air pollution in Wales is transportation.
- The UK Government's **Union Connectivity Review** recommends the creation of a strategic transport network to support long term economic growth, jobs, housing and social cohesion across the United Kingdom. In-depth interviews and UK-wide survey highlight the views of the public and provide support for further investment in multimodal corridors to improve transport connectivity.
- **Llwybr Newydd, The Wales Transport Strategy** sets out nine mini-plans to help deliver a more accessible, sustainable and efficient transport system across Wales. Ensuring faster, more reliable bus and rail networks is a central theme as well as a focus on community engagement and active travel. The strategy includes equality considerations and guidance on the protection of Welsh culture and language. It also explains how Wales will use the Sustainable Transport Hierarchy set out in national planning policy to guide decisions about new infrastructure and give priority to walking and cycling and public transport, followed by ultra-low emissions and finally private vehicles.
- **Network North Wales** is a plan aimed at improving connectivity between North Wales and the 'Northern Arc', a key economic corridor connecting North Wales with the cities and regions in the north of England. Plans include a 'turn-up and go' bus and rail service, extending from Hull to Holyhead.
- The **National Transport Delivery Plan** sets out how we all will deliver against the priorities and ambitions set out in Llwybr Newydd, The Wales Transport Strategy. This includes the programmes, projects and new policies that the Welsh Government are intending to deliver in the five year period 2022 and 2027.
- The **Net Zero Wales Carbon Budget 2** outlines the steps for the second carbon budget period (2021-2025), aiming to reduce emissions by 37% by 2025. The long-term vision looks to ensure a better quality of life for current and future generations. Modal shift targets (aiming to achieve a shift away from private car use to more sustainable transport modes including active travel and public transport for the majority of journeys) represent a significant challenge to support decarbonisation of the transport system.
- The **Economic mission**: priorities for a stronger economy sets out national priority areas including transport systems for better connections, connecting people to opportunities and public services, widening labour markets, allowing a better matching of people to jobs, and allowing better access to more training opportunities.

- The **North Wales Growth Deal** is supporting regional prosperity and investment requires supporting transport infrastructure and services to connect the region better within Wales and across the border, for example to markets in Northwest England and the Midlands. Supported by the Regional Economic Framework, there is a drive to encourage strong partnerships between communities, businesses and councils, enabling town centres and redefining the local high street. The A483/A55 corridor is recognised to be of key importance to the region as a catalyst for wider economic growth.
- The **North Wales Transport Commission** Report highlights inadequacies in the current transport network that contribute to ill health, limited access to employment and negative environmental impacts. Recommendations include rail electrification, Wrexham-Liverpool Line enhancements, new stations, improved interchanges, continued development of active travel routes, and consideration of potential north-south and cross-border coach routes.

In support of this, a multi-million pound electrification ‘innovation fund’, was announced in May 2025 to help develop a plan to decarbonise the railway in North Wales and enable more frequent metro services and additional stations.

- The **North Wales Metro Programme** is a comprehensive initiative aimed at transforming transport access focusing on strengthening rail links with the Northwest of England.

This will now be progressed through the Network North Wales investment in public transport improvements. It builds on the development work already carried out by the Welsh Government and Transport for Wales.

The programme will adopt a cross border approach to transform public transport in the Mersey-Dee area. This will include metro-style service frequency on the North Wales Mainline and a new, direct rail link between Wrexham and Liverpool via the Wrexham-Liverpool Line. Improved passenger facilities at stations in northeast Wales will further support these enhancements. Once these changes are implemented, public transport, as well as walking, wheeling and cycling will become more convenient and attractive for many longer journeys across North Wales.

- The **Local Area Energy Plans** and emerging Regional Energy Plan will form the framework for North Wales’s transition to a low-carbon economy, helping identify the most effective routes for reducing carbon emissions and promoting sustainable energy solution. This is critical in supporting the carbonisation of our transport system.

Underpinning and supporting these drivers for change include some local and regional challenges and areas for improvement that transport can help address, as well as things we are doing well that we want to protect, which can be summarised as follows:

| Economy | Social and Cultural | Environment |
|---|---|---|
| High proportion of low skilled workers | One of the highest proportions of Welsh speakers in Wales with 42% speaking Welsh, and in Gwynedd this is even higher at around 70% | Number of important sites and protected areas which attract tourism |
| GVA per head is spread, with 4 out of the 6 local authorities significantly below the Wales average | Only one third of North Wales residents have access to an hourly public transport service | Overall good air quality, with no Air Quality Management Areas |
| The share of employment in high-value sectors is low | Significantly higher proportion of pension age and disabled, with high levels of deprivation concentrated in coastal urban areas | Sound levels are considered 'average' with no major issues identified |
| Customer Experience | Infrastructure | Travel Demand |
| Poor journey time reliability due to bus delays | Around 400 public electric vehicle charging points | There is a high level of out-commuting from North Wales to the Liverpool City Region and Chester |
| Car dominated roads with non-competitive bus journey times and more time spent in congestion, and lack of active travel provision | Rail services are limited in frequency and operating hours due to infrastructure constraints and only 9% live within a half mile walk of a rail station where services run at least once per hour | Existing demand is low for bus travel, with only half of bus stops in North Wales having a frequency of a bus every 2 hours or less |
| Poor accessibility to key opportunities, services and facilities by sustainable modes, particularly due to rural context | Around half of the population live within 600m of a bus stop and lack of coherent, direct and safe active travel infrastructure to bus stops and amenities, especially in more rural areas | High reliance on car for journeys to work and bus services are generally uncompetitive with the car |

Considering our objectives and the economic, social, cultural and environmental trends, the key opportunities for transport in North Wales include:

- **Enabling a shift to low carbon modes of transport and low emission vehicles** by helping people reduce the need to travel and encourage more trips by walking, wheeling and cycling, through better joined up planning for transport, land use, and economic development. This will help reduce traffic congestion and transport related pollution, including on the A55 corridor, which is as the largest contributor to poor air quality in North Wales. This will in turn help bring associated health and wellbeing benefits. North Wales benefits from around 400 public electric vehicle charging points and there is a need to address the challenges of supply in rural areas to increase the roll-out. When considering the opportunities to reduce the need to travel, 28.1% of the North Wales workforce worked remotely on a regular basis in 2022-23, which provides a strong opportunity for our region to contribute to the national target of 30% by 2030.
- **The increasing need to consider how we plan for climate change** in the way we maintain and enhance our existing and new transport infrastructure in the future. There are a number of high flood risk areas from the sea across North Wales, especially around the North Coast, the Menai and towards the Wales-England Border, and in areas along river corridors. There is an opportunity we cannot afford to miss in making sure our infrastructure is resilient to climate change and extreme weather events. There is also an opportunity to decarbonise our private vehicles, freight and public transport fleet, as well as reduce the amount we travel, to reduce the impact of transport emissions.
- **Joining up key settlements with developments and regional growth areas** such as the nationally important cluster of advanced manufacturing businesses in Flintshire and Wrexham (with a new Investment Zone). With the exception of Gwynedd, North Wales has a lower proportion of its population employed in high skilled occupations compared with the average for Wales, with higher proportions in low skilled work, and there is an opportunity to unlock local economic growth and improve access to employment opportunities for residents in North Wales. There is also an opportunity to get more people walking, wheeling and cycling as part of new developments and between existing key settlements.
- **Improving integration and cross-border connectivity** between strategic transport connections in the North Wales and Northwest England transport corridor, from the Anglesey Freeport at Holyhead to Liverpool John Lennon Airport. There are significant cross-border movements (approximately 13% of total trips) with the largest flows between Deeside and Chester and Flintshire and Chester but only 6% of cross-border trips are made by public transport, which presents an opportunity to enable more trips by public transport and better the regions. As we connect Welsh speaking communities with English markets, we must protect and enhance Welsh language opportunities through our policies and actions.
- **Ambition North Wales** will work to help develop a transport system that is good for culture and the Welsh Language through creating an environment in which the Welsh Language can thrive.

- **Improving rural and coastal mobility** by providing strategic connections between rural settlements, employment areas and services in more urban locations. Whilst car ownership is high in the region, those who do not own a car are reliant on car sharing services and a good quality public transport system, and there is an opportunity to improve public transport connectivity to help those in rural and coastal communities access higher quality jobs, community facilities and services. In addition, with 23 of the most deprived areas across Wales situated within North Wales, and with high levels of deprivation concentrated in coastal urban areas such as Rhyl and Colwyn Bay, there is a need to improve access to services to reduce deprivation.
- **Improving the bus network, facilities and implementing bus priority infrastructure** which offers an opportunity to complement frequency enhancements proposed as part of the future bus transformation network, and ensure good access for all to bus stops and stations. This is crucial for achieving better journey times, reliability and ultimately modal shift with effective integration with rail services through enabling interchange. The proportion of residents aged over 65 in North Wales is significantly higher than the Wales average (particularly in Conwy and Anglesey) whilst the number of people defined as disabled under the Equalities Act varies but Denbighshire and Conwy have higher than average rates. These groups typically are more reliant on effective public transport than other demographics, highlighting the importance of an effective bus and rail network, and the need to improve accessibility for people with reduced mobility.
- **Strengthening North Wales's position as an international tourism destination** through enhancing transport connectivity and better joining up land use planning, transport and economic regeneration, such as at the Wrexham Gateway. Mountain and coastal holidays are a big draw for tourists to North Wales and helping improve more sustainable access to visitor destinations will also improve connectivity for all to areas for recreation, exercise and wellbeing. This needs to be carefully balanced with the need to protect and enhance our high-quality environment including the Eryri National Park, the Llŷn Peninsula, the Clwydian Range and Dee Valley Area of Outstanding Natural Beauty. Enhancing connectivity via sustainable transport modes could offer visitors a new way to explore the region, and appeal to those who are conscious of the impact of their holiday on the environment.

Engagement

Given the wide range of issues and interests related to transport, stakeholder engagement and public consultation will be critical to the success of this Regional Transport Plan and its implementation. 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.

This 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.



We consulted on our plans for 12 weeks from 20th January 2025 to 14th April 2025. Our Consultation Report explains how feedback has shaped our final assessments and plans.



A vision for our transport network in North Wales



Considering our Case for Change, our existing transport network and future needs and aspirations, we have developed a vision statement. This will help frame the success of this Regional Transport Plan.

North Wales will have a safe, sustainable, affordable, resilient, and effective integrated transport network that supports economic growth, prosperity for all, inclusivity and well-being.

Our vision is supported by four objectives, which will help us monitor and evaluate the success of our Plan:

Improve digital connectivity and local services

We will enable 30% or more of people in North Wales to work remotely by 2030 through better land use planning and improved digital connectivity, which should reduce the overall need to travel and enable shorter trips better suited to sustainable modes.

Improved accessibility and transport choice

We will develop infrastructure and services that provide people with a choice about how they travel for each journey and support sustainable economic growth through improved access to key settlements, employment, educational sites and tourist attractions. The accessibility of each key trip attractor should be improved, supporting the national mode share target of 45% of journeys to be undertaken by walking, cycling and public transport by 2040.

Enable Sustainable Economic Growth

We will develop a resilient, safe, well-maintained, and efficient transport network that delivers sustainable economic growth by improving accessibility to existing and planned employment areas. At least 50% of households in North Wales will have an increased range of travel within 1 hour by public transport, supporting access to key employment sites and regional centres by 2030.

Enable decarbonisation through transition to a zero-emission fleet

We will develop supporting infrastructure and support incentives to enable at least 50% of motor vehicles and all public buses operating in North Wales to be zero emission by 2030.

These objectives are Specific, Measurable, Achievable, Relevant, and Time-bound (SMART), and 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.

Cross-cutting themes

We have identified five cross-cutting themes that will help us follow through on our wider duties and commitments and contribute to the cross-cutting delivery pathways set out in Llwybr Newydd, The Wales Transport Strategy. These are going to be critical in helping us to achieve our vision and objectives in a socially and environmentally responsible way, and provide value for money:

Social value

Recognising that transport benefits extend beyond a narrow consideration of quantified journey time improvements. Recognising the social and well-being impacts and benefits that transport systems bring to communities is important, particularly for rural and socially isolated communities.

Equity

Equity or parity of transport options 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.

Community led

Empowering local communities and advocacy groups to participate and take ownership of promotion and development of transport solutions, as well as operating community-based services.

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.

Affordability

Acknowledging the challenges of delivery in the current financial and commercial context for the public sector and UK economy.

Policy themes

Our vision and objectives are closely aligned to key national and regional policies and strategies, as detailed in the Case for Change, including the priorities and well-being ambitions of Llwybr Newydd, The Wales Transport Strategy. This will help ensure we can show regional progress in achieving the national priorities and ambitions, whilst achieving our regional objectives. To help frame our policies and interventions as part of this Regional Transport Plan, we have considered a set of policy themes based on the Wales Transport Strategy's nine mini-plans for each mode of transport, adapted for North Wales.

These represent key areas of focus for our transport policies and interventions, which set the framework for schemes to be delivered by the North Wales local authorities in our Regional Transport Delivery Plan. This will help ensure that what we are delivering directly contributes to local, regional and national priorities. Our policy themes include:

- Rail ambitions
- Strategic road ambitions
- Enabling changes to travel behaviour
- Bus
- Coach, demand responsive and community transport
- Walking, wheeling and cycling
- Integration between modes
- Ports and freight
- Roads, streets and parking
- Surface access to aviation
- Digital connectivity
- Land use planning



Our transport policies and interventions



A comprehensive review of data, evidence and past and present national, regional and local plans has helped inform a long list of policies and interventions. A collaborative process including stakeholder workshops, impact assessments and focused discussions with local authorities, Transport for Wales and the Welsh Government has helped agree the policies and interventions set out in this Regional Transport Plan.

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. Considering the report for the North Wales Transport Commission: 'International best practice and innovation in transport of direct relevance to policy development in North Wales', interventions seek to respond to the varying geographies and populations of North Wales, considering both the more urban and rural parts of the region, seeking totally integrated transport. To help achieve this:

Appendix A

Appendix A shows how we will achieve our objectives, and how are policies are aligned to the outcomes we want.

Policies

Align to our regional policy themes and reflect the legislative and policy context for Wales at a national, regional and local level. They set the direction of travel, supported by:

- **Programmes** as high-level interventions that require the coordinated management of related projects.
- **Projects** as more clearly defined interventions that will likely require one or more schemes to be implemented, which may require one or more responsible authority or a partnership to progress and deliver. Projects are identified to have 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.

Schemes

Are then set out in the supporting Regional Transport Delivery Plan, which involves specific interventions to be delivered by local authorities only (and as such do not include schemes relating to the rail or trunk road network). They seek to implement the programmes and projects directed by our policies.

Policy

Work with partners including the commercial sector to introduce a public cycle and e-cycle hire scheme at large transport interchanges or other suitable locations, and at locations where such a scheme supports the visitor economy.

Programme

Cycle Hire and Parking Provision

Project

Regional cycle parking strategy at key interchanges including urban centres, railway stations and bus stations

Scheme

Anglesey cycling strategy and implementation

Our Integrated Well-being Appraisal explains how our policies will impact people and communities, the environment, places and the economy, culture and Welsh language.



Rail ambitions

The rail network infrastructure in North Wales is non-devolved, meaning it is the responsibility of the UK government via Network Rail. Service levels are largely specified by the Welsh Government for Transport for Wales Rail, and the Department for Transport, working with the Train Operating Companies (currently Transport for Wales and Avanti West Coast). Freight Operating Companies serve customer needs, which means freight services are commercially led. Track for passenger and rail freight is provided by Network Rail, with regulations by the Office of Rail and Road. This means that the Corporate Joint Committee and local authorities in North Wales have no direct influence over rail services or infrastructure, so there are no explicit policies in this Plan, or schemes relating to rail in our Regional Transport Delivery Plan. However, it is crucial that this Regional Transport Plan sets out regional aspirations for rail as these are key to supporting our wider aspirations for improved connectivity across North Wales and beyond. Our policy ambition for rail is:

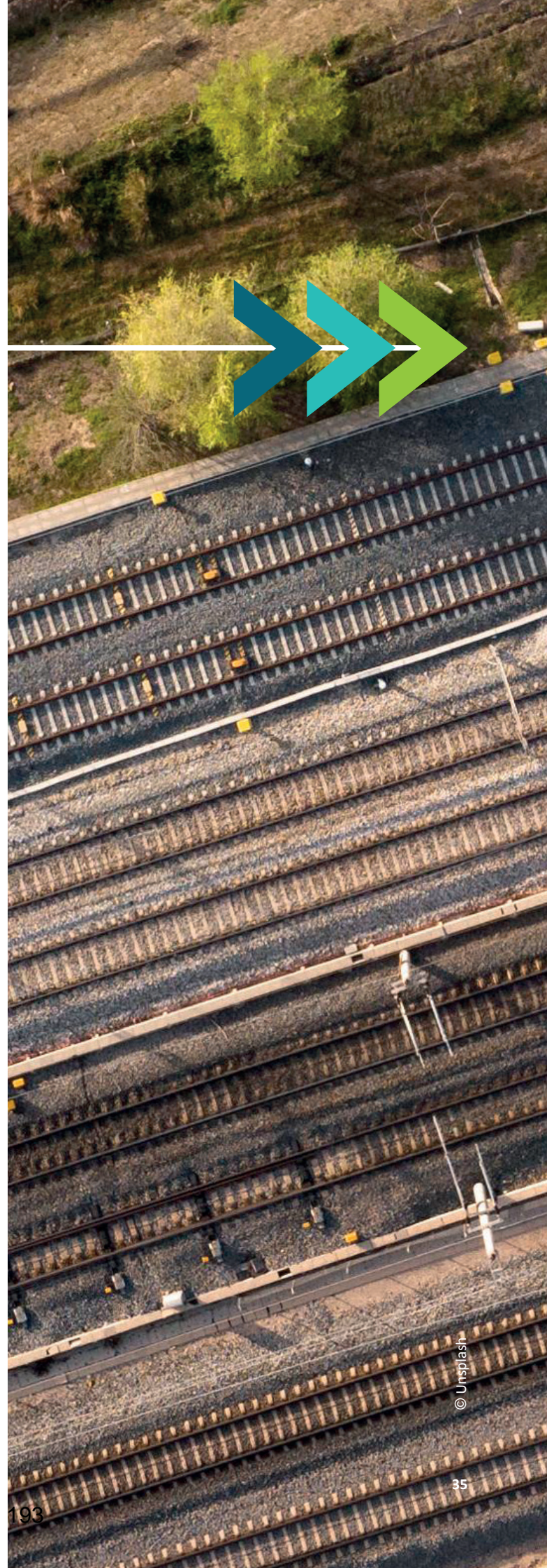


By collaborating with Transport for Wales and Network Rail, we will work towards a more efficient, integrated, and passenger-focused rail network. Efficient and effective rail services will allow people and goods to easily move from door to door by accessible, sustainable, and efficient transport services and infrastructure.

We recognise that North Wales is well connected for longer distance travel, benefiting from direct rail services to Liverpool, Manchester, Birmingham, London and Cardiff. We also recognise the ongoing improvements being made, such as committed plans for additional services per hour from stations such as Bangor and Llandudno Junction, and new modern fleets of trains which will result in more seats.

We will work with our partners to support the modernisation of trains, and see improvements to security, facilities and access for all at our stations. This includes working with Transport for Wales and utilising available Access for All funding to improve accessibility at rail stations across North Wales, as part of a broader initiative to create obstacle-free routes from station entrances to platforms, making travel easier for passengers with disabilities, mobility issues, or those carting heavy luggage or pushchairs. Transport for Wales are already getting underway with plans to implement step-free access at Shotton and Ruabon Stations.

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 locations where there is local support for a new station. At this time a new station at Greenfield, Holywell isn't identified as a priority for Transport for Wales, but we will continue to help identify where there is local support for a new station.





Our policy ambition is complemented by more specific rail aspirations, which include rail service and station programmes and projects across and connecting North Wales, which are considered as follows:

North Wales Main Line and Chester Station

Rail Aspiration 1

Rail connections to key destinations including London Euston, Manchester (and its airport), Liverpool (and its airport), Cardiff, Birmingham (and its airport), Crewe (for further connections), and Warrington (for future connection to Northern Powerhouse Rail) will be maintained and enhanced.

The North Wales Main Line that connects Crewe in the east and Holyhead in the west, plays a vital role in connecting communities along the coast with each other, and provides key connections to areas of employment.

The Welsh Government has announced plans to bring forward the introduction of 50% more services across the North Wales Main Line from December 2026, including a new service from Llandudno to Liverpool and extending the Manchester Airport service to Holyhead in place of Llandudno.

We recognise the importance of the Manchester and North West Transformation Programme, which is a major initiative aimed at addressing long-standing rail congestion issues in and around Manchester.

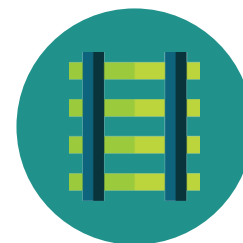
We also support plans for the TriLink Programme as a forward-looking initiative focused on improvements to the West Coast Main Line (WCML) north of Crewe. Together, these plans can help deliver greater regional rail connectivity with North Wales.

Rail Aspiration 2

The preferred service level on the North Wales Main Line is five trains per hour including an express service.

The importance of the North Wales Main Line in facilitating sustainable travel for longer distance trips to and with our region means that there are aspirations for five trains per hour on the line, including an express service.

There are improvements to rail infrastructure that are required before this service level can be achieved. These are considered in turn below.



Rail Aspiration 3

Improvements at Chester Station that will allow the operation of preferred service levels on the North Wales Main Line should be progressed.

Whilst not in North Wales, Chester Station is hugely important to our rail users, both as a destination and interchange location, and all services using the North Wales Main Line are required to pass through. The layout of Chester station is a restriction for services along the North Wales Main Line as well as adjoining rail lines, including the Shrewsbury-Wrexham-Chester line. The layout constrains the movement of services through the station, particularly for North Wales to Crewe services along the North Wales Main Line. Although the preferred service levels could operate on the existing layout, this presents a significant challenge and would result in reduced service reliability. The improvements at Chester station required to support the desired service levels would involve:

- Improved signalling between Crewe and Chester
- New platform at Chester
- Increased number of tracks on the approaches to the station
- New crossovers at the station approaches

Rail Aspiration 4

Delivery of the North Wales Main Line infrastructure improvements that will enable the operation of five trains per hour and reduce journey times should be progressed, prioritising the sections between Crewe and Llandudno Junction.

Studies undertaken by Transport for Wales have indicated that the largest benefits to users in the short term can be delivered by initially focusing on improvements required between Crewe and Llandudno Junction to achieve enhanced service levels. Necessary upgrades to allow these service levels include upgrades to level crossings, a new platform at Llandudno Junction, and improvements to track, switches and crossings, and signalling necessary for electric trains.

It is acknowledged that delivering infrastructure improvements west of Llandudno Junction is more challenging. In addition to further upgrades to level crossings and improvements to track, switches and crossings, and signalling necessary for electric trains. As part of longer-term aspirations, significant infrastructure improvements are also required, including re-signalling between Llandudno Junction and Bangor, providing an additional platform at Bangor, and addressing capacity constraints at the Britannia Bridge. An affordable programme of upgrades will be explored for these improvements to be effectively implemented.



Wrexham-Liverpool Line and Padeswood

Rail Aspiration 5

Priority should be given to infrastructure improvements on the Wrexham-Liverpool Line including removal of the rail capacity constraint at the Padeswood Cement Works, to allow service levels of four trains per hour, including two direct to Liverpool.

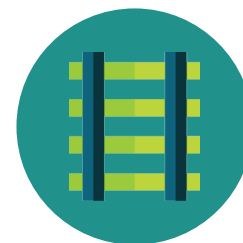
The Wrexham-Liverpool Line connects Wrexham to Bidston on the Wirral with the Merseyrail network. There is currently a 45 minute interval service and the route is designated as 'congested infrastructure' by the Office of Rail and Road because of constraints the infrastructure places on timetabling, which affects the ability to operate a 30 minute service in every hour due to conflicting freight paths. There is significant potential for patronage increase on the Wrexham-Liverpool Line if service levels are improved. Aspirations include direct services to Liverpool, aligning with Liverpool City Regions' (LCR) ambition for better cross border connectivity with North Wales, and a service level of up to four trains per hour, which with shorter journey times could:

- Provide a direct link from Wrexham and North East Wales to Liverpool
- Improve connections with the North Wales Main Line at Shotton
- Improve access to Deeside Industrial Park

The Welsh Government announced in May 2025 plans to, following the completion on the rail line works at Padeswood, achieve an increase of train services between Wrexham and Bidston of two trains per hour within the next three years, with four trains per hour running direct between Wrexham and Liverpool by 2035.

The infrastructure improvements required on the Wrexham-Liverpool Line to these service levels include work at Padeswood sidings and re-signalling, level crossing improvements, and line speed improvements.

The primary constraint to the delivery of increases in service frequency on Wrexham-Liverpool Line is freight traffic at the Padeswood Cement Works. Any increase in rail service frequency along the line cannot be implemented until this capacity constraint is addressed. The necessary improvements require providing direct access to the sidings from the main line for southbound services, eliminating shunt moves on the main line. The improvements would also support more efficient rail freight operations and use of rail freight for cement carriage from the site reducing HGV traffic on local roads.



Shotton Station Interchange

Rail Aspiration 6

Shotton Station should be improved to create a high quality and fully accessible interchange between Wrexham-Liverpool Line and North Wales Main Line with good active travel and public transport access.

Shotton Station is a strategically important facility in North Wales as it is served by both the North Wales Main Line and Wrexham-Liverpool Line. As such, it provides passengers the opportunity an interchange between the two lines. However, the current pedestrian provision between the platforms is sub-standard and does not provide step-free access. To maximise the benefits of Shotton and the interchange opportunities, it is vital that facilities at the station are improved, noting people want to cross over the railway line between Shotton High Street and Deeside Industrial Park.

New Station at Deeside Industrial Park

Rail Aspiration 7

New and improved access to rail services at Deeside Industrial Park on the Wrexham-Liverpool Line should be progressed with supporting active travel and public transport access to the station.

Deeside Industrial Park is one of the UK's largest employment areas with approximately 9,000 workers. It is a national hub for advanced manufacturing, and includes several power stations, the regional waste-to-energy plant and numerous large, medium, and small industrial and logistics enterprises. The Industrial Park provides high quality employment not just locally, but also for people from across North Wales and the north-west of England. Despite this significance, there is very poor connectivity by public transport to the site from the existing station at Hawarden Bridge, and a large proportion of workers travel by car. A new station at Deeside, located on the Wrexham-Liverpool Line to Deeside Industrial Park between Hawarden Bridge and Neston would:

- Provide employment opportunities at Deeside for people who do not travel by car
- Provide a choice of mode for commuting to Deeside
- Reduce traffic on the A494 corridor



Shrewsbury – Wrexham – Chester Line

Rail Aspiration 8

Capacity constraints on the Shrewsbury – Wrexham – Chester line should be addressed to enable a service frequency of two trains per hour to be achieved, alongside reduced journey times where possible.

The Shrewsbury–Wrexham–Chester Line connects North and South Wales as part of the longer Marches Line, so is crucial for connectivity within Wales. There is a case to increase the passenger service frequency along this line to two trains per hour, but first signalling capacity at Gobowen, and the capacity constraint between Wrexham and Chester (where the line is currently single-track) needs to be overcome.

Conwy Valley and Cambrian Coast Lines

Rail Aspiration 9

Line capacity enhancements, increased service frequencies and train capacity enhancements on the Conwy Valley and Cambrian Coast Lines should be considered, supported by complementary bus measures.

The Conwy Valley and Cambrian Coast Lines play an important role in enabling journeys by sustainable modes in rural areas, where they provide a connection to surrounding areas that is important to people living in rural communities. They are also significant in supporting the visitor economy in the areas that they serve, for example linking places in North Wales to large markets in England. For the Conwy Valley, this is the picturesque villages adjacent to Eryri such as Betws y Coed; for the Cambrian Coast, this includes resort towns such as Pwllheli. Capacity, reliability, resilience and journey times are therefore important on both of these lines, particularly in light of recent flooding events on the lines which has reduced dependability of services.



Strategic road ambitions

The Strategic Road Network (SRN) in North Wales includes motorways and major A roads, which are managed and maintained by the North and Mid Wales Trunk Road Agent and the Welsh Government. As with rail, 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 options to address transport related problems on the strategic road network and highlight regional aspirations for strategic roads as these are key to supporting our wider connectivity aspirations for North Wales. Our policy ambition for the strategic road network is:



By collaborating with the North and Mid Wales Trunk Road Agent and the Welsh Government, we will work towards a more efficient, integrated, and resilient strategic road network. Efficient and effective strategic roads will allow people and goods to easily move between major centres of employment, health, education and other community facilities and infrastructure. Our strategic roads will be resilient to extreme weather events and enhance biodiversity.

Our policy ambition is complemented by more specific strategic road network aspirations, including highway maintenance programmes, capacity and safety improvement projects across and connecting North Wales, which are considered as follows:

Major highways maintenance and improvement schemes

SRN Aspiration 1

The Strategic Road Network should be maintained to ensure that routes remain safe and reliable.

Keeping our major A roads maintained to a safe and reliable standard is crucial to support our health and economic well-being. We also need our strategic road network to be resilient to the effects of climate change and flood risk from extreme weather events, which requires ongoing drainage maintenance and improvements. We continue to support our Trunk Road Agent and emergency services dealing with incidents and delays as efficiently and effectively as possible to help keep our people and goods moving.



SRN Aspiration 2

The River Dee Bridge on the A494 should be replaced to ensure continued reliability of crucial cross-border movements.

Replacement of the bridge across the River Dee on the A494 has been identified as a priority in the Welsh Government's Major Asset Renewal Programme. This should include improved provision for walking, wheeling and cycling.

SRN Aspiration 3

The case for delivering selected paused strategic highway schemes should be reviewed, particularly where these can provide wider benefits and enhance facilities for sustainable travel. Priority routes are the A494/A55/Flintshire Corridor and the A483 Wrexham.

The Welsh Government has confirmed that the A55/A494/A548 Flintshire Corridor Improvements are not currently being progressed following the recommendations of the Roads Review 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. This includes confirmation from the Welsh Government that it has commissioned a study (WelTAG Stages 1 and 2) to consider network operational challenges, resilience and road safety between Junction 14 and 18 on the A55.

On the A483 at Wrexham, previously proposed improvements sought to address a lack of capacity at Junctions 4 and 5 and operational safety issues whilst supporting the delivery of the Western Gateway and Lower Berse Farm development sites. Development work is exploring wider integration opportunities, for example as part of the Western Gateway which is considering all modes of travel.

There have long been aspirations for selected strategic highway improvements in North Wales, which have been progressed through appraisal and business case work. One of these is Llanbedr bypass. 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 processed through the WelTAG process in line with the Welsh Government's Roads Review.



Menai Crossing resilience

SRN Aspiration 4

The case for a third Menai Crossing should be progressed. This could improve journey time reliability, enhance capacity, provide improved facilities for users of sustainable modes.

The Menai Crossings that connect Anglesey to mainland North Wales are hugely important for people and businesses on both sides of the Menai. Incidents that lead to closure and severe congestion on the crossings can have a significant detrimental impact on communities and businesses. Important factors to consider are:

- People travel to work in both directions and need to be able to rely on their journey
- Key services for Anglesey residents, notably Ysbyty Gwynedd, are located across the Menai
- Businesses require reliability to plan movement of goods and people
- There can be unreliable access to the port, Freeport, and development site at Wylfa

For those reasons, our communities in North Wales have an aspiration for a third Menai crossing that would both further improve resilience and increase capacity, whilst also providing high quality facilities for active travel and public transport. There is an opportunity to work with potential developers at Wylfa to collaborate on transport improvements and power connection developments.

SRN Aspiration 5

Measures that will improve resilience of the Menai Crossings should be progressed.

In the shorter term, it is vital that North Wales Transport Commission recommendations to improve resilience of the Menai crossings should be progressed. The recommended package of interventions includes public transport and active travel infrastructure enhancements, wind deflectors, junction improvements, and traffic management measures.



Enabling changes to travel behaviour

Considering our unique geography, population and destinations across North Wales, we want to ensure our residents and visitors have a choice about how they travel. This will involve creating favourable conditions that will give people and businesses the freedom to make choices, and at the same time we need to consider the impacts of travel on our economy, environment, society and culture. Behaviour change and travel choices are closely related to wider policies, programmes and projects for land use, digital connectivity, freight and logistics, integration and mode-specific interventions, which are all considered in this Regional Transport Plan. Our policies and interventions for helping people make more sustainable travel choices include:



Providing people with choices about how they travel to work

Policy CB 1

Further enhancements to public transport services and active travel routes that provide access to large employment sites will be identified and progressed where funding is available. Enhancements should consider shift work patterns, seasonal working patterns, and where the biggest impact can be delivered.

The economic well-being of North Wales requires a transport system that provides reliable and convenient access to employment and training opportunities. Many of us commute by car, either by choice, or due to lack of an attractive alternative. This contributes to traffic congestion, carbon emissions and air quality problems along key corridors such as the A55. It also creates social and business challenges by restricting access to opportunities for those residents who do not drive, or do not have a car, and a lack of transport options influences employment and recruitment. An attractive, efficient public transport and active travel network can play a vital role in reducing deprivation by providing access to jobs, training, health and wellbeing opportunities and education.

One way that businesses and organisations can support and feed in would be through Workplace Travel Plans, which links to some of our other policies including providing people with information to make more sustainable travel choices, car clubs and car sharing.

Policy CB 2

A partnership approach will be taken to identify and progress schemes and initiatives that encourage sustainable travel to work at employment sites close to the border such as Deeside Industrial Park, Wrexham Industrial Estate, Airbus Broughton, Chester Business Park, and Wrexham and Chester city centres.

There are strong links between the communities and economies of and Northeast Wales and Northwest England. This is reflected in a large number of trips across the border each day, particularly at peak times when a large number of people travel for work. This can result in peak hour congestion on key routes such as the A55, A494, and A483.

There are a number of significant employment sites on both sides of the border, including Deeside Industrial Park, Wrexham and Chester city centres, Airbus Broughton, Chester Business Park, and Wrexham Industrial Estate. Reducing the number of people that commute to these locations by car will have positive environmental impacts, but also reduce the impact of congestion and delays on longer distance trips on the highway network. Enhancing sustainable travel links to these sites for North Wales residents, and residents of England who work in North Wales, will require partnership working between local authorities on both sides of the border, Transport for Wales, and transport operators.



Policy CB 3

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.

Beyond those employment sites referenced in Policy CB 2 and close to the border, there are other large trip attractors in England that are attractive places for work for North Wales residents, and large population bases from where North Wales employers will recruit employees. Commuters making these journeys should be provided with a choice about how they travel to work, both to reduce car use, and to ensure that more employment opportunities are accessible for communities.

Policy CB 4

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.

Both the UK and Welsh Governments have indicated support for an Investment Zone supporting advanced manufacturing in Flintshire and Wrexham. This is an opportunity that could involve £160m of funding for the region over the next 10 years. This provides a huge opportunity for our people and businesses, particularly our communities in the Flintshire and Wrexham areas. The Investment Zone will support the creation of jobs and help with retention in the region. This provides both a challenge for our transport network and an opportunity to enhance it. Transport will play an instrumental role in supporting the success of the Investment Zone by ensuring that people living in North Wales are able to access the existing and new employment opportunities. Helping people without access to a private car to get to our large employment sites for work or training is a priority issue for the Wrexham Leadership Alliance.



Policy CB5

Where possible, opportunities will be sought to use Investment Zone funding for sustainable transport schemes that improve access to employment and support the delivery and success of the Investment Zone.

The funding from the Investment Zone potentially provides an opportunity to enhance projects, seeking to unlock capital and revenue funding that would support the delivery of improved sustainable access to employment.

Policy CB6

A partnership approach will be taken to identify and progress schemes and smarter choices initiatives that facilitate a more sustainable commute to employment sites in Gwynedd and Ynys Mon.

Public sector-led employment in the Bangor, Caernarfon, and Ynys Mon area, along with the Anglesey Freeport and any emerging Wylfa proposals provide a real opportunity to facilitate a shift to sustainable commuting. The challenges are different here than in the east due to the more rural nature of the surrounding area. This can best be addressed through joint working between local authorities on both sides of the Menai, Transport for Wales, private operators, and large employers.

Policy CB7

The creation of Strategic Transport Partnerships will be investigated at large employment localities.

A Strategic Transport Partnership, as recommended by the North Wales Transport Commission, is a partnership that would bring together the large employers in sub-regions, along with local authorities and Transport for Wales to identify the measures that can be put in place to reduce car use for commuting at key employment areas and clusters. The Commission recommended that these should initially be focused on Deeside and Wrexham (where there is a cluster of private sector employers), and in the Menai area where this a public-sector dominance in employment opportunities. A trial for an initial period to be agreed could help identify the most appropriate strategic approach and resourcing coordination needed.



Providing people with choices about how they access services

Policy C B 8

Priority will be given to funding schemes and services that improve sustainable access to crucial and life-enhancing services such as education, health care, town centres, and community facilities. Once in place, any infrastructure that supports access to these services should be prioritised for maintenance when necessary.

Having a fair and equitable travel network in North Wales will mean that residents and visitors should have a choice about how they travel for each journey. It is particularly important that all residents can access essential services and community facilities such as G P surgeries, dentists, hospitals, schools, colleges, universities, museums, libraries, shops, and places of worship. Easy and reliable access to such destinations will contribute positively to our well-being.

Where possible and appropriate, enhancing access to existing services and assets should be prioritised.

Policy C B 9

The introduction of a Total Services Contract in one local authority area in North Wales will be investigated, with a view to wider roll-out across the region should it be successful.

Transport to many essential services is provided by local authorities through contracts for school travel, social services, and non-emergency patient transport. The North Wales Transport Commission recommended that a 'total transport services contract' could be investigated. A new concept for North Wales, this would be a contract that combines all of these services to provide a better service to the public and to reduce duplication of resources.



Providing people with choices about how they access education

Policy CB 10

Further enhancements to public transport services and active travel routes that provide access to education establishments will be identified and progressed where funding is available. This includes: Higher Education sites (universities in Bangor and Wrexham, but also those in Northwest England); Further Education sites (including Grwp Llandrillo Menai and Coleg Cambria); Secondary Schools; and Primary Schools.

An attractive, efficient transport network plays a vital role in reducing deprivation by providing access to training and education. To encourage a long-term mindset of choosing active travel for suitable journeys it is important that young people get into this habit early. Choosing to walk or cycle to school will help with this, and support wider benefits such as:

- A healthier lifestyle
- Less congestion and parking issues at school time
- Improved air quality near schools
- Reduced vehicle emissions

An active travel school plan should be put in place for each school, to help provide a list of actions that each school commits to. It should aim to inspire students, parents, guardians and staff to walk, wheel, or cycle to school.

Policy CB 11

Local authorities should expand their work with schools and parents to encourage and support sustainable travel for children, parents and staff.

It is essential that we encourage young people to choose active modes for travel to school where possible, and home-to-school transport is a particularly important issue for many parents and children, helping ensure safe and convenient access to learning. Existing national campaigns such as Kerbcraft, which is a national strategy for child pedestrian safety funded by the Welsh Government, offer examples of best practice, especially within and around schools, to promote active travel.

Policy CB 12

Local authorities will continue to use local datasets and policies such as Learner Travel Measure to prioritise routes to school for safety enhancements.

If we are to encourage young people and their parents to choose active travel for their journey to school, it is important that suitable information and infrastructure is in place to allow them to travel sustainably and safely.



Providing people with choices in rural and semi-urban areas

Policy CB 13

Opportunities will be sought to deliver the socially necessary transport improvements that prevent rural isolation. This should prioritise better connecting rural communities to neighbouring communities, nearby towns, nearby community facilities and key services such as health, shops, education, and transport interchanges for further travel.

This Regional Transport Plan recognises that there is a need to facilitate some modal shift away from private car use and sets out how this can be achieved in North Wales through enhanced public transport and active travel in and between our towns and cities. Whilst acknowledging that reducing car use in rural communities is more challenging, in rural areas we recognise:

- Services and jobs are often further away from where people live
- Walking and cycling on rural routes can feel less safe
- Frequent bus services are less common and often do not operate commercially

This provides us with an opportunity to provide enhanced sustainable transport options for residents of rural communities and provide the connections that can prevent feelings of isolation, and in turn allow residents to safely access the services they need. This means that more innovative means of serving rural communities can be investigated to provide socially necessary services and infrastructure. Some examples, which are considered as part of the community transport and active travel policies and interventions in this Regional Transport Plan, include:

- Demand Responsive Transport serving areas not served by fixed route bus services, such as Fflecsi services
- Community transport initiatives, such as ring and ride services
- Car clubs schemes, which provide an easy and affordable way for people to share the benefits of using a car without the cost of owning one
- Delivery of pedestrian facilities as informal routes that link communities, where paths can be built by local volunteers with local landowner agreements



Fflecsi is a demand-responsive transport service in Wales, operated by Transport for Wales in collaboration with local authorities and bus operators. Unlike traditional bus services, Fflecsi doesn't follow fixed routes or schedules. Instead, it picks up and drops off passengers at requested locations within a designated zone. The service adjusts its routes in real-time based on passenger bookings, making it more adaptable to individual travel needs. Passengers can book rides via an app or by phone.

The lack of options for travel that residents of rural communities have means that private motor car will often be the necessary mode of choice for many journeys made within rural areas. The environmental impact of these journeys could be minimised by encouraging and facilitating a shift to electric vehicles or other Ultra Low Emission Vehicles for rural residents, or with car sharing clubs to reduce private car usage. This is considered further as part of roads, streets and parking in this Regional Transport Plan.





Providing people with information to make more sustainable travel choices

Policy CB 14

Marketing and Communications campaigns will be developed that are meaningful and focus on raising awareness of the benefits of sustainable travel. Campaigns will use innovative techniques to target the right audience, particularly those groups that can be harder to reach. A regional approach should be taken to this where appropriate.

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. North Wales wide projects in support of promotional campaign and travel planning programmes include:

- Supporting the annual World Car Free Day event in some of our large towns
- Public health and air quality awareness materials
- Online resources about sustainable transport and travel planning guidance
- Promoting applications that offer money-saving vouchers for using public transport, walking or cycling
- Advocating the North Wales Healthy Travel Charter and encouraging public, private, and third sector organisations signing up to commit to work towards actions that contribute to promoting healthy travel for their staff and service users
- Collaborate with education service providers to facilitate sustainable home-to-school transport choices and independent travel training

These interventions will help us to experience streets free of traffic as well as making travel easier for those who rely on private vehicles for health and mobility reasons. As well as offering an opportunity to re-imagine our roads and streets around people, we will empower people to make more sustainable travel choices by improving access to information. This links well to our policies and interventions for access to education, and digital connectivity, as part of this Regional Transport Plan.



Helping people enjoy our visitor attractions and supporting the tourism industry

Policy CB 15

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 visitor economy is hugely important in North Wales. Our region benefits from a high quality environment and is home to some of the UK's best visitor attractions that appeal to those undertaking short or longer stays. The offer to visitors includes hiking or enjoying the world's fastest zip line in Eryri National Park, seeing the Pontcysyllte Aqueduct, visiting our National Slate Museum, exploring our castles of Beaumaris, Conwy, Caernarfon, and Harlech, an Italian adventure in Portmeirion, a trip on Porthmadog's Heritage Railway, and climbing the Great Orme to name but a few. 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. Whilst ensuring our transport services and infrastructure helps people get to the places they want to go, there is an opportunity to incentivise the use of sustainable modes to access attractions and make our visitor destinations accessible for all groups of people.

One such way that was recommended by the North Wales Transport Commission is a guest card or reward system that offers visitors and local people who travel sustainably to attractions, a package of offers, including reducing attraction entrance costs and reduced travel costs.

Policy CB 16

Opportunities will be sought to support the visitor economy through management of coach and motorhome parking close to attractors in North Wales. This should consider charging opportunities for zero emission vehicles.

Whilst we will encourage visitors to enjoy our places on foot, wheels and by public transport, we recognise that visitors to North Wales will continue to use a range of transport modes to access and explore our region. We will continue to need dedicated areas for the safe and convenient parking of coaches and motorhomes. 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 Local Development Plan policies.



Policy CB 17

Opportunities will be sought to make Sherpa'r Wyddfa bus services permanent, with long term funding; and investigating how services can be integrated further with the wider bus and railway networks.

Policy CB 18

Through partnership working, further improvements will be introduced to encourage visitors to Eryri to travel by means other than the car. These will include enhancement of alternatives, management of facilities, and improved information and education. These could be funded by innovative sources of funding.

Policy CB 19

The Strategic Development Plan will consider land requirements for interchange facilities at gateway sites to Eryri National Park.

Over recent years, car use and parking has been identified as concern in Eryri. The key issues are:

- Demand for car-based access to Yr Wyddfa and Ogwen Valley at peak times massively outstrips the amount of available parking
- Access to information about alternatives to the private car
- Blight, danger and poor visitor experience
- Embedded car dependency and expectation of parking
- Congestion and inappropriate parking make the roads less attractive for other road users, including cyclists
- Risk that the National Park will become increasingly inaccessible to a growing proportion of the UK population who do not drive or have access to a car



The Eryri Transport, Parking and Active Travel Delivery Group is made up of the Eryri National Park Authority, Cyngor Gwynedd, Conwy Council, and Transport for Wales. The group works to identify and progress actions that support a shift to sustainable transport in Eryri. We will continue to support the group's work, which includes:

- Pilot funding for enhancement of the Sherpa'r Wyddfa bus services, that provide a way of travelling sustainably once visitors have arrived in the National Park, supported by promotional leaflets, bus stop flags and social media. So far, passenger numbers on the Sherpa'r network have increase by 79% compared with pre-covid levels, with over 72,000 people using the service in August 2024, effectively helping to meet the aims of this policy.
- Parking management at Pen-y-pass
- Enforcement of parking restrictions on roads
- 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.

Policy C B 20

Innovative solutions to providing access to attractions in rural areas will be identified. This should consider, but not be limited to, seasonal bus services, e-bike and other micro-mobility hire, alongside information campaigns.

The beauty and rural nature of much of North Wales means that there are a large number of attractions that are located in places that can be difficult to access without the use of the private car. If we are to encourage visitors to travel sustainably and make these sites accessible for more people, it is vital that alternatives to the private car are provided.



Policy C B 21

Investigation will be undertaken into the benefits of seasonal and tourist bus services in North Wales to support the visitor economy and promote integration with wider rail and bus networks. This should consider not just the journey to the resort, but onward travel to attractions.

Traditional and emerging seaside attractions are at the heart of the visitor economy for much of North Wales. This is evident in all coastal areas, notably in popular resorts such as Prestatyn, Rhyl, Towyn and Llandudno on the north coast but also in places such as Pwllheli and Newborough in more rural locations. Many of the larger resorts have nearby rail stations and some bus service provision, but huge numbers of people visit these resorts by private car.

Policy C B 22

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.

A large and successful market for the tourist attractions in North Wales is Northwest England and the North Midlands. This generates a large movement of people between these English regions and North Wales, particularly in the summer months. The evidence of this movement can be seen on the strategic road network and our rail network at key holiday change over times. This often causes congestion on routes such as the A494 at Deeside, which causes frustration to those travelling.

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, helping to grow our economy, support our communities and preserve the beauty of North Wales for future generations. One option to help encourage sustainable travel by tourists could be to introduce a 'KONUS card' or similar, providing an unlimited travel ticket for those staying in the area and paid for by the visitor levy.



This option should be explored by local authorities where managing high volumes of visitors and the way they get around is important, such as at Eryri.

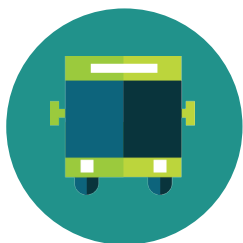


The Black Forest in Germany is a popular tourist destination known for its high-quality landscapes. Much like our natural attractions in North Wales, getting around to explore everything the region offers by public transport can seem daunting. Designed to make transport accessible and sustainable, the KONUS Card is a unique travel pass offered to visitors staying in the Black Forest as a benefit to guests staying at participating accommodation within the area. It serves as a ticket for unlimited travel on regional trains, buses, and trams across the region, allowing guests to explore the area's scenic beauty without worrying about transportation costs.

Policy C B 23

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.

Our rail service could also better serve the visitor economy. Rail services can be unattractive to visitors due to timetabling, or overcapacity and lack of luggage storage at peak season and change-over times. Reduced services at weekends plays a detrimental role in supporting the visitor economy. There is opportunity to introduce seasonal service changes to increase capacity and/or frequency on the North Wales Main Line, Cambrian Coast Line, and Conwy Valley Line. Helping people choose rail for their trips will in turn help reduce congestion on our roads. Ambition North Wales will work with stakeholders to help roll out luggage storage, bike storage, and information systems to make it easier for people to access and use rail services when visiting.



Bus

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.

Bus travel choices are closely related to wider policies, programmes and projects for coach, demand responsive and community transport, integration and digital information interventions, which are all considered in this Regional Transport Plan. We want to see a connected network of bus route with a regional bus interchange in all towns, with at least hourly zero-emission bus services between all main towns between 07:00 and 22:00. We want to see at least one designated bus interchange stop in all villages, at least one designated bus stop in all hamlets, and provide local bus services to villages to connect the nearest regional bus or rail interchange at least 3 times a day. Our policies and interventions for helping achieve this include:

Bus franchising

Policy P T 1

Work with Transport for Wales and the 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 Welsh Government is working to introduce legislation for franchising bus service provision. The latest plans for bus franchising were published in the Bus Services (Wales) Bill on 31st March 2025. This will enable bus networks to be designed and operated to target local needs, for example areas of deprivation, and meet the needs of customers rather than be based primarily on profitability. The change will also enable integration of timetabling and ticketing, making integration easier.

Bus services will be planned and specified within available funding limits by local authorities, working with Ambition North Wales as the North Wales Corporate Joint Committee, Transport for Wales and the Welsh Government to help achieve the best possible network for residents of North Wales. An improved bus network requires significant additional funding compared to current service provision, and a franchise model would require multi-year funding agreements, which has not been offered for bus subsidy to date. Such multi-year funding would provide certainty for the travelling public, authorities and operators.



It is recognised that Small and Medium-sized Enterprises (SMEs) and smaller operators will need to be part of the solution and should not be overlooked with the new franchising model.



Franchising means that the decisions about bus services in Wales (including routes, timetables, fares, hours of operation and service quality standards) will be made by Welsh Government and Transport for Wales instead of commercial bus operators, in partnership with Corporate Joint Committees. Bus operators can bid for contracts to run services to these specifications. This will be a major change to the Welsh bus system, which has been deregulated since the 1980s.

Decarbonising the bus fleet

Policy P T 2

All new buses introduced in North Wales should be Zero Emission. Where new buses are a long-term improvement, opportunity should be sought to re-power the existing fleet.

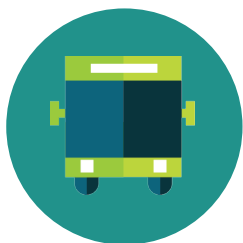
It is crucial that all parties work to reduce carbon emissions from our entire transport network, including the bus fleet. Alternative fuels for buses that are becoming increasingly common worldwide include battery electric, and hydrogen.

Policy P T 3

Work with partners to seek opportunities to complement the development of hydrogen hubs in North Wales by exploring the introduction of a hydrogen bus fleet.

In North Wales, work is ongoing on two projects to introduce hydrogen as a more readily available fuel source. These are the future Hydrogen Hubs at Deeside and Holyhead.

Supporting bus franchising, we will work with operators to ensure depots and charging facilities are fit for the future, supporting the roll-out of modern and zero emission vehicles. We will work to identify synergies with our Regional Energy Strategy, which aims to encourage clean energy production and reduce energy use across North Wales.



Bus transformation network

Policy PT 4

The Bus Service Transformation Network will be rolled out 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.

Policy PT 5

Future bus services in North Wales will:

- Have a high frequency and long operating hours
- Have consistent/regular departure times
- Have Sunday timetables as close as possible to weekday frequency to support commuting, leisure and visitor economy demand
- Be coordinated to provide a well-spaced timetable
- Minimise journey times between the origins and destinations with the most demand
- Take direct routes that remain the same throughout the day
- Be routed via transport interchanges and railway stations
- Be integrated with local bus services and dynamic demand responsive transport
- Be comfortable for long journeys

Transport for Wales has been working with the local authorities in North Wales to develop a bus transformation network that considers the existing network and patronage, in seeking the creation of a single unified network of services which is intuitive, easy to understand, and coordinated. Optimisation of routes and rationalisation of services will help to achieve higher frequencies and more consistent timings.

Our plans support the provision and ongoing development of services including the TrawsCymru strategic bus network. As part of this, the Welsh Government has announced the new T13 service connecting Rhyl, Ruthin, Denbigh and Wrexham. This will further help people across North Wales get to the places they want to by public transport. The development of core services across North Wales with higher frequencies, longer operating hours, and with better connections to other buses and to rail will help attract people to travel by bus where they may currently choose to take their car. The development of secondary and feeder services with regular, consistent 'clockface' departure times where possible will further help give certainty to people wanting to travel by bus.



Improving bus infrastructure

Policy P T 6

A partnership approach involving local highway authorities, the North and Mid Wales Trunk Road Agent and Transport for Wales will be taken to identifying and implementing bus priority measures that support the roll out of the bus transformation network in North Wales. This may include the re-allocation of road space.

Priority infrastructure for buses is an important element in helping bus journey times be as short as possible and as reliable as possible to help make travel by bus competitive with the private car. There are locations where traffic congestion has an impact on bus services, causing delays which leads to longer journey times and unreliability. Providing bus priority in these locations would improve the attractiveness of travelling by bus. A joined-up partnership approach will help identify where targeting bus priority measures across the network and across local authority boundaries in North Wales will have the most impact. The creation of bus priority measures may require the reallocation of road space away from private vehicles, particularly in more urban areas, and this should be carefully managed as part of a step change in modal shift.

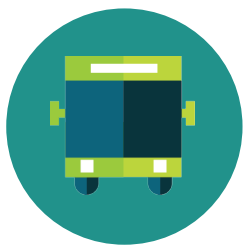
Policy P T 7

All bus stop waiting facilities will be well maintained as far as this can be achieved through local authority revenue budgets.

Policy P T 8

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 to include dropped kerbs to access the stop, raised kerbs to aid boarding, lighting (environmentally sensitive), shelters, seating, real time information and onward connection information, and cycle storage.

The other element of bus infrastructure that is important for passengers are the facilities that are provided at bus stations, stops and interchanges. These facilities vary across North Wales and a coordinated approach across the region can make bus travel more attractive for all passengers, by working with Transport for Wales to bring standards into line across local authority areas. Crucially, good quality facilities can also make passengers feel safer whilst waiting, which can help attract more people to travel by bus.



Making bus travel easier

Policy P T 9

Support the Welsh Government's Vision of 'One Network, One Timetable, One Ticket' for a bus system which is governed and designed to serve the public interest, with the widest possible geographic coverage, fully integrated connections between different services, the highest possible service frequencies, and simple unified easy-to-use ticketing and information.

Things that can help attract people to travel by bus include clear and up-to-date timetable and route information, clear fare structures (especially when interchanging between services and operators), and short waiting times when wanting to change bus services or modes (for example when connecting to another bus route, or rail service).

Policy P T 10

Work with partners including local authorities and operators to make bus travel more accessible for people with restricted mobility or disabilities. Improvements should draw from best practice across the world but should include:

- Dropped kerbs to access the stop
- Raised kerbs to aid boarding
- Shelters and Seating at stops
- On-board Audio-Visual announcements
- Information in accessible formats
- Flexible space on buses to carry mobility scooters, cycles and adapted cycles

Accessibility of bus stops and vehicles for those with restricted mobility or disabilities is important to helping ensure all groups of people can choose to travel by bus. We must consider the needs of disabled persons (within the meaning of the Equality Act 2010), of persons who are elderly or have mobility problems, those with pushchairs, and more widely consider overcoming barriers to access. This will not only make it easier for everyone to use the bus for part of their journey when they are also wheeling or cycling, but also make bus travel a fairer and more attractive option for all. We will work with public transport infrastructure and service providers to integrate 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.



Coach, demand responsive and community transport

Coach travel can rival rail services for longer distance trips as well as join up routes along the strategic road network, which sometimes bus services don't cover. Demand responsive and community transport offer more flexible services that complement or provide alternatives to bus services where there may be commercial viability challenges, for example in very rural areas. Our plans for coach, demand responsive and community transport are therefore closely related to wider policies, programmes and projects for bus travel, surface access to aviation, behaviour change, integration and digital information interventions, which are all considered in this Regional Transport Plan.

For example, we continue to support the opportunity to make Sherpa'r Wyddfa bus services permanent, with long term funding, and are committed to investigating how services can be integrated further with the wider bus and railway networks. We also want to establish long distance coach services between key towns and cities that are not served by the rail network between North Wales and the rest of Wales and across to England. We need to make it easier for all groups of people to get around without the need to own a car, including for those with mobility problems, and those who choose to live in rural and sometimes isolated communities. Our policies and interventions include:

Fflecsi and Ring and Ride services

Policy P T 11

Successful pilot Fflecsi services should be made permanent, and additional Fflecsi services should be designed with local community involvement and rolled out in other areas in line with bus transformation network proposals.

The rural nature of much of North Wales means that fixed route bus services are not always commercially viable. Where this is the case, more flexible alternatives should be provided so that residents and visitors can travel more sustainably. Transport for Wales and local authorities across North Wales have been running a series of 'Fflecsi' pilot services, including in Buckley, Conwy Valley, Denbigh, Holywell, Llyn Peninsula, Prestatyn, and Ruthin. These are flexible services that provide shared transport to people who specify their journey and required time of pick-up and drop-off. Such services can be effective in providing access to key destinations and the rest of the public transport network for people living in more isolated communities.



Unlike a conventional bus service, Fflecsi doesn't call at the same stops every time, but instead stops where people request to be picked up and dropped off within a set zone. It uses innovative technologies to plan routes based on the journeys that people want to do. Routes are planned both in advance and are adjusted in real time, to deliver people to and from places specified in their booking.

Policy PT 12

Work with local authorities and Transport for Wales to collaborate with communities, particularly in rural areas, to help fund and deliver community transport services that meet otherwise unmet needs.

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.

Community transport services are locally run and managed transport services for specific groups or communities. The services are flexible and accessible and often are community-led initiatives that are satisfying a need that is unmet by conventional transport provision. Community transport operators rely heavily on volunteers and coverage varies across the region. Some funding is provided by local authorities using a proportion of their bus grant funding allocated by the Welsh Government to the region. In some cases, this provision is the only means of transport available for vulnerable and isolated people. Examples include Ring and Ride Services, coordinated by local authorities as door-to-door services for people who are unable to use public transport.

Ambition North Wales supports and will work with the Welsh Government and local authorities to help contribute to the Llwybr Newydd third sector mini plan, which seeks to meet the needs of local communities and deliver wider social, economic, environmental and cultural benefits, at a regional and local level.



Taxis

Policy PT 13

Work with taxi and private hire vehicle providers to promote safety for passengers and drivers and help increase the availability of low emissions or non-motorised vehicles.

Taxis play a crucial role in providing access to services, opportunities and leisure for people in North Wales, particularly for those with no or limited access to a private car, or for those journeys that are currently difficult using public transport. We'd like to see taxi and private hire vehicles reduce their emissions and impact on the environment.

Longer distance coach services

Policy PT 14

Opportunities will be taken to progress longer distance coach travel, both to connect North Wales and South Wales, and also east-west to connect with economic centres in England.

A need has been identified to improve connectivity between North and South Wales, particularly from areas in the west of our region. To address this need, Transport for Wales is considering plans for scheduled coach services between Bangor and Carmarthen.

A 'Traws Cymru Express' coach service on this route could deliver a one-and-a-half-hour journey time saving compared to the current five hours and fifty minutes that the Traws Cymru T1 and T2 bus services take. East-west cross-border coach services will also help to complement the rail offer by serving different communities and better connecting key employment and markets such as the Liverpool City Region and its airport.

Community involvement in rail

Policy PT 15

Support community groups who aim to enhance the rail travel experience for existing and new passengers.

Community activity can help make rail travel easier and more attractive. The Conwy Valley and North Wales Community Rail Partnership is an accredited Community Rail Partnership (CRP) that works to connect communities in North Wales to their railways and promote rail as a way of visiting North Wales. Many rail Stations across North Wales have also benefitted from the involvement of "Friends of" station groups.



Walking, wheeling and cycling

We want active travel by walking, wheeling and cycling to become an easy option for people, including those in more rural communities, travelling to local services, facilities, school, places of work, and connecting to the bus or rail network for longer trips. Our plans for walking, wheeling and cycling are therefore closely related to wider policies, programmes and projects for bus travel, behaviour change, land use planning and integration, which are all considered in this Regional Transport Plan. Our policies and interventions for active travel include:

Further improving active travel infrastructure

Policy AT 1

The quality and extent of infrastructure that is provided for walking, wheeling and cycling in North Wales will continue to be improved in line with the Active Travel Network Maps. These could be new or upgraded existing facilities and may include the re-allocation of road space to prioritise sustainable modes.

Encouraging more people to walk, cycle, or use other active modes can have wide-reaching benefits for our communities, such as increasing town centre viability, placemaking and improving health and well-being. Local cycling parking strategies and stand provision should continue to help integrate cycling with bus and rail stations, as well as support cycling for short trips to local facilities, schools and shops.

Policy AT 2

In non-rural areas, priority will be given to upgrading active travel infrastructure where there is greatest potential for maximising use of the network.

Walking, wheeling and cycling in our urban areas is sometimes unattractive, not convenient, and perceived as not being safe, especially at night. It is vital that we improve the extent and quality of our active travel infrastructure so that residents and visitors in North Wales are encouraged to rely less on cars especially for short trips. This should be prioritised first in non-rural areas, where there is greater opportunity for modal shift in our towns and cities.



Policy A T 3

Where possible, walking and cycling infrastructure should be accessible for all people, including those with mobility impairments, people in wheelchairs, and people pushing prams.

Our local authorities will continue to plan and design networks of walking and cycling routes, ensuring they are safe and accessible. In our more urban areas, local reviews of pedestrian facilities will help ensure safe crossings and routes within our towns, and street clutter will be considered to make it easier for all groups of people to get around.

For example, street furniture plays a crucial role in providing comfort, convenience, and safety to pedestrians, but items like benches, streetlamps, traffic signs, bus stops, post boxes, and litter bins can cause obstructions for those with visual impairments. Inadequate lighting can leave people, especially women feeling vulnerable when walking at night. We need more well-designed public spaces taking a place-based approach, that consider the needs of the whole community.

Making active travel more attractive in rural areas

Policy A T 4

In rural areas, active travel infrastructure improvements will focus on the community benefit of schemes; improving safety and routes that connect smaller communities with larger settlements and services.

Small improvements to active travel infrastructure can make a significant difference to improving links between our key settlements and our villages and smaller rural communities, where residents can more easily access essential services and amenities.

In rural areas we will prioritise improvements that will have the biggest impacts on the safety and connectivity our communities, for example where there are known accident hotspots, or where we can create safe routes between people and local community facilities, shops and employment opportunities that are currently severed by roads or railways.

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.



Policy AT 5

Where there is an active travel benefit, routes forming part of the Public Rights of Way network will be improved to a standard suitable for everyday active travel journeys.

Across North Wales there is a large network of Public Rights of Way, which have a key role in supporting people to travel more sustainably. However, the network is not as fully connected as it could be, some routes cross or follow high speed roads and others are not suitably surfaced, lit or signposted for use for everyday journeys.

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 AT 6

The introduction of Quiet Lanes in North Wales in line with national guidance will be investigated.

The Active Travel Act Guidance allows 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. Each local authority in North Wales should consider such opportunities.



Public Rights of Way are public highways where the public has a right to use them. Local authorities are generally responsible for their overall management and in some cases, landowners also have important legal obligations and responsibilities for them. There are four main categories of public right of way:

- **Public footpaths, which can be used by walkers only.**
- **Public bridleways, which can be used by walkers, cyclists and horse riders**
- **Restricted byways, which can be used by the same groups as bridleways, while also allowing horse-drawn carriages and other non-motorised vehicles**
- **Byways open to all traffic, which may be accessed by all users, including those in motorised vehicles**



Leadership and funding

Policy AT 7

Work with partners to investigate the establishment of a North Wales Active Travel Unit.

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.

Policy AT 8

Support multi-year funding agreements for active travel infrastructure that would facilitate the development and delivery of a multi-year programme of improvements.

Policy AT 9

Support changes to active travel funding criteria that would place more emphasis on schemes in rural areas and in residential areas

Policy AT 10

Investigate funding streams additional to the Active Travel Fund that support the delivery of active travel infrastructure improvements in rural areas.

The main source of funding for active travel schemes in North Wales is the Welsh Government, currently via the Active Travel Fund, which provides grants to local authorities on an annual basis.

The number of active travel schemes supported by the Active Travel Fund in rural areas is limited each year, making it difficult to deliver enhancements between rural communities, links to rural attractions, and links supporting leisure cycling.

Policy AT 11

Work with partners to develop templates and toolkits to support local communities to develop and implement their own projects where government plays a facilitating and supporting rather than doing or delivering role.

There is a greater role that communities could play in creating and enhancing local routes should they be empowered to do so. This is especially the case in rural areas where community-led informal connections between villages and hamlets could help connect to community facilities and bus stops on main roads. This could be achieved through agreements with local landowners and utilising permitted development rights with advice from local authorities.



Cycle hire, e-bikes and e-scooters

Policy AT 12

Work with partners including the community and voluntary sectors to support community cycle and e-cycle hire schemes that support access to employment or education.

Policy AT 13

Work with partners including the commercial sector to introduce a public cycle and e-cycle hire scheme at large transport interchanges or other suitable locations, and at locations where such a scheme supports the visitor economy.

Policy AT 14

Work with partners to develop methods to increase e-cycle ownership, including loan and grant schemes.

Cycle hire schemes are an effective way of making cycling available to people who do not own a bike, who are considering cycling more frequently, or who are visiting an area.

Cycle hire can take a number of forms, such as long-term hire for accessing employment or education. Initially, priority should be given to investment that supports access to those locations, making it easier and more affordable for people to access jobs, training and learning opportunities. Provision should then be broadened to increase access to cycles through hire and community sharing schemes across the region.

We will work with our local authorities, the Welsh Government, Transport for Wales and Sustrans, alongside our business groups and community partners, to identify opportunities for coordinating loan and grant schemes across North Wales.

There is a strong link between e-bikes and active travel as more people get comfortable using bikes, and particularly in North Wales where there are also specific benefits in rural communities where longer distances are more common, with e-bikes making cycling more viable for more people.

There are already examples of community hire schemes of this nature in North Wales, such as the E-Move scheme operated by Sustrans and Pedal Power's 'See Cycling Differently' and its bike hub in Rhyl.

E-cycle ownership can transform the way people travel for everyday journeys, allowing people to travel further by bike, or making rolling terrain less exerting. There are barriers to ownership and use including cost, lack of secure storage, a greater maintenance requirement and lack of active travel infrastructure. Short term cycle hire for one off trips from a transport interchange to an attractor, or for trips to tourist attractions, are more likely to be commercially operated. Options should be explored with a partnership approach, with potential value and viability at a regionally coordinated scale.

The use of private e-scooters on public highways or footpaths is not currently legal, but these also have potential to transform personal travel in the future. E-scooters are considered "powered transporters" and are subject to the same laws and regulations as other motor vehicles. The UK Government has been running trials of e-scooters. You must have the category Q entitlement on your driving licence to use an e-scooters for specified locations in England for people with the correct licences as part of the trial. The Welsh Government and local authorities in Wales should continue to observe the results of the UK trials and provide any updated advice in the future as appropriate.





Integration between modes

Journeys often involve more than one type of transport, particularly in rural communities as the distance to destinations from home is often further. We need to make it easier for people in North Wales to travel by more than one mode of transport as part of their journey. We can do this by delivering a public transport network that offers people multiple options that allow choices to be made that best meet the specific needs of our journeys. Creating a travel experience that is efficient, comfortable, safe and reliable is going to be essential in us achieving our modal shift targets. The result will be a more user-friendly transport network that will help people choose walking, cycling and public transport as their preferred ways to travel.

Alongside more convenient and fairly priced ticketing, the experience of changing between public transport modes could be enhanced by improved bus and rail timetabling. The bus transformation network will see enhanced service levels with greater frequency. Greater frequency enhances the experience of interchanging between modes or buses as it reduces the wait time between connecting services. Our policies and interventions include:

Mobility hubs and gateway stations

Policy IN 1

Support the development and roll-out of Mobility Hubs and Gateway Stations to make it easier to change between sustainable transport modes on a journey.

If we are to see a sustainable transport network in North Wales that truly provides an attractive alternative to private car use it is vital that people can conveniently change between modes for different legs of their journey. Transport for Wales and local authorities in North Wales are working together to develop proposals for 'gateways' or 'mobility hubs' at locations such as railway stations and major bus stations and stops. Proposals are underway for locations including Wrexham General, Bangor, Colwyn Bay, and Holyhead stations. These locations will create a high-quality welcome to visitors to a town or city, but also make it easier for local people and visitors to change between modes by providing:

- Improved accessibility
- Cycle hire opportunities
- More and better cycle parking
- Good public Wi-Fi
- Improved connectivity to town/city centres and bus and rail stations
- Better signposting and information for travellers



Mobility hubs are locations that integrate various forms of transport, making it easier for people to switch between different modes of travel. These typically combine bus, coach and rail services, taxis, bike sharing, and active travel routes (walking, wheeling and cycling).

Policy IN 2

Placemaking and wayfinding at stations and key bus stops will be improved. This should consider onward links to key attractors and be undertaken in consultation with local and community organisations, including groups representing communities with protected characteristics.

An important element in making sustainable travel easier for people is by ensuring that they can find their way to their destination using attractive, good quality infrastructure after arriving at a transport interchange such as a railway or bus station. Place-making and attractive wayfinding measures are key contributors to enhancing sustainable transport for people. Effective wayfinding helps people by reducing confusion and stress, making navigation more intuitive and easier.

This can include clear and consistent signs that provide directions, identify locations, and offer information about distances and travel times. Use of colours, symbols, and lighting can help to guide people along their routes. Maps that are easy to read and understand can also help, often including landmarks and key points of interest. Digital tools can also be helpful, such as interactive kiosks and mobile apps. Importantly, inclusive design should be adopted, ensuring that wayfinding measures are accessible to everyone, including people with disabilities, by incorporating braille, audio guides, and other assistive technologies.

Policy IN 2 will be developed in consideration for Transport for Wales's launch of its 'T Network programme' to support our teams and partners to:

- Work regionally and nationally to create an integrated travel network in Wales and the borders
- Develop the technology to enable seamless journey planning and ticket purchasing
- Build internal governance and our ways of working
- Deliver internal culture change to deliver our mission of one network, one timetable, one ticket, one team
- Develop a brand that is customer focused and synonymous with integrated sustainable travel in Wales.



Policy IN 3

Active Travel Infrastructure improvements identified on Station Network Plans will be delivered, and Station Network Plans will be developed for those stations that do not currently have one.

A series of Station Network Plans have been produced by local authorities and Transport for Wales. Improved integration between active travel and public transport can be achieved through the further development of Station Network Plans and delivery of the identified routes. These include a programme of walking and cycling infrastructure enhancements that, when delivered, will make walking, wheeling and cycling to stations easier and more attractive.

Improving bus and rail integration

Policy IN 4

Support the roll-out of integrated ticketing across transport modes that provides best value for passengers.

The local authorities in North Wales have worked with bus operators to roll-out the '1bws' ticket in 2021, which allows travel on almost all bus services in the region. This ticket simplifies travel by allowing passengers to hop on and off buses without worrying about multiple tickets or fares. This is a significant improvement in cost and convenience for passengers whose journey requires multiple bus operators. A fully integrated transport system in North Wales requires people to be able to use one ticket for all of their travel, regardless of mode, or a contactless system that ensures passengers achieve best value fare for their journey.

Welsh Government plans include introducing a pay-as-you-go, tap in, tap out technology, covering connections between Gobowen and Rhyl, as well as along the full length of the Wrexham-Liverpool line.



Park and ride, and park and share

Policy IN 5

Any new park and ride schemes should first seek to encourage the whole journey to be undertaken by sustainable means, should be sited to reduce private vehicle mileage, and to be located at a place that can be served by public transport services with minimal impact.

Facilities such as park and ride, or park and share, are intended to intercept car trips in a manner that supports reducing congestion and minimising the impacts of parking at key destinations such as shopping centres, whilst reducing car mileage. For example, park and ride in Eryri utilising the Sherpa'r bus services can play a key role in reducing vehicle access to the National Park and reducing the impact of cars on the natural environment.

Policy IN 6

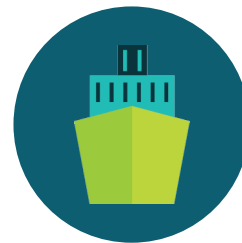
Consideration for strategic park and share sites should be included in the Strategic Development Plan

Park and share car parks are locations where people can meet, leave one car and share another for an onward journey. They can be of greater value in rural areas for longer onward journeys. Park and share car parks currently exist at Gaerwen and Llanfairpwll, on Ynys Môn. They should be considered for other locations, especially where it is known that informal car sharing already takes place. Work will take place to identify appropriate solutions, and any land use requirements should be considered in the emerging Strategic Development Plan and local planning system.



Ports and freight

We want to see thriving port and logistics sectors continue to benefit the North Wales economy, whilst reducing their environmental impact. The port at Holyhead is vital to the local economy and to the distribution of goods across the UK and Europe. Freight plays a vital role in the economic well-being of North Wales, and it is essential that the region continues to be an attractive place for business investment, including from the freight and logistics sector to support the local economy. However, the impact that HGV movements can have on the local environment means that it is essential to find a balance between the quality of life for the local communities and economic prosperity. Our policies and interventions include:



Ports

The development of our ports will help to attract investment and create high-skilled jobs, which could lead to the development of new industrial and commercial areas, which should be considered by the local planning authority in collaboration with the emerging Strategic Development Plan to help ensure and land use changes are integrated with sustainable transport connections.

Ambition North Wales recognises the aims of freight strategy set out in the National Transport Delivery Plan and seeks to work with Welsh Government to deliver these goals.

Policy P F 1

Work with partners to support the growth of our ports and nearby development sites in North Wales, recognising their role as a catalyst for co-location of manufacturing, energy, leisure distribution and tourism. In particular we will prioritise sustainable transport connections to the Anglesey Freeport and ports at Holyhead and Mostyn and support their plans for decarbonisation.

The Port of Holyhead is identified by Future Wales as a Strategic Gateway for international connectivity. The creation of a Freeport site on Ynys Môn, one of two in Wales, will further enhance Holyhead's role as an international gateway. This will play an important role in strengthening the North Wales economy and creating jobs for local people, but there may be further implications of increased freight movements in North Wales. The Port of Mostyn also generates freight traffic, with much of its business now dedicated to the offshore renewable energy sector.

The Port of Liverpool is also recognised in helping support the economy and movement of freight to and from North Wales. Ambition North Wales will work with stakeholders at the port to help understand opportunities for improved connectivity.

It is acknowledged that while port vehicles and ferries are the responsibility of the port operators and users, Ambition North Wales will work with stakeholders to help identify and facilitate opportunities for their decarbonisation.



Policy P F 2

Work with partners to identify vehicle access improvements at Holyhead Port. This should improve access to the port for all vehicles, including freight, but also improve sustainable access to both the port and rail station.

Highway infrastructure used by vehicles accessing and egressing the port is constrained, notably the London Road/Black Bridge connection from the A55. As this particularly impacts HGVs using the port, there are significant impacts on the local environmental, and the journey time and reliability of freight movement is affected. By improving access to the port, there will be more opportunities for workers and visitors to get around more sustainably, whilst giving businesses more certainty about their operations and deliveries. Black Bridge also presents an opportunity to resolve the current barrier to active travel infrastructure between the Morawelon area, the port and town centre.

The Welsh Government has announced a new task force to maintain long term stability for Holyhead Port. Ambition North Wales will collaborate with the taskforce to maximise opportunities for sustainable port and freight movement as well as support plans for decarbonisation.

Road freight

Policy P F 3

Work with partners to enhance facilities for HGV drivers, particularly on the approach to Holyhead port.

Road freight trips in North Wales are primarily focused along the coast. The ports at Mostyn and, particularly Holyhead, are a natural draw for HGVs and there are higher levels of traffic in Deeside and Wrexham that are linked with major manufacturing and distribution sites with large employers including Airbus, JCB, and Iceland. Despite the importance of freight in North Wales, there are limited facilities for parking and rest for HGV drivers. This is particularly important close to Holyhead, where incidents with ferries or Menai crossings can result in extended wait times for large numbers of HGVs.

While the A55 is a trunk road managed by the Welsh Government and Trunk Road Agent, Ambition North Wales will work with stakeholders to support the proactive identification of sites and infrastructure for freight charging, particularly along the A55 corridor where there is great opportunity to help decarbonise HGVs.



Low emission HGVs

Policy P F 4

Work with partners to seek opportunities to complement the development of hydrogen hubs in North Wales by supporting a shift to hydrogen fuels for freight operators in the region.

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. Menter Mon are progressing work to develop a Hydrogen Hub in Holyhead. This is proposed as a facility for the supply of hydrogen for transport. Holyhead is an excellent site for a production facility as it is a busy transport hub with proximity to renewable energy sources. There are also proposals for hydrogen production at Deeside.

Delivery of this policy will work alongside Ambition North Wales's Regional Energy strategy which aims to encourage clean energy production and reduce energy use across North Wales.

Local deliveries

Policy P F 5

Work with partners to identify opportunities for the electrification of vehicles for local deliveries.

We all rely on day-to-day deliveries to local areas, including those to our homes, places of work and town centre businesses. Those deliveries have resulted from an increase in online retail. There is a local environmental impact caused by emissions from, and size of, delivery vehicles. Helping shift to ultra-low or zero emissions vehicles will reduce the impacts of local deliveries on our climate, benefit air quality and reduce noise pollution.

Policy P F 6

Work with partners to identify solutions to the local impacts of HGV movements. This includes the development of a network of freight consolidation centre should it be demonstrated that one serving North Wales is economically viable.



Policy P F 7

The Strategic Development Plan should consider land requirements for a network of freight consolidation centres.

Freight Consolidation Centres are distribution centres situated close to a town centre, shopping centre or construction sites. A number of loads are dropped at the centre to be consolidated onto one lorry for transfer to their final destination. This could potentially reduce congestion and the levels of HGV traffic in the town centre. Any sites that may come forward should avoid negative impacts to the integrity of environmentally sensitive areas.

Policy P F 8

Work with partners and the distribution sector to identify innovative solutions to reducing the environmental impact of local deliveries.

Other measures that can help to reduce the impact of local deliveries on communities, include e-cargo bikes, area delivery and servicing plans, micro-consolidation centres, and delivery lockers at key locations such as transport and/or mobility hubs.

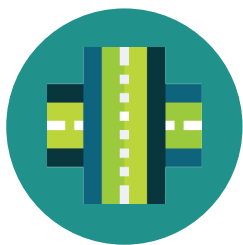
Rail freight

Policy P F 9

Work with partners in the rail industry to support a shift to rail for freight movement, including rail based light logistics.

Major rail freight flows in North Wales include cement from Padeswood Cement Works, timber to Kronospan board plant at Chirk and stone from Llandudno Junction.

There is a lot of potential for reducing the impact of freight on our roads, urban areas and natural environment through rail freight and logistics networks in North Wales, with capacity for a significant increase in the volume of freight carried on the North Wales Main Line. The desired service levels set out in our rail ambitions includes a freight path each hour. On the Wrexham-Liverpool Line, Padeswood Sidings creates a significant barrier to increased freight movement, as well as enhanced passenger services. Our rail ambitions will facilitate an increase in freight movement.



Roads, streets and parking

Whilst we want residents of North Wales and the people that visit our region to be encouraged to travel in sustainable ways, we acknowledge that many journeys will continue to be made by private car, particularly in more rural areas where people rely on their cars more. Furthermore, we recognise the importance of our roads and streets to walking, wheeling, cycling and bus travel. This means that it is vital that we have a highway network that is resilient, maintained to a suitable standard, and fit for the future. Best use will be made of existing assets by ensuring highways are adequately maintained within local authority budget constraints, and a shift to lower emission modes for travel will be facilitated and encouraged to reduce the environmental impacts of our cars. Our policies and interventions include:

Maintenance

Policy RS 1

Work with partners to secure adequate funding for surfacing and structure maintenance that ensures the ongoing operation and resilience of existing highway assets.

Local authorities are responsible for maintaining local roads, while the Welsh Government oversees motorways and trunk roads. The most important thing that can be done to support the resilience of the local highway network in North Wales is keep our roads and streets maintained to a good standard, recognising local authority budget constraints.

Policy RS 2

Work with partners to secure funding to adapt the existing road infrastructure to better cope with climate change and enhancing biodiversity.

If the highway network is to continue to be operational in the future, local highway authorities need to be sufficiently resourced to respond to the challenges of climate change and flood risk from extreme weather events, which requires ongoing drainage maintenance and improvements.



Road safety

Policy RS3

Support the Welsh Government's Vision Zero approach to road safety and will work with partners to secure adequate funding for road safety measures across North Wales.

Policy RS4

The approach to road safety will include delivery of highway improvement schemes that increase safety or perceptions of safety for all road users, and continuing programmes of education aimed at encouraging safer use of the highway and transport networks.

Road safety is a crucial consideration for the management of the highway network. The Welsh Government consulted on a Vision Zero approach to road safety. This has the long-term goal for a road traffic system, which is eventually free from death and serious injury, based on a guiding 'moral' principle to treat road deaths as unacceptable and avoidable, rather than accidents which we should tolerate. It involves an important shift from trying to prevent all collisions to preventing death and mitigating serious injury in road traffic collisions.

Ambition North Wales and local authorities will identify, develop and deliver road safety interventions that apply the 'safe system' approach to aim for zero road deaths on the road network. Interventions will align to the five pillars of the road environment that minimise risk: Safe Road Users / Behaviours; Safe Speeds; Safe Roads; Safe Vehicles; and the Post-collision Response. Road Safety training and education initiatives will be prioritised to support this approach.

Educational initiatives and schemes will carefully consider the most vulnerable road users, which may include young people, the elderly and motorcyclists. This will help make our roads safer for all.

Public car parking in towns and cities

Policy RS5

The role of parking charges and controls will be considered in seeking to manage the demand for parking and discourage unnecessary single-occupancy car use.

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. Local authorities should implement charging policies for both on-street and off-street parking, where they have control, to align with their local planning policies and promote the uptake of electric vehicles.

Additional consideration will be given to Blue Badge parking bays to accommodate the decreasing accommodation of accessible spaces despite the increase in demand.





Policy RS 6

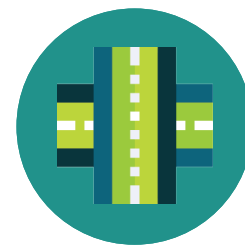
Work with partners to explore options for the reallocation of existing road and car parking space in our key towns, bus stations and depots, to enhance the local environment, create more attractive spaces for people to dwell, and make it easier for people to walk and cycle.

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.

Alongside this, the Environment Act (Wales) places a duty on public authorities to 'seek to maintain and enhance biodiversity' so far as it is consistent with the proper exercise of those function. In doing so, public authorities must also seek to 'promote the resilience of ecosystems'.

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.

Reducing on-street parking can create more pedestrian-friendly areas, encouraging walking and cycling, which can boost local businesses and create a more vibrant community. 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. This approach can also be considered for bus stations and depots, aligning to the North Wales Energy Strategy.



Low emission vehicles

Policy RS 7

Support the transition to electric vehicles in North Wales by ensuring that fair and equitable charging infrastructure is available in urban areas and help facilitate private or community-led installation in rural areas.

Policy RS 8

Where possible, opportunities will be sought to unify EV charger providers – or the apps and memberships required – across North Wales to make EV charging more convenient.

Across North Wales there is increasing provision of the infrastructure and support for those drivers seeking a switch to plug-in vehicles. This is increasingly important, particularly in rural and remote areas where residents often have less choice about how they travel, making private vehicle use a necessity for many journeys.

The Welsh Government is developing national procurement framework for electric vehicle charging infrastructure to standardise and improve industry standards, ensuring consistent and integrated charging infrastructure across Wales.

Ambition North Wales supports Transport for the North's Electric Vehicle Charging Infrastructure Framework and its State of Play report, recognising how partners can increase uptake in a cross-boundary approach, while helping to share best practice. We will support stakeholders with their commitment to low emission vehicles, offering support for repurposing existing refuelling and service station infrastructure, community ownership of EV charging, and the need for more objective low emission vehicle information for resident. This is reflected in the North Wales Energy Strategy, which calls for more renewable energy to meet future demand to achieve net zero by 2025.



Policy RS 9

Work with partners to develop a comprehensive communications campaign to encourage EV uptake, learning from best practice.

Another important part of facilitating the shift to zero emission vehicles is changing residents' mindsets, and addressing some of the barriers or perceived barriers to changing vehicle, such as purchase cost, range anxiety, lack of charging infrastructure, charging time, and general uncertainty.

Policy RS 10

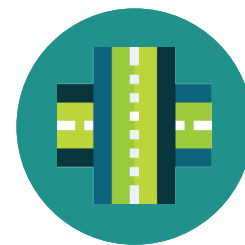
Work with partners and the Distribution Network Operator to seek opportunities to enhance grid capacity in locations where there is a barrier to EV charger roll-out. This should also be a key consideration of the Strategic Development Plan when identifying new developments.

Addressing existing electrical grid capacity in some locations across North Wales is an important issue to facilitate the future roll-out of chargers, particularly in more rural areas. Ambition North Wales and the North Wales local authorities will work collaboratively to join up transport and ongoing energy system planning work at the local, regional and national levels. This recognises the efforts needed for the transport system to move away from liquid fossil fuels to be much more reliant on the electrical network.

Policy RS 11

The Strategic Development Plan and Local Development Plans should mandate that new residential and non-residential developments provide sufficient electric vehicle charging points to meet future demand and incentivise electric vehicle uptake.

To ensure that low emission vehicle use is increasingly convenient in the future, it is vital that new homes are built with adequate provision to support residents who choose to drive a plug-in vehicle. This is something that the Welsh Government will consider as part of their planned broader update to Technical Advice Note (TAN) 18: Transport which provides guidance on the design of development and integrating land use and transport planning in Wales. Any requirements or guidance should be carefully considered and included in the emerging local and regional planning policies and national advice note.



Car clubs and car sharing

Policy RS12

Opportunities will be sought to increase the number of car clubs in North Wales through joint working with car club providers, including community car club providers in urban and rural areas; and at stations, in workplaces and at mobility hubs.

For drivers who do not own a car, car clubs can provide access to a car to make those journeys that are not possible by public transport. Car clubs support a reduction in car ownership levels, providing an option for people who do not use their car often, or who may no longer need a second car. Lower car ownership reduces the number of trips by car and increases the number of trips made by other modes. In more urban areas, there are opportunities for car clubs to be located at railway stations, workplaces and mobility hubs, allowing people access to a car for a journey or onward part of a journey that may not be possible by more sustainable means.

There are a number of car clubs in North Wales such as in rural Gwynedd (Arloesi Gwynedd Wledig, Car-n-arfon), and in south Denbighshire (run by Partneriaeth Gymunedol De Sir Ddinbych). The Partneriaeth Ogwen Car Club (in the Ogwen Valley) is not provided by TrydaNi, who are benefitting from investment from Welsh Government to look at how to set up and scale car clubs across Wales.

Policy RS13

The travel planning process should be used to encourage car share for commuting.

Another significant opportunity to reduce the number of miles driven by private cars is increasing car sharing, and the development of park and share sites. By sharing journeys for all or part of their journey, travellers can reduce the cost of car travel, reduce vehicle mileage, and reduce localised congestion. Minimising the number of people driving on their own to work can be supported through an increased number of car sharing schemes. Employers, via their travel plans, have a role to play in promoting and facilitating car sharing. Employers should be encouraged to promote and co-ordinate these schemes and incentivise those choosing to travel in multi-occupancy vehicles.



Surface access to aviation

There are three international airports in England that have strong connections to North Wales due to their proximity. These are Liverpool John Lennon Airport, Manchester Airport and Birmingham Airport. Within North Wales we have Anglesey Airport, which previously hosted a connection to Cardiff; and Hawarden Airport, which plays a crucial role in supporting the Airbus operations in Flintshire. While there are no scheduled commercial flights operating from Anglesey Airport as of 2025, the airport remains strategically important for military operations, emergency services and offers potential future regional connectivity opportunities. Our policies and interventions include:

Policy A V 1

Support enhancements to surface access to domestic and international airports, focusing on improving public transport services.

Access to airports is an important issue for people in North Wales for three main reasons:

- Connecting businesses to international clients and markets
- Connecting international visitors to North Wales attractions
- Access to international leisure opportunities for residents

We want to see sustainable travel connections between North Wales and nearby airports that are attractive to residents, businesses, and international visitors to our region. We recognise that if we are to maximise the economic activity and tourist potential of North Wales it is important that we have convenient, attractive and reliable connections to key airports serving our region. This includes opportunities for bus, coach and rail travel with more accessible, reliable and regular services connecting our key communities to regional airports.



Digital connectivity

The Welsh Government is encouraging an increase in remote working and has set a long-term ambition for 30% of the Welsh workforce to work away from a traditional office, to be achieved by giving people more options and choice on their workplace. This ambition is intended to help town centres, reduce congestion and cut carbon emissions. Advancements in digital connectivity and opportunities to access services and work remotely plays an important role in supporting sustainable travel and reducing the need to travel. Our policies and interventions include:

Policy D C 1

Opportunities should be sought to work with communities and businesses to promote and facilitate remote working hubs.

Opportunities for remote working have increased in importance significantly since the Covid pandemic, have reduced the number of people that commute during the peaks, and have reduced the number of times that some people commute each week. This positive impact could be increased through the availability of remote working hubs in communities. These hubs provide a professional environment with amenities such as high-speed internet, meeting rooms, and collaborative spaces. Two examples in North Wales of different scales that all local authorities and private sector providers could consider include:

- M-SParc: Located in Bangor and Pwllheli, offering modern facilities as part of the Menai Science Park.
- Costigan's: Situated in Rhyl, providing a coworking space in partnership with Denbighshire County Council.
- Partneriaeth Ogwen: Located in Ogwen Valley, providing co-working space.



Policy DC2

Digital literacy training and education should be widely available to assist North Wales residents to get online and find the information they need to make sustainable travel choices.

We all have an important role to play in informing people about the choices that are available for travel for each journey. That can include operator, Transport for Wales and Traveline Cymru websites and mobile apps for journey planning, as well as local authority information available online about community transport and other local services. It is vital that residents have the opportunity to improve their digital literacy, so they know where to access the information they need to help make travel choices.

The digital literacy of people as well as businesses and service providers is also important to helping reduce the need to travel. For example, education, healthcare and other service providers can work to facilitate remote access to information and appointments to avoid unnecessary trips.

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.

Digital connectivity is also key to providing journey information to public transport passengers as they travel. Real time information provides up to date information to passengers, giving people more confidence to travel by bus or rail. 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. The information available to people should be integrated as well, so the public can gain access to all transport related information in one place. This is something we will encourage Transport for Wales to help with across the region and the rest of Wales.



Land use planning

As well as this Regional Transport Plan, the Corporate Joint Committee is responsible for developing the Strategic Development Plan for North Wales. That will set out proposals for land use planning that will shape locations for housing and employment across North Wales in the medium to long term. Planning policy must first consider town centre development over building new out of town sites. Aligning regional economic development, transport and land use planning approaches through this Regional Transport Plan and our emerging Strategic Development Plan provides an opportunity to capitalise on the interdependencies between them, including considering how our town centres will contribute to these important agendas.

Transport plays a vital role facilitating new development, and making existing development more sustainable. This is partly reflected in the way some of our Regional Transport Plan policies and interventions in connection with other policy themes are linked and have implications for land use planning and placemaking, including support for achieving thriving, successful town centres. Specifically, these are:

Policy C B 19

The Strategic Development Plan will consider land requirements for interchange facilities at gateway sites to Eryri National Park.

Policy R S 10

Work with the Distribution Network Operator to seek opportunities to enhance grid capacity in locations where there is a barrier to EV charger roll-out. This should also be a key consideration of the Strategic Development Plan when identifying new developments.

Policy R S 11

The Strategic Development Plan and Local Development Plans should mandate that new residential and non-residential developments provide sufficient electric vehicle charging points to meet future demand and incentivise electric vehicle uptake.

Policy I N 6

Consideration for strategic park and share sites should be included in the Strategic Development Plan.

Policy R S 6

Work with partners to explore options for the reallocation of existing road and car parking space in our key towns to enhance the local environment, create more attractive spaces for people to dwell, and make it easier for people to walk and cycle.



Our transport focused land use planning policies and interventions include:

Transit-orientated development

Policy LU 1

Support the principal of Transit-Orientated Development for new developments in North Wales.

If we are to encourage people that live or work in new developments to travel sustainably, it is crucial that sustainable transport is a key consideration in development planning. Mixed-use developments should combine residential, commercial and recreational spaces within easy walking distances of bus and rail stations. Building more homes nearer to stations will increase accessibility and reduce the reliance on the private car. This must be supported by wider policies and interventions involved in enhancing the frequency, reliability, and coverage of public transport services to make them a viable alternative to car travel, and making our roads, streets and public spaces to feel safe and convenient for walking, wheeling and cycling. This approach will also strengthen the implementation of the Town Centre First policy across North Wales.



Transit-Oriented Development is an urban planning strategy that focuses on creating high-density, mixed-use development around public transport hubs. This helps to create more demand for local public transport services and reduce the reliance on the private car by integrating places that people live and work with public transport hubs.

**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.

Policy LU3

Sustainable transport connections to key areas for future growth and economic activity will be introduced.

It is important that the transport related policies in this Regional Transport Plan are considered and consistent with the emerging spatial planning at a regional and local level in North Wales to help join up transport, land use planning and economic development. Building on Future Wales: the National Plan, the Strategic Development Plan will set out proposals for progressing strategic regional areas for growth sites in North Wales including key employment sites at the Anglesey Freeport, Wylfa, and the Flintshire and Wrexham Investment Zone.

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.

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.



Breaking the dependency on the private car through sustainable development

Policy LU 4

Developments should only be supported where they promote active travel connectivity through safeguarding, enhancing and expanding on the Active Travel Network Maps.

To ensure that the right infrastructure is included in proposals for new developments it is vital that good quality, attractive, convenient, and safe walking and cycling routes are considered as part of any proposals. That will help reduce the reliance on the private car for short trips, and make active travel the preferred choice for accessing local facilities and services.

Policy LU 5

Development should be encouraged close to public transport facilities, and developments should be designed to help facilitate and improve public transport connectivity in both urban and rural areas.

Building on the principles of transit-oriented development it is also crucial that new developments are served by convenient and attractive public transport services. This is most effective when a development is located close to rail station or can be served by an existing bus service.

We will support local planning authorities to encourage the use of Section 106 or Community Infrastructure Levy funding on new housing and employment developments to help fund up-front improvements in sustainable transport options. This will help ensure developers contribute to the improvement of transport infrastructure and sustainable travel initiatives.

Policy LU 6

Support reducing the parking standards for new developments (as required by the Welsh Government), particularly in urban areas where we will be actively improving sustainable transport alternatives.

It is crucial that new developments do not encourage unnecessary car use. Developments should be served by an appropriate level of parking provision and seek to reduce reliance on the private car, in combination with provision of active travel and public transport alternatives.



Our plans for delivery, monitoring and evaluation

Regional Transport Delivery Plan

This Regional Transport Plan sets out the policies and interventions that outline how we will work towards achieving our vision and objectives. This is accompanied by our Regional Transport Delivery Plan, which identifies a prioritised list of the schemes that the North Wales Local Authorities will progress over the next five years, supported by Ambition North Wales, Transport for Wales and the Welsh Government alongside other partners as appropriate.

Working with our local authorities and Transport for Wales, we have considered a long list of schemes and their contribution to our objectives, likely impacts on well-being, status 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 for investment over the next few years, in the short, medium and longer term.

Whilst we will work with our partners to collaboratively progress the policies, involving programmes and projects, including our aspirations for the trunk road and rail network set out in this Plan, the Welsh Government's funding for transport schemes to be developed and delivered by our local authorities will be allocated based on the schemes included in our Regional Transport Delivery Plan.

Wales faces significant funding challenges over the next few years, with local government funding gaps and public service pressures, whilst there is a need for substantial investment in infrastructure, including transport, to support economic growth and sustainability. Securing funding for our projects will remain a challenge over this Regional Transport Plan's period. These challenges highlight the need for strategic planning and prioritisation across our region to help ensure that we invest in the right places at the right time.

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. Currently there are lots of different sources of funding, such as the Active Travel Fund, Local Transport Fund, Resilient Roads Fund, and the Ultra-low emission vehicle transformation fund in Wales. There are also UK Government funding sources. Overall, the grant modernisation process will provide the regional Corporate Joint Committees (including North Wales) 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.

Monitoring and evaluation

This Regional Transport Plan is supported by our Monitoring and Evaluation Plan, which will help to show our regional progress in achieving the national priorities and ambitions set out in the Wales Transport Strategy. It sets out how the success of this Plan will be monitored, measured and evaluated, considering the objectives we have set for transport and associated well-being outcomes. For example, this will help us demonstrate our region's contribution to national decarbonisation and modal shift targets.

The Monitoring and Evaluation Plan includes a set of measures with baseline information for each, and where appropriate sets targets for improvements to be made over the Plan period up to 2030, largely reflecting our SMART objectives. For example, seeking to enable 30% or more of people in North Wales to work remotely by 2030, supporting the national mode share target of 45% of journeys to be undertaken by walking, cycling and public transport by 2040, to enable at least 50% of motor vehicles and all public buses operating in North Wales to be zero emission by 2035, and seeing at least 50% of households in North Wales with an increased range of travel within 1 hour by public transport, supporting access to key employment sites and regional centres.

Our monitoring and evaluation measures also respond to our objectives for well-being as set out in our Integrated Wellbeing Appraisal, and we draw on the Wales Transport Strategy Monitoring Framework with Welsh Government and Transport for Wales published baseline data where appropriate.



Quarterly North Wales committee meetings will take place where progress updates will be provided by local authority transport officers on the progress of the implementation of the policies in our Regional Transport Plan and the schemes set out in our Regional Transport Delivery Plan. This will also help consider any changing drivers for change and priorities, such as new strategic developments or funding opportunities that may be unforeseen at the time of Plan preparation.

We will submit annual performance reports on our Regional Transport Plan to the Welsh Government each year. We will undertake in collaboration with local authorities in-year monitoring of grant spend and scheme progress, which will be the equivalent of the quarterly grants monitoring undertaken by local authorities at present. The Welsh Government's requirements and structure of reporting are being considered as part of the grants modernisation process.

A comprehensive evaluation will then be prepared after three years to assess whether our Regional Transport Plan is delivering the outcomes we want and intended, providing value for money and whether there are any unintended consequences that require a change in approach. The results will feed into the subsequent Regional Transport Plan from 2030 onwards, and the subsequent National Transport Delivery Plan.




















Appendix A









How we will achieve our objectives

How our travel behaviour policies align to our objectives















Alignment to objectives

| Regional Transport Plan Policy | Improve digital connectivity and local services | Improved accessibility and transport choice | Enable decarbonisation through transition to a zero-emission fleet | Enable Sustainable Economic Growth |
|--|---|---|---|---|
| Policy CB1: Further enhancements to public transport services and active travel routes that provide access to large employment sites will be identified and progressed where funding is available. Enhancements should consider shift work patterns, seasonal working patterns, and where the biggest impact can be delivered. | |  | |  |
| Policy CB2: A partnership approach will be taken to identify and progress schemes and initiatives that encourage sustainable travel to work at employment sites close to the border such as Deeside Industrial Park, Wrexham Industrial Estate, Airbus Broughton, Chester Business Park, and Wrexham and Chester city centres. |  |  | |  |
| Policy CB3: The Corporate Joint Committee will 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. | |  | |  |
| 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. | |  | |  |
| Policy CB5: Where possible, opportunities will be sought to use Investment Zone funding for sustainable transport schemes that improve access to employment and support the delivery and success of the Investment Zone. | |  | |  |
| Policy CB6: A partnership approach will be taken to identify and progress schemes and smarter choices initiatives that facilitate a more sustainable commute to employment sites in Gwynedd and Ynys Mon. | |  | |  |
| Policy CB7: The creation of Strategic Transport Partnerships will be investigated at large employment localities. |  |  |  |  |

Alignment to objectives

| Regional Transport Plan Policy | Improve digital connectivity and local services | Improved accessibility and transport choice | Enable decarbonisation through transition to a zero-emission fleet | Enable Sustainable Economic Growth |
|---|---|---|--|---|
| Policy CB8: Priority will be given to funding schemes and services that improve sustainable access to crucial and life-enhancing services such as education, health care, town centres, and community facilities. Once in place, any infrastructure that supports access to these services should be prioritised for maintenance when necessary. | |  | |  |
| Policy CB9: The introduction of a Total Services Contract in one local authority area in North Wales will be investigated, with a view to wider roll-out across the region should it be successful. | |  | | |
| Policy CB10: Further enhancements to public transport services and active travel routes that provide access to education establishments will be identified and progressed where funding is available. This includes: Higher Education sites (universities in Bangor and Wrexham, but also those in Northwest England); Further Education sites (including Grwp Llandrillo Menai and Coleg Cambria); Secondary Schools; and Primary Schools. | |  | | |
| Policy CB11: Local authorities should expand their work with schools and parents to encourage and support sustainable travel for children, parents and staff. | |  | | |
| Policy CB12: Local authorities will continue to use local datasets and policies such as Learner Travel Measure to prioritise routes to school for safety enhancements. |  |  | | |
| Policy CB13: Opportunities will be sought to deliver the socially necessary transport improvements that prevent rural isolation. This should prioritise better connecting rural communities to: <ul style="list-style-type: none"> • Neighbouring communities • Nearby towns • Nearby community facilities and key services such as health, shops, and education • Transport interchanges for further travel | |  | | |

Alignment to objectives

| Regional Transport Plan Policy | Improve digital connectivity and local services | Improved accessibility and transport choice | Enable decarbonisation through transition to a zero-emission fleet | Enable Sustainable Economic Growth |
|--|---|---|---|---|
| Policy CB 14: Marketing and Communications campaigns will be developed that are meaningful and focus on raising awareness of the benefits of sustainable travel. Campaigns will use innovative techniques to target the right audience, particularly those groups that can be harder to reach. A regional approach should be taken to this where appropriate. |  |  | | |
| Policy CB 15: The Corporate Joint Committee will 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. |  |  | | |
| Policy CB 16: Opportunities will be sought to support the visitor economy through management of coach and motorhome parking close to attractors in North Wales. This should consider charging opportunities for zero emission vehicles. | | |  |  |
| Policy CB 17: Opportunities will be sought to make Sherpa'r Wyddfa bus services permanent, with long term funding; and investigating how services can be integrated further with the wider bus and railway networks. | |  | | |
| Policy CB 18: Through partnership working, further improvements will be introduced to encourage visitors to Eryri to travel by means other than the car. These will include enhancement of alternatives, management of facilities, and improved information and education. These could be funded by innovative sources of funding. | |  | | |
| Policy CB 19: The Strategic Development Plan will consider land requirements for interchange facilities at gateway sites to Eryri National Park. | |  | |  |
| Policy CB 20: Innovative solutions to providing access to attractions in rural areas will be identified. This should consider, but not be limited to, seasonal bus services, e-bike and other micro-mobility hire, alongside information campaigns. |  |  |  |  |

Alignment to objectives







| Regional Transport Plan Policy | Improve digital connectivity and local services | Improved accessibility and transport choice | Enable decarbonisation through transition to a zero-emission fleet | Enable Sustainable Economic Growth |
|---|---|---|--|------------------------------------|
| Policy CB21: Investigation will be undertaken into the benefits of seasonal and tourist bus services in North Wales to support the visitor economy and promote integration with wider rail and bus networks. This should consider not just the journey to the resort, but onward travel to attractions. | | ■ | | ■ |
| Policy CB22: The Corporate Joint Committee 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. | ■ | ■ | | ■ |
| 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. | | ■ | | ■ |

How our bus, coach and community transport policies align to our objectives








Alignment to objectives

| Regional Transport Plan Policy | Improve digital connectivity and local services | Improved accessibility and transport choice | Enable decarbonisation through transition to a zero-emission fleet | Enable Sustainable Economic Growth |
|---|---|---|--|------------------------------------|
| Policy PT1: The Corporate Joint Committee and partners will work with TFW 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. | ■ | | | |
| Policy PT2: All new buses introduced in North Wales should be Zero Emission. Where new buses are a long term improvement, opportunity should be sought to re-power the existing fleet. | ■ | ■ | | |
| Policy PT3: The Corporate Joint Committee will work with partners to seek opportunities to complement the development of hydrogen hubs in North Wales by exploring the introduction of a hydrogen bus fleet. | | | ■ | ■ |
| Policy PT4: The Bus Service Transformation Network will be rolled out 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. | | ■ | | ■ |
| Policy PT5: Future bus services in North Wales will: <ul style="list-style-type: none"> • Have a high frequency and long operating hours • Have consistent/regular departure times • Have Sunday timetables as close as possible to weekday frequency to support commuting, leisure and visitor economy demand • Be coordinated to provide a well-spaced timetable • Minimise journey times between the origins and destinations with the most demand • Take direct routes that remain the same throughout the day • Be routed via transport interchanges and railway stations • Be integrated with local bus services and dynamic demand responsive transport • Be comfortable for long journeys | | ■ | | ■ |

Alignment to objectives

| Regional Transport Plan Policy | Improve digital connectivity and local services | Improved accessibility and transport choice | Enable decarbonisation through transition to a zero-emission fleet | Enable Sustainable Economic Growth |
|---|---|---|--|------------------------------------|
| Policy PT6: A partnership approach involving local highway authorities, the North and Mid Wales Trunk Road Agent (NMWTRA) and TfW will be taken to identifying and implementing bus priority measures that support the roll out of the bus transformation network in North Wales. This may include the re-allocation of road space. | |  | | |
| Policy PT7: All bus stop waiting facilities will be well maintained as far as this can be achieved through local authority revenue budgets. | |  | | |
| Policy 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 to include: <ul style="list-style-type: none"> • Dropped kerbs to access the stop • Raised kerbs to aid boarding • Lighting (environmentally sensitive) • Shelters • Seating • Real time information and onward connection information • Cycle storage |  |  | | |
| Policy PT9: The Corporate Joint Committee supports Welsh Government's Vision of 'One Network, One Timetable, One Ticket' for a bus system which is governed and designed to serve the public interest, with the widest possible geographic coverage, fully integrated connections between different services, the highest possible service frequencies, and simple unified easy-to-use ticketing and information. |  |  | | |

Alignment to objectives

| Regional Transport Plan Policy | Improve digital connectivity and local services | Improved accessibility and transport choice | Enable decarbonisation through transition to a zero-emission fleet | Enable Sustainable Economic Growth |
|--|---|---|---|------------------------------------|
| <p>Policy PT 10: The Corporate Joint Committee will work with partners including local authorities and operators to make bus travel more accessible for people with restricted mobility or disabilities. Improvements should draw from best practice across the world but should include:</p> <ul style="list-style-type: none"> • Dropped kerbs to access the stop • Raised kerbs to aid boarding • Shelters and Seating at stops • On-board Audio-Visual announcements • Information in accessible formats | |  | | |
| <p>Policy PT 11: Successful pilot Fflecsi services should be made permanent, and additional Fflecsi services should be designed with local community involvement and rolled out in other areas in line with bus transformation network proposals.</p> | |  | | |
| <p>Policy PT 12: The Corporate Joint Committee, local authorities and TfW will collaborate with communities, particularly in rural areas, to help fund and deliver community transport services that meet otherwise unmet needs.</p> | |  | | |
| <p>Policy PT 13: We will work with taxi and private hire vehicle providers to promote safety for passengers and drivers and help increase the availability of low emissions or non-motorised vehicles.</p> | |  |  | |
| <p>Policy PT 14: Opportunities will be taken to progress longer distance coach travel, both to connect North Wales and South Wales, and also east-west to connect with economic centres in England.</p> | |  | | |
| <p>Policy PT 15: The Corporate Joint Committee is supportive of community groups who aim to enhance the rail travel experience for existing and new passengers.</p> | |  | | |

How our walking, wheeling and cycling policies align to our objectives

Alignment to objectives









| Regional Transport Plan Policy | Improve digital connectivity and local services | Improved accessibility and transport choice | Enable decarbonisation through transition to a zero-emission fleet | Enable Sustainable Economic Growth |
|---|---|---|--|------------------------------------|
| Policy AT1: The quality and extent of infrastructure that is provided for walking, wheeling and cycling in North Wales will continue to be improved in line with the Active Travel Network Maps. These could be new or upgraded existing facilities and may include the re-allocation of road space to prioritise sustainable modes. | | ■ | | |
| Policy AT2: In non-rural areas, priority will be given to upgrading active travel infrastructure where there is greatest potential for maximising use of the network. | ■ | ■ | | |
| Policy AT3: Where possible, walking and cycling infrastructure should be accessible for all people, including those with mobility impairments, people in wheelchairs, and people pushing prams. | | ■ | | |
| Policy AT4: In rural areas, active travel infrastructure improvements will focus on the community benefit of schemes; improving safety and routes that connect smaller communities with larger settlements and services. | ■ | ■ | | |
| Policy AT5: Where there is an active travel benefit, routes forming part of the Public Rights of Way network will be improved to a standard suitable for everyday active travel journeys. | | ■ | | |
| Policy AT6: The introduction of Quiet Lanes in North Wales in line with national guidance will be investigated. | | ■ | | |
| Policy AT7: The Corporate Joint Committee will work with partners to investigate the establishment of a North Wales Active Travel Unit. | | ■ | | |
| Policy AT8: The Corporate Joint Committee support multi-year funding agreements for active travel infrastructure that would facilitate the development and delivery of a multi-year programme of improvements. | | ■ | | |

Alignment to objectives

| Regional Transport Plan Policy | Improve digital connectivity and local services | Improved accessibility and transport choice | Enable decarbonisation through transition to a zero-emission fleet | Enable Sustainable Economic Growth |
|--|---|---|--|------------------------------------|
| Policy AT 9: The Corporate Joint Committee support changes to active travel funding criteria that would place more emphasis on schemes in rural areas and in residential areas. | | ■ | | |
| Policy AT 10: The Corporate Joint Committee will investigate funding streams additional to the Active Travel Fund that support the delivery of active travel infrastructure improvements in rural areas. | | ■ | | |
| Policy AT 11: The Corporate Joint Committee will work with partners to develop templates and toolkits to support local communities to develop and implement their own projects where government plays a facilitating and supporting rather than doing or delivering role. | ■ | ■ | | |
| Policy AT 12: The Corporate Joint Committee will work with partners including the community and voluntary sectors to support community cycle and e-cycle hire schemes that support access to employment or education. | | ■ | | ■ |
| Policy AT 13: The Corporate Joint Committee will work with partners including the commercial sector to introduce a public cycle and e-cycle hire scheme at large transport interchanges or other suitable locations, and at locations where such a scheme supports the visitor economy. | | ■ | ■ | ■ |
| Policy AT 14: The Corporate Joint Committee will work with partners to develop methods to increase e-cycle ownership, including loan and grant schemes. | | ■ | ■ | ■ |











How our integration policies align to our objectives

Alignment to objectives






| Regional Transport Plan Policy | Improve digital connectivity and local services | Improved accessibility and transport choice | Enable decarbonisation through transition to a zero-emission fleet | Enable Sustainable Economic Growth |
|--|---|---|--|---|
| Policy IN 1: The Corporate Joint Committee supports the development and roll-out of Mobility Hubs and Gateway Stations to make it easier to change between sustainable transport modes on a journey. |  |  | | |
| Policy IN 2: Placemaking and wayfinding at stations and key bus stops will be improved. This should consider onward links to key attractors and be undertaken in consultation with local and community organisations, including groups representing communities with protected characteristics. | |  | |  |
| Policy IN 3: Active Travel Infrastructure improvements identified on Station Network Plans will be delivered, and Station Network Plans will be developed for those stations that do not currently have one. | |  | | |
| Policy IN 4: The Corporate Joint Committee will support the roll-out of integrated ticketing across transport modes that provides best value for passengers. | |  | | |
| Policy IN 5: Any new park and ride schemes should first seek to encourage the whole journey to be undertaken by sustainable means, should be sited to reduce private vehicle mileage, and to be located at a place that can be served by public transport services with minimal impact. | |  | | |
| Policy IN 6: Consideration for strategic park and share sites should be included in the Strategic Development Plan. | |  | | |

How our ports and freight policies align to our objectives

Alignment to objectives













| Regional Transport Plan Policy | Improve digital connectivity and local services | Improved accessibility and transport choice | Enable decarbonisation through transition to a zero-emission fleet | Enable Sustainable Economic Growth |
|---|---|---|---|---|
| Policy PF1: The Corporate Joint Committee will work with partners to support the growth of our ports and nearby development sites in North Wales, recognising their role as a catalyst for co-location of manufacturing, energy, leisure distribution and tourism. In particular we will prioritise sustainable transport connections to the Anglesey Freeport and ports at Holyhead and Mostyn and support their plans for decarbonisation. | | | |  |
| Policy PF2: The Corporate Joint Committee will work with partners to identify vehicle access improvements at Holyhead Port. This should improve access to the port for all vehicles, including freight, but also improve sustainable access to both the port and rail station. | |  | |  |
| Policy PF3: The Corporate Joint Committee will work with partners to enhance facilities for HGV drivers, particularly on the approach to Holyhead port. | | | |  |
| Policy PF4: The Corporate Joint Committee will work with partners to seek opportunities to complement the development of hydrogen hubs in North Wales by supporting a shift to hydrogen fuels for freight operators in the region. | | |  |  |
| Policy PF5: The Corporate Joint Committee will work with partners to identify opportunities for the electrification of vehicles for local deliveries. | | |  |  |
| Policy PF6: The Corporate Joint Committee will work with partners to identify solutions to the local impacts of HGV movements. This includes the development of a network of freight consolidation centre should it be demonstrated that one serving North Wales is economically viable. | | |  |  |

Alignment to objectives

| Regional Transport Plan Policy | Improve digital connectivity and local services | Improved accessibility and transport choice | Enable decarbonisation through transition to a zero-emission fleet | Enable Sustainable Economic Growth |
|--|---|---|---|--|
| Policy P F7: The Strategic Development Plan should consider land requirements for a network of freight consolidation centres. | | |  |  |
| Policy P F8: The Corporate Joint Committee will work with partners and the distribution sector to identify innovative solutions to reducing the environmental impact of local deliveries. |  | |  | |
| Policy P F9: The Corporate Joint Committee will work with partners in the rail industry to support a shift to rail for freight movement, including rail based light logistics. | | | |  |

How our roads, streets and parking policies align to our objectives

Alignment to objectives

| Regional Transport Plan Policy | Improve digital connectivity and local services | Improved accessibility and transport choice | Enable decarbonisation through transition to a zero-emission fleet | Enable Sustainable Economic Growth |
|--|---|---|---|---|
| Policy RS1: The Corporate Joint Committee will work with partners to secure adequate funding for surfacing and structure maintenance that ensures the ongoing operation and resilience of existing highway assets. | | | |  |
| Policy RS2: The Corporate Joint Committee will work with partners to secure funding to adapt the existing road infrastructure to better cope with climate change and enhancing biodiversity. | | | |  |
| Policy RS3: The Corporate Joint Committee is supportive of Welsh Government's Vision Zero approach to road safety and will work with partners to secure adequate funding for road safety measures across North Wales. | |  | | |
| Policy RS4: The approach to road safety will include delivery of highway improvement schemes that increase safety or perceptions of safety for all road users, and continuing programmes of education aimed at encouraging safer use of the highway and transport networks. | |  | | |
| Policy RS5: The role of parking charges and controls will be considered in seeking to manage the demand for parking and discourage unnecessary single-occupancy car use. | |  | |  |
| Policy RS6: The Corporate Joint Committee will work with partners to explore options for the reallocation of existing road and car parking space in our key towns to enhance the local environment, create more attractive spaces for people to dwell, and make it easier for people to walk and cycle. |  |  | |  |
| Policy RS7: The Corporate Joint Committee will support the transition to electric vehicles in North Wales by ensuring that fair and equitable charging infrastructure is available in urban areas and help facilitate private or community-led installation in rural areas. |  |  |  | |

Alignment to objectives

| Regional Transport Plan Policy | Improve digital connectivity and local services | Improved accessibility and transport choice | Enable decarbonisation through transition to a zero-emission fleet | Enable Sustainable Economic Growth |
|---|---|---|--|------------------------------------|
| Policy RS8: Where possible, opportunities will be sought to unify EV charger providers – or the apps and memberships required - across North Wales to make EV charging more convenient. | ■ | ■ | ■ | |
| Policy RS9: The Corporate Joint Committee will work with partners to develop a comprehensive communications campaign to encourage EV uptake, learning from best practice. | ■ | ■ | ■ | |
| Policy RS10: The Corporate Joint Committee and partners will work with the Distribution Network Operator to seek opportunities to enhance grid capacity in locations where there is a barrier to EV charger roll-out. This should also be a key consideration of the Strategic Development Plan when identifying new developments. | | ■ | ■ | |
| Policy RS11: The Strategic Development Plan and Local Development Plans should mandate that new residential and non-residential developments provide sufficient electric vehicle charging points to meet future demand and incentivise electric vehicle uptake. | | ■ | ■ | ■ |
| Policy RS12: Opportunities will be sought to increase the number of car clubs in North Wales through joint working with car club providers, including community car club providers in urban and rural areas; and at stations, in workplaces and at mobility hubs. | | ■ | ■ | |
| Policy RS13: The travel planning process should be used to encourage care share for commuting. | ■ | ■ | | ■ |

How our surface access to aviation policies align to our objectives

Alignment to objectives

| Regional Transport Plan Policy | Improve digital connectivity and local services | Improved accessibility and transport choice | Enable decarbonisation through transition to a zero-emission fleet | Enable Sustainable Economic Growth |
|---|---|---|--|------------------------------------|
| Policy AV1: The Corporate Joint Committee will support enhancements to surface access to domestic and international airports, focusing on improving public transport services. | | ■ | | ■ |

How our digital connectivity policies align to our objectives

| Regional Transport Plan Policy | Alignment to objectives | | | |
|---|---|---|--|------------------------------------|
| | Improve digital connectivity and local services | Improved accessibility and transport choice | Enable decarbonisation through transition to a zero-emission fleet | Enable Sustainable Economic Growth |
| Policy DC1: Opportunities should be sought to work with communities and businesses to promote and facilitate remote working hubs. | ■ | | | ■ |
| Policy DC2: Digital literacy training and education should be widely available to assist North Wales residents to get online and find the information they need to make sustainable travel choices. | ■ | | | |
| 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. | ■ | ■ | | |

How our land use policies align to our objectives

| Regional Transport Plan Policy | Alignment to objectives | | | |
|---|---|---|--|------------------------------------|
| | Improve digital connectivity and local services | Improved accessibility and transport choice | Enable decarbonisation through transition to a zero-emission fleet | Enable Sustainable Economic Growth |
| Policy LU 1: The Corporate Joint Committee supports the principal of Transit-Orientated Development for new developments in North Wales. | ■ | ■ | | ■ |
| Policy LU 2: 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. | | ■ | | ■ |
| Policy LU 3: Sustainable transport connections to key areas for future growth and economic activity will be introduced. | | ■ | | ■ |
| Policy LU 4: Developments should only be supported where they promote active travel connectivity through safeguarding, enhancing and expanding on the Active Travel Network Maps. | | ■ | | ■ |
| Policy LU 5: Development should be encouraged close to public transport facilities, and developments should be designed to help facilitate and improve public transport connectivity in both urban and rural areas. | ■ | ■ | | ■ |
| Policy LU 6: The Corporate Joint Committee supports reducing the parking standards for new developments (as required by the Welsh Government), particularly in urban areas where we will be actively improving sustainable transport alternatives. | | ■ | | ■ |





**CYNGOR SIR
YNYS MÔN
ISLE OF ANGLESEY
COUNTY COUNCIL**

Ymgynghoriad Cynllun Trafnidiaeth Rhanbarthol
Gogledd Cymru / North Wales Regional Transport
Plan Consultation

Drwy ebost / Via email:

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Ein Cyf - Our Ref. VLJ / DW/ CTRh RTP
Eich Cyf - Your Ref.

11/04/2025

Annwyl Syr / Fadam,

**Ymateb i Gynllun Trafnidiaeth Rhanbarthol
Gogledd Cymru**

Mae Cyngor Sir Ynys Môn (CSYM) yn croesawu'r cyfle hwn wneud sylwadau ac ymateb yn ffurfiol i'r ymgynghoriad a gynhaliwyd gan y Cyd-bwyllgor Corfforaethol ar y Cynllun Trafnidiaeth Rhanbarthol (CTRh) Gogledd Cymru drafft.

Mae CSYM yn cefnogi'r egwyddor i baratoi CTRh newydd ar gyfer Gogledd Cymru, sy'n gosod y weledigaeth am y 5 mlynedd nesaf (2025-2030) mewn perthynas â sut all trafndiaeth gyfrannu at lesiant cymdeithasol, amgylcheddol, economaidd a diwylliannol ehangach pobl yn y rhanbarth. Mae'r CTRh yn cyd-fynd â chynllun Llwybr Newydd Llywodraeth Cymru (Strategaeth Trafnidiaeth Cymru).

Mae'r CTRh yn ddogfen strategol lefel uwch sy'n gosod y weledigaeth ar gyfer y rhanbarth, er hyn, y Cynllun Cyflawni Trafnidiaeth Rhanbarthol sydd o bwysigrwydd allweddol o ran prosiectau dylanwadol fydd yn ceisio gwella cysylltiadau a chysylltedd trafndiaeth ledled y rhanbarth, ac ar Ynys Môn. Yn y pen draw, mae effeithiolrwydd y CTRh yn dibynnu ar i ba raddau mae'r Cynllun Cyflawni'n cael ei weithredu yn ystod y 5 mlynedd â galluogi symud pobl i gael mynediad at wasanaethau allweddol fel pobl ifanc i addysg, pobl i safleoedd cyflogaeth, a phobl fregus yn gallu cael mynediad at leoliadau ar gyfer eu hanghenion dyddiol. O ystyried fod pob menter

Dear Sir / Madam

**Response to the North Wales Regional
Transport Plan**

The Isle of Anglesey County Council (IACC) welcomes this opportunity to formally comment and respond to the consultation held by the Corporate Joint Committee on the draft North Wales Regional Transport Plan (RTP).

The IACC is supportive of the principle of preparing a new RTP for North Wales which sets out vision for the next 5 years (2025-2030) in respect of how transport can contribute to the wider social, environmental, economic, and cultural well-being of people in the region. The RTP aligns with Welsh Government's Llwybr Newydd (Wales Transport Strategy).

Whilst the RTP is a high-level strategic document which sets out the vision for the region, it is the Regional Transport Delivery Plan that is of critical importance in terms of actual impactful projects that will strive to deliver improved transport linkages and connectivity across the region and within the Isle of Anglesey. Ultimately, the effectiveness of the RTP hinges upon the extent that the Delivery Plan is executed over the next 5 years in respect of enabling the movement of people to access key services such as young people to education, people to employment sites, and fragile people being able to access locations for their daily needs. Recognising that every

Croeso i chi ddelio gyda'r Cyngor yn y Gymraeg neu'n Saesneg. Cewch yr un safon o wasanaeth yn y ddwy iaith. / You are welcome to deal with the Council in Welsh or English. You will receive the same standard of service in both

a amlinellir yn y Cynllun Cyflawni yn allweddol i'w Awdurdod Lleol perthnasol (a gan ddeall yr angen am ddull rhanbarthol i flaenoriaethu cynlluniau), mae dal angen dull penodol i sicrhau bod cyllid yn cael ei rannu'n deg er mwyn cynnig buddion go iawn i gymunedau ledled Gogledd Cymru.

Cynhaliodd CSYM sesiynau galw heibio yn Llyfrgelloedd Caergybi a Llangefni ar 11 a 13 Chwefror er mwyn rhoi cyfle i'r cyhoedd (gan gynnwys y rheiny gyda nodweddion gwarchodedig) leisio eu barn a rhannu sylwadau ar y CTRh arfaethedig.

Annog Newid Dulliau Teithio mewn Ardaloedd Gwledig

Mae CSYM yn bryderus nad yw cynllun Llwybr Newydd Llywodraeth Cymru (a'r CTRh drwy lynu wrth y Strategaeth Genedlaethol) yn rhoi ystyriaeth lawn i'r heriau sy'n wynebu ardaloedd gwledig yn y sector trafndiaeth a sut i'w goresgyn. Mae diffyg trafndiaeth gyhoeddus mewn ardaloedd gwledig yn fwy dylanwadol oherwydd mae mwy o bobl yn dibynnu ar ddefnyddio ceir eu hunain - nid oes unrhyw opsiynau realistig eraill ar gael ar hyn o bryd.

Ni ellir peidio â sylweddoli gwerth rhyng-gysylltedd rhwng dulliau trafndiaeth wahanol mewn ardaloedd gwledig. Derbynnir fod gwasanaethau'n llai rheolaidd mewn ardaloedd gwledig o gymharu â mannau trefol oherwydd maint y boblogaeth, er hyn, mae'n hollbwysig fod cynllun buddsoddi integredig ar waith sy'n galluogi pobl i deithio i leoliad o'u dewis drwy ddefnyddio sawl dull trafndiaeth wahanol. Mae'n rhaid i amserlenni trafndiaeth gynaliadwy fod yn ddefnyddiol er mwyn annog pobl i'w ddefnyddio, yn enwedig mewn ardaloedd gwledig. Byddai hyn yn atal pobl rhag cael eu gwahardd yn gymdeithasol oherwydd diffyg opsiynau trafndiaeth. Mae Gogledd Ynys Môn ar yr ymylon, a dylai fod yn flaenoriaeth i wella cysylltiadau gyda hybiau trefol ac economaidd yr Ynys a'r tir mawr, gan fod seilwaith trafndiaeth yn ysgogydd allweddol ar gyfer tyfu'r economi.

Er bod y CTRh yn cydnabod heriau gwledig a'i fod yn cynnig cyfle am welliannau, ar hyn o bryd mae'n canolbwyntio ar y dulliau trafndiaeth sydd wedi'u hynysu, ond mae angen rhyng-gysylltiad

initiative outlined in the Delivery Plan is critical to its respective Local Authority (and understanding the need for a regional approach to prioritising schemes) a mechanism is still required to ensure that funding is shared equitably in order to deliver tangible benefits to all communities across North Wales.

The IACC held 'drop-in' sessions at both Holyhead and Llangefni Libraries on 11th and 13th February to provide opportunities for all members of the public (including those with protected characteristics) to voice their opinion and share their thoughts on the proposed RTP.

Encouraging Modal Shift in Rural Areas

The IACC remain concerned that the Welsh Government's Llwybr Newydd (and the RTP by adhering to the National Strategy) does not fully take into account the challenges facing rural areas in the transport sector and how to overcome these barriers. The lack of public transport in rural areas are more impactful as there is a high degree of dependency on the use of the private car – currently there are no other realistic alternative.

In rural areas the importance of interconnectivity between different transport modes cannot be underestimated. It is accepted that services are less frequent in rural areas in comparison to urban areas due to population numbers, nevertheless, it is imperative that there is an integrated investment plan in place enabling people to travel to their chosen destination by utilising various transport modes. All sustainable transport timetables must align to promote increased use, especially in rural areas. This would prevent people becoming socially excluded through lack of transportation options. North Anglesey is especially peripheral, and it should be a priority to improve connections with the Island's urban and economic hubs and the mainland, as transport infrastructure is a key enabler for economic growth.

Whilst recognising that the RTP acknowledges rural challenges and does provide opportunity for improvements, it currently only focusses on each of the transport modes in isolation,

rhwng dulliau trafndiaeth er mwyn hwyluso system drafndiaeth fwy effeithiol mewn ardaloedd gwledig. Rhaid rhoi mwy o ystyriaeth i'r anghenion, heriau a chyfleoedd mae system drafndiaeth integredig yn eu cynnig er mwyn galluogi pobl mewn cymunedau gwledig i deithio i ardaloedd trefol wrth symud ymlaen.

Uchelgeisiau Rhwydwaith Ffyrdd Strategol (RhFfS) - Pontydd y Fenai

Cydnabyddir fod y RhFfS yng Ngogledd Cymru yn cynnwys cefnffyrdd 'A', sy'n cael eu rheoli a'u cynnal a chadw gan Asiant Cefnffyrdd Gogledd a Chanolbarth Cymru ar ran Llywodraeth Cymru. Yn yr un modd â rheilffyrdd, nid oes gan y CJC nac Awdurdodau Lleol yng Ngogledd Cymru unrhyw ddylanwad uniongyrchol, er hyn, mae dyheadau am newid isadeiledd trawsnewidiol ar Groesfan Menai yn hanfodol i wydnwch coridor yr A55 (llwybr Euro-22) sef gwythïen trafndiaeth rhanbarth Gogledd Cymru ar gyfer cysylltiad rhyngwladol ag Iwerddon.

Felly, rydym yn cefnogi achos Uchelgais RhFfS 4 i barhau i greu Trydedd Bont dros y Fenai er mwyn gwella gwydnwch, amser teithio a chapasiti. Ymatebodd CSYM i Gomisiwn Trafnidiaeth Gogledd Cymru i eiriau o'r fath a darparodd dystiolaeth â'r sylfaen gref i gyfiawnhau'r angen am drydedd groesfan (Atodiad 1) ac yn pwysleisio'r effeithiau eang ac arwyddocaol y mae cau pontydd yn eu cael ar yr economi, iechyd, addysg, hamdden a lles preswylwyr. Byddai'r achos hwn yn cael ei gryfhau ymhellach petai prosiectau o bwysigrwydd cenedlaethol (Wylfa Newydd) yn cael eu datblygu yn ogystal â phrosiect Porthladd Rhydd Ynys Môn. Yn ogystal, pe bai datblygiad Wylfa Newydd yn cael ei gadarnhau, byddai CSYM yn argymhell ail-ymweld â'r Cynllun Cyflawni Trafnidiaeth Ranbarthol gan y byddai'r prosiect hwn yn wirioneddol ddylanwadol ac yn darparu newid heb ei ail ar gyfer cenedlaethau'r dyfodol. Felly, byddai angen ailedrych ar y prosiectau blaenoriaeth.

Nid yw'r adroddiad yn nodi'r angen am gyfleusterau parcio Cerbydau Nwyddau Trwm addas, dros dro, y naill ochr i'r Fenai nac i wasanaethu porthladd Caergybi pe bai pont ar gau. Mae'r enghraifft hon wedi digwydd yn

whereas there needs to be interconnectivity between the transport modes to enable a more effective transport system in rural areas. The needs, challenges and opportunities of an integrated transport system to enable people in rural communities to travel to urban areas in a more seamless approach and this needs further consideration going forward.

Strategic Road Network (SRN) Ambitions – Menai Crossing

It is acknowledged that the SRN in North Wales includes trunk 'A' roads which are managed and maintained by the North and Mid Wales Trunk Road Agency on behalf of Welsh Government. As with rail, this means the CJC and Local Authorities in North Wales have no direct influence, however, 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.

Therefore, we support the case for SRN Aspiration 4 for the case for a third Menai Crossing to progress to improve resilience, journey time reliability and enhance capacity. The IACC responded to the North Wales Transport Commission to words of such effect and provided a strong evidence base to justify the need for a 3rd crossing (Appendix 1) and emphasises the wide-ranging and significant effects that bridge closures have upon the economy, health, education, leisure and well-being of residents. This case would be further strengthened should nationally important infrastructure projects (Wylfa Newydd) be developed as well as the Anglesey Freeport project. Additionally, should the Wylfa Newydd development be confirmed, the IACC would recommend re-visiting the Regional Transport Delivery Plan as this project would be truly impactful and would provide a once in a lifetime generational change. Hence, the priority projects would need re-visiting.

The report fails to identify the requirement for suitable, temporary, short term HGV parking facilities either side of the Menai Straits or to serve the port of Holyhead in scenarios of bridge closure. This example has occurred more

amlach yn ddiweddar. Mae'r A55 a'r rhwydwaith priffyrdd o'i chwmpas yn dod i stop ym Mangor, Porthaethwy a Llanfairpwll bob tro y bydd digwyddiad ar Bont Britannia. Mae'r digwyddiadau hyn yn effeithio'n ddifrifol ar y rhanbarth yn enwedig y Gwasanaethau Brys, Ysbyty Gwynedd, Ysgolion, Colegau, busnesau a chymudwyr. Wynebier heriau tebyg yng Nghaergybi gyda Cherbydau Nwyddau Trwm yn parcio mewn Ystadau Diwydiannol a meysydd parcio, gan effeithio ar y dref a'i thrigolion. Bydd CSYM yn croesawu ystyriaeth bellach yn y CTRh neu gamau gweithredu sy'n deillio o Gomisiwn Trafnidiaeth Gogledd Cymru i fynd i'r afael â'r materion hyn.

Yn y tymor byr, mae CSYM yn cydnabod bod Trafnidiaeth Cymru'n cynnal astudiaethau'n dilyn Comisiwn Trafnidiaeth Gogledd Cymru i wella gwytnwch Pontydd y Fenai. Bydd CSYM yn parhau i weithio gyda sefydliadau partner i symud ymyriadau yn eu blaenau gan gynnwys gwelliannau i seilwaith trafniadaeth gyhoeddus a theithio llesol, dyfeisiau gwynt posibl i atal gorfod cau Pont Britannia tra bo gwyntoedd cryfion ac unrhyw gyfleoedd i wella cyffyrdd.

Porthladd Caergybi a'r Porthladd Rhydd

Mae porthladd Caergybi'n holl bwysig o ran cefnogi asgwrn cefn economaidd a chymdeithasol Cymru. Mae porthladd Caergybi yn cael ei adnabod fel yr 2ail borthladd prysuraf yn y DU ar gyfer cludo teithwyr fferi môr byr a chludiant rhyngwladol i Lwerddon, yn ogystal â mwyafrif yr unedau cludo llwythi gyrru i mewn ac allan yng Nghymru. Mae pwysigrwydd strategol porthladd Caergybi i wasanaethu Cymru, y DU ehangach ac yn rhyngwladol i gysylltu Lwerddon â thir mawr Ewrop yn hollbwysig. Mae graddfa pwysigrwydd Porthladd Caergybi i economi Cymru yn sylweddol. Roedd difrifoldeb cau Porthladd Caergybi yn ddiweddar ar ôl y difrod a achoswyd gan Storm Darragh a arweiniodd at ddymchwel angorfa ffender yn amlygu'r effaith ar y sector trafniadaeth ehangach o ran symud nwyddau rhyngwladol a symud pobl i/o Lwerddon i'r DU. Mae tystiolaeth o effaith niweidiol cau'r Porthladd i'w gweld yn Atodiad 2.

Croesewir gwelliannau yn y dyfodol i gefnogi twf y porthladd, yr orsaf reilffordd a safleoedd

frequently in recent times. The A55 and surrounding highway network grinds to a halt in Bangor, Menai Bridge and Llanfairpwll on each occasion that an incident occurs on Britannia Bridge. These incidents severely affect the region especially the Emergency Services, Ysbyty Gwynedd, Schools, Colleges, businesses, and commuters. Similar challenges are faced in Holyhead with HGVs resorting to parking in Industrial Estates and car parks, affecting the town and its residents. The IACC would welcome further consideration in the RTP or actions arising from the North Wales Transport Commission to address these issues.

In the shorter term, the IACC recognises that the studies are being undertaken by Transport for Wales following the North Wales Transport Commission to improve the resilience of the Menai Crossing. The IACC will continue to work with partner organisations to progress interventions including public transport and active travel infrastructure improvements, potential wind deflectors to reduce the risk of closure to Britannia Bridge in high-winds and any opportunities for junction improvements.

Holyhead Port & Freeport

The port of Holyhead has a crucial role in supporting the economic and social fabric in Wales. The port of Holyhead is recognised as the 2nd busiest UK port carrying short sea ferry passengers and international transportation to Ireland as well as the majority of all Roll-on Roll-off freight units in Welsh ports. The strategic importance of Holyhead port to serve Wales, the wider UK and internationally to connect Ireland with mainland Europe is paramount. The scale of the importance of Holyhead Port to the Welsh economy is significant. The severity of the closure of Holyhead Port recently after the damage caused by Storm Darragh resulting in the collapse of a fender berth highlighted the impact caused to the wider transportation sector in terms of international freight movement and the movement of people to/from Ireland to the UK. Evidence of the detrimental impact of the port closure can be found in Appendix 2.

Future improvements to support the growth of the port, railway station and nearby Freeport

Porthladd Rhydd cyfagos (Polisi PF1-PF3). Bydd y statws Porthladd Rhydd yn cyfoethogi rôl Caergybi fel porth rhyngwladol, a bydd yn chwarae rôl bwysig o ran cryfhau economi gogledd Cymru a chreu gwaith ar gyfer pobl leol. I'r gwrthwyneb, efallai y bydd goblygiadau pellach oherwydd y cynnydd yn nifer y llwythi fydd yn cael eu cludo, a bydd yn dod yn fwy o flaenoriaeth i weithio gyda phartneriaid yn y sector cyhoeddus a phreifat i adnabod gwelliannau mewn perthynas â mynedfeydd ac allanfeydd cerbydau (a Cherbydau Nwyddau Trwm wrth gyrraedd Caergybi) yn ogystal â gwella mynediad cynaliadwy i'r porthladd a'r orsaf drenau. Felly, mae CSYM o'r farn bod angen prif gynllun hollgynhwysol ar gyfer y porthladd a'r orsaf drenau ehangach (yn ogystal â chysylltiadau'r briffordd) am ei fod yn ddarn allweddol o'r seilwaith strategol er mwyn hwyluso adferiad datblygiad trafnidiaeth ac economaidd yn y rhanbarth.

Cysylltiadau Rheilffordd

Cydnabyddir nad yw seilwaith rhwydwaith rheilffyrdd gogledd Cymru wedi'i ddatganoli ac nad oes gan Gydbwyllgor Corfforedig y Gogledd (CJC) ac Awdurdodau Lleol yng Ngogledd Cymru unrhyw ddylanwad uniongyrchol dros wasanaethau rheilffyrdd a bod cynlluniau sy'n ymwneud â rheilffyrdd wedi'u heithrio o'r Cynllun Cyflawni. Serch hynny, mae'n hanfodol bod y CTRh yn nodi dyheadau rhanbarthol ar gyfer rheilffyrdd ar draws y rhanbarth i gefnogi dyheadau ehangach ar gyfer gwell cysylltedd a symudiad pobl o fewn gogledd Cymru a thu hwnt i weddill y DU.

Ar y sail hon, mae'n siomedig nad yw cynigion gwelliannau seilwaith yn cael eu blaenoriaethu i'r gorllewin o Gyffordd Llandudno (RA4). Mae hyn yn methu â bodloni'r dyheadau a nodir yn yr CTRh ac nid yw'n ystyried pwysigrwydd Gorsaf Reilffordd Caergybi a allai ddarparu ar gyfer teithwyr rhyngwladol i gysylltu teithio ymlaen o/i Iwerddon i weddill y DU neu hyd yn oed i Ewrop trwy Lundain ac i'r Porthladd rhydd Ynys Môn. Mae dwy orsaf fawr ar y rheilffordd sy'n darparu ar gyfer trigolion Ynys Môn sydd y tu hwnt i Gyffordd Llandudno ac, er bod anawsterau o ran uwchraddio'r rheilffordd yn cael eu gwerthfawrogi, mae'n teimlo nad yw'r manteision a ddaw yn sgil gwelliannau

sites (Policy PF1-PF3) is welcomed. The Freeport status will further enhance Holyhead's role as an international gateway and will play an important role in strengthening the North Wales economy and creating employment for local people. Contrary to this, there may be further implications due to increased freight movement and it will become of even greater priority to work with partners in both the public and private sector to identify vehicle access and egress improvements (& HGV Facilities on the approach to Holyhead) as well as improving sustainable access to both the port and rail station. Therefore, the IACC believes that 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.

Rail Connections

It is acknowledged that the rail network infrastructure in North Wales is non-devolved and the CJC and Local Authorities in North Wales have no direct influence over rail services and that rail-related schemes are excluded from the Delivery Plan. Nevertheless, it is crucial that the RTP sets out regional aspirations for rail across the region to support wider aspirations for improved connectivity and movement of people within North Wales and beyond to the remainder of the UK.

On this basis, it is disappointing that infrastructure improvements proposals are not prioritised west of Llandudno Junction (RA4). This fails to meet the aspirations set out in the RTP and does 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. There are two large stations on the line that cater for Anglesey residents that are beyond Llandudno Junction and, although difficulties in upgrading the line are appreciated, it feels that the benefits to be gained by such transformational improvements,

trawsnewidiol o'r fath, a fyddai'n gwasanaethu unig derfynfa borthladd mawr y rhanbarth, yn cael eu cyflwyno. Mae CSYM yn credu bod cysylltiadau cryf parhaus â Llundain a Gogledd Orllewin Lloegr yn flaenoriaeth yn y tymor hir i gysylltu pobl ymlaen o Ddelyn ac ar gyfer teithio busnes i'r rhai sy'n dewis byw ar yr Ynys ac y byddai'n werthfawr iawn ar gyfer 'gweithio hybrid'.

Yn hyn o beth, mae'n ymddangos bod Polisi PF1 ychydig yn groes i hyn, lle mae'r polisi'n hyrwyddo blaenoriaethu cysylltiadau trafnidiaeth gynaliadwy i Gaergybi, ond nid yw'n ymddangos bod y dyhead i wella seilwaith yn ymestyn y tu hwnt i Gyffordd Llandudno. I'r un perwyl, nid yw'r gost i deithio ar drenau (a gynyddwyd yn ddiweddar gan Drafnidiaeth Cymru) a'r diffyg gwasanaethau yn fwyafriif y gorsafoedd ledled Ynys Môn yn annog pobl i'w defnyddio'n fwy rheolaidd na cheir.

Mae CSYM yn nodi diffyg o ran synergedd o fewn y CTRh gyda Llwybr Newydd mewn perthynas ag aildefnyddio rheilffyrdd nad ydynt mewn defnydd. Mae CSYM yn awyddus i weld ased Lein Amlwch yn cael ei defnyddio unwaith eto. Croesawom y cyfeiriad yn y Llwybr Newydd ar y posibilrwydd o aildefnyddio llinellau rheilffordd a seilwaith trafnidiaeth segur eraill. Gall aildefnyddio asedau rheilffordd ar gyfer y dyfodol greu economi ymwelwyr cadarnhaol yn ogystal ag asedau cymunedol, a byddem yn croesawu ystyriaeth bellach ar gyfer seilwaith o'r fath yn y CTRh.

Mae'r sylw am Faes Awyr Ynys Môn ar dudalen 10 a 19 yn anghywir, gan fod y maes awyr wedi cau ers 2022. Mae hyn yn pwysleisio'r angen am gysylltiadau trafnidiaeth buan eraill er mwyn cysylltu'r genedl. Mae buddsoddiad pellach i greu rhwydwaith rheilffordd rymus a chyflym i gysylltu gogledd orllewin Cymru gyda gogledd Lloegr a de Cymru yn angenrheidiol. Byddai hyn yn chwarae rhan bwysig wrth ddatblygu economi gogledd orllewin Cymru, gan ddarparu cysylltiadau gwell ar gyfer busnesau, cyfleoedd twristiaeth a llai o amser yn teithio (fel yr amlinellir uchod yn yr adran Cysylltedd Rheilffordd).

which would serve the region's only major port terminal, are not being rolled out. The IACC believes that continued strong connections with London and Northwest England is a priority in the long-term to connect people onwards from Dublin and for business travel for those who choose to reside on the Island and would be very valuable for 'hybrid-working'.

In this regard, Policy PF1 would appear to be slightly at odds with this where the policy promotes prioritizing 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 TfW) and the lack of stopping services at most stations on Anglesey does not encourage regular use over private cars.

The IACC notes a lack of synergy in the RTP with Llwybr Newydd in respect of re-utilising disused railway lines. The IACC is eager to see the Lein Amlwch asset being used again. We welcomed reference in Llwybr Newydd to the possibility of former railway lines and other redundant transport infrastructure to be re-used. Re-utilising redundant rail assets for future use could create a positive visitor economy and a community asset if reopened, and we would welcome further consideration for such infrastructure in the RTP.

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. Further investment to create a robust and fast rail network to connect North West Wales with the North of England and South Wales is imperative. This would play a significant part in the economic development of North West Wales, providing improved business connectivity, tourism opportunities and reduced journey times (as outlined above in the Rail Connectivity section).

Gwasanaethau Bws

Bus Services

Nid oes unrhyw wasanaethau bws mewn rhannau gwledig o Ynys Môn, ac yn fwy diweddar, mae toriadau i'r gwasanaethau cyfyngedig presennol (a oedd eisoes yn ddifffgiol) wedi cyfateb i gynnig trafnidiaeth gyhoeddus sy'n gwaethygu ar yr Ynys sydd wedi dieithrio llawer o drigolion oedd yn ddibynnol ar drafnidiaeth gyhoeddus. Nid yw hyn wedi bod yn ffafriol i gyflawni cyfraddau defnydd uwch ac mae'n gorfodi'r mwyafrif i ddibynnu ar geir preifat. Yn ogystal, mae'r gost i ddefnyddio trafnidiaeth gyhoeddus yn rhu ddrud i lawer, sy'n achosi rhwystr. Mae CSYM yn credu bod angen canolbwyntio ar gynyddu amllder ac ansawdd y gwasanaethau bysiau yn hytrach na gwella seilwaith bysiau lle mae cyfleoedd yn gyfyngedig mewn ardal wledig (ni fydd seilwaith bysiau yn unig yn cynyddu lefelau defnydd). Er ein bod yn croesawu'r egwyddor o fasnachfaint bysiau a'r uchelgais am well gwasanaethau bysiau a seilwaith, heb gyllid ychwanegol i'w gyflawni, rydym mewn perygl o godi disgwyladau yn ddiangen ac yn gwaethygu sefyllfa sydd eisoes yn sensitif. Mae angen sicrwydd hefyd i sicrhau bod unrhyw newidiadau i wasanaethau bysiau yn mynd i'r afael ag anghenion ardaloedd gwledig ac yn ystyried pwysigrwydd bysiau trafnidiaeth gyhoeddus ar Deithio Addysg Cartref i'r Ysgol.

Yn ogystal, mae CSYM yn teimlo bod angen mwy o bwyslais o fewn y CTRh (ac wedi hynny, yn y Cynllun Cyflawni) ar y weledigaeth ar gyfer trafnidiaeth gyhoeddus mewn ardaloedd gwledig megis y Gwasanaeth Hyblyg, Gwasanaethau Ymateb i Alw, a Chynlluniau Cludiant Cymunedol. Byddai hyn yn gwasanaethu trigolion mewn ardaloedd gwledig yn well, gan gynnig mwy o symudedd a lleihau'r angen i ddefnyddio car preifat. Gallai dull arloesol o'r fath bontio'r bwlch rhwng cysylltu ardaloedd anghysbell â lleoliadau cyfnewid a fyddai'n galluogi teithio ymlaen.

Teithio Llesol (Cerdded, olwyno a beicio)

Mae CSYM yn cefnogi cynnwys Teithio Llesol o fewn y CTRh. Fodd bynnag, mae angen gwneud mwy i annog newid moddol a denu pobl i gerdded, olwyno neu feicio, a rhaid cael yr amodau cywir i wneud yr opsiwn yn fwy deniadol i fwy o bobl. Er gwaethaf y buddion

There are no bus services in parts of rural Anglesey, and more recently, cuts to existing limited services (which were already lacking) have amounted to a worsening public transport offer on the Island which has alienated many residents for whom public transport was their only available mode of transport. This has not been conducive to achieving greater rates of use and is forcing the majority to rely on private cars. Additionally, the cost of public transport can be prohibitive to many thereby acting as an obstacle. The IACC believes that greater focus is required on increasing the frequency and quality of bus services rather than improving bus infrastructure where opportunities are limited in a rural area (bus infrastructure alone will not increase patronage levels). Although we welcome the principle of bus franchising and the aspiration for improved bus services and infrastructure, without additional funding to deliver, we risk raising expectations unnecessarily and expatiating an already sensitive situation becoming worse. Certainty is also required to ensure that any changes to bus services address the needs of rural areas and takes account of the importance that public transport buses have on Home to School Education Travel.

In addition, the IACC feel that greater emphasis is required within the RTP (and subsequently in the Delivery Plan) on the vision for public transport in rural environs such as the Flexi-Service, Demand Response Services, and Community Transport Schemes. This would better serve rural residents, offering greater mobility and reducing the dependency on the private car. Such an innovative approach could bridge the gap between connecting remote areas to interchange locations that would enable onward travel.

Active Travel (Walking, wheeling and cycling)

The IACC supports the inclusion of Active Travel within the RTP. However, more needs to be done to encourage modal shift and attract people to walk, wheel or cycle, and the correct conditions must exist to make the option more attractive to more people. Despite the

datgarboneiddio a llesiant cydnabyddedig o'r dulliau hyn, bydd diffyg parhaus o ran seilwaith galluogi yn rhwystro cynnydd yn enwedig mewn ardaloedd gwledig gan fod pellteroedd o aneddiadau allanol i aneddiadau teithio llesol dynodedig yn rhy hir a bod diffyg integreiddio â dulliau trafniadaeth gyhoeddus gynaliadwy eraill. Mewn ardaloedd gwledig, ystyrir bod angen mwy o hyblygrwydd o ran y Canllawiau Dylunio Teithio Llesol yng nghefn gwlad Cymru er mwyn sicrhau bod awdurdodau lleol gwledig yn gallu datblygu llwybrau teithio llesol yn llwyddiannus er budd yr holl ddefnyddwyr posibl, gan gynnwys twristiaid ac ymwelwyr, a chydabod bod yr anghenion a'r math o ddarpariaeth sy'n briodol ar gyfer ardaloedd gwledig yn wahanol i'r un mewn aneddiadau trefol mwy. Mae gwneud defnydd o goridau trafniadaeth segur i newid dulliau teithio yn darparu un ateb pragmatig i fynd i'r afael â'r mater hwn. Yn olaf, byddem yn awyddus i weld a oes posibilrwydd i ehangu ar y diffiniad o deithio llesol i gylch gwaith ehangach i gynnwys dibenion hamdden ac iechyd a lles, oherwydd mae'r mathau hynny o deithiau teithio'r un mor bwysig.

Seilwaith Gwefru Cerbydau Trydan a Cherbydau Tanwydd / Allyriadau Isel lawn

Mae cynnwys pwyntiau gwefru Cerbydau Trydan yn cael ei groesawu'n fawr, fodd bynnag, mae angen cyfathrebu rhagor o wybodaeth i wella dealltwriaeth ar y berthynas rhwng rôl y sector preifat a'r sector cyhoeddus wrth gyflwyno pwyntiau gwefru ac mae angen polisi penodol ar lefel genedlaethol ar y dull o wefru. Ymhellach, mae angen mwy o bwyslais ar yr angen am waith partneriaeth gwell gyda'r Gweithredwr Rhwydwaith Ardal ac i ddylanwadu'n gadarnhaol ar fuddsoddiad pellach yn y rhwydwaith gan fod perygl, ar hyn o bryd, na fydd y capasiti a'r seilwaith trydanol (yn enwedig mewn ardaloedd mwy gwledig) yn ddigonol i fodloni'r cynnydd mewn cerbydau trydan sy'n debygol yn y blynyddoedd i ddod. Felly, mae angen ffocws a dyhead i gynyddu buddsoddiad yn y seilwaith i osod pwyntiau gwefru cerbydau trydan. Heb fuddsoddiad yn y seilwaith sylfaenol mae perygl y bydd ardaloedd gwledig yn cael eu gadael ar ôl a bydd hyn yn creu rhwystrau mewn ardaloedd cyffelyb. Gall y canlyniad hwn effeithio'n ddifrifol ar ddenu

acknowledged decarbonisation and wellbeing benefits to be gained from these methods, a continued lack of enabling infrastructure will stifle progress especially in rural areas as distances from outer settlements to designated active travel settlements is too long and there is a lack of integration with other sustainable public transport modes. In rural areas it is considered that greater flexibility is required in terms of the Active Travel Design Guidance in rural Wales in order to ensure that rural local authorities are able to successfully develop active travel routes to benefit all potential users, including tourists and visitors and recognition that the needs and type of provision that is appropriate for rural areas differs from that in larger urban settlements. Making use of redundant transport corridors to facilitate the modal shift provides one pragmatic solution to approaching this issue. Finally, we would be eager to see if there's a possibility to expand on the definition of active travel to a wider remit to include leisure and health and well-being purposes, because those types of travel journeys are just as important.

Electric Vehicle (EV) Charging Infrastructure and Alternative Ultra Low Emission Vehicles / Fuels

The inclusion for the provision of Electric Vehicle (EV) charging points is most welcomed, however, further information needs to be communicated to improve understanding on the relationship between the role of the private and public sector in the roll-out of EV Charging and a specific policy is required at the national level on the approach to EV charging. Furthermore, greater emphasis is required on the need for improved partnership working with the District Network Operator and to positively influence further investment in the network as there is currently a risk that the electrical capacity and infrastructure (especially in more rural areas) will not be adequate to cater for the demand in increased EV ownership which is likely over the coming years. Therefore, there needs to be a focus and aspiration to increase investment in the enabling infrastructure to be able to install EV charging points. Without investment in the primary infrastructure there is a risk that rural areas will be left behind and this will result in another barrier in rural areas. This outcome

ymwelwyr fel rhan o'r economi ymwelwyr a chreu rhagor o wahaniaeth (mae'r economi ymwelwyr yn rhan annatod o economi Ynys Môn).

Mae CSYM yn croesawu'r cynnwys ar Hwb Hydrogen Caergybi (PF4) ond yn credu bos angen mwy o bwyslais i sicrhau fod yr holl ddatblygiadau cysylltiedig o fewn Hwb Hydrogen Caergybi yn cael eu cynnwys fel rhan o'r Cynllun Cyflawni ac unrhyw gysylltiadau â'r Cyfleusterau Rheoli Ffiniau ym Mharc Cybi. Mae'r Hwb, sy'n ddatblygiad arloesol, yn cael ei adnabod fel darn allweddol o'r seilwaith fydd yn cefnogi'r sector Trafnidiaeth ac Ynni.

Monitro, Gwerthuso ac Arfarniad Llesiant Integredig (IWBA)

Er bod CSYM yn cytuno bod y Cynlluniau Monitro a Gwerthuso yn ofynnol, yn bwrpasol ac yn briodol, mae angen mwy o eglurder ynghylch lle mae'r cyfrifoldeb hwn - boed yn cael ei gynnal fesul cynllun, neu mewn dull mwy cyfannol o fesur perfformiad ar draws y rhanbarth. Mae'n ymddangos bod yr IWBA yn mynd i'r afael â'r holl gydrannau hanfodol megis sut fydd y rhaglen gyffredinol yn effeithio, ac o fudd, i'r amgylchedd, cymunedau, cydraddoldeb, economi, diwylliant a'r Gymraeg i sicrhau bod y Cynllun Trafnidiaeth yn cyd-fynd â nodau llesiant ehangach sy'n cyfrannu at ddatblygiadau cynaliadwy yng Ngogledd Cymru.

Parhau i Weithio mewn Partneriaeth

Mae angen eglurder pellach ar ble y bydd y capasiti a'r adnoddau i gyflawni'r Cynllun Cyflawni yn dod. Mae angen taro cydbwysedd mewn perthynas â'r weledigaeth a'r dyheadau Llywodraeth Cymru ar gyfer trafndiaeth yng Ngogledd Cymru yn erbyn y cyllid a fydd ar gael i gyflawni'r dyheadau – mae perygl y byddwn yn codi disgwyliadau pobl pe na bai'r cyllid ar gael i gyflawni'r blaenoriaethau allweddol. Mae hyn yn ychwanegol at y ffaith bod adnoddau a chapasiti yn cael eu lleihau'n fewnol tra bod arbenigedd yn cael ei ymestyn.

Mae CSYM wedi ymrwymo i gydweithio'n lleol, ar draws gogledd Cymru a gyda'r CJC (yn ogystal â Llywodraeth Cymru a Thrafnidiaeth

could become a detrimental factor to attracting visitors as part of the visitor economy and creating further disparity (the visitor economy is integral to the economy of Isle of Anglesey).

The IACC welcomes the inclusion on the Holyhead Hydrogen Hub (PF4) but believes greater emphasis is required to ensure that all the associated developments that sits with the Holyhead Hydrogen Hub are included as part of the Delivery Plan and any linkages with the Border Control Facilities at Parc Cybi. The Hub, which is an innovative development, is seen as a key piece of infrastructure to support the Transport and Energy sector.

Monitoring and Evaluation & Integrated Wellbeing Appraisal (IWBA)

Whilst the IACC agrees the Monitoring and Evaluation Plans are required, purposeful and appropriate, further clarity is required on where this responsibility sits – whether being conducted on a scheme-by-scheme basis, or in a more holistic approach to measure performance across the region. The IWBA appears to address all essential components such as how the overall programme will impact and benefit the environment, communities, equalities, economy, culture and the Welsh Language to ensure that the Transport Plan aligns with broader well-being goals that contributes to sustainable development in North Wales.

Continued Partnership-Working

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. This is in addition to the fact that resources and capacity are reduced internally whilst expertise is stretched.

The IACC is committed to working collaboratively locally, across North Wales and with the CJC (as well as Welsh Government and

Cymru) i sicrhau bod y CTRh a'r Cynllun Cyflawni yn addas ac yn adlewyrchu anghenion yr holl Awdurdodau Lleol, gan gynnwys rhai ardaloedd gwledig lle mae angen mwy o fuddsoddiad a syniadau amgen i sicrhau bod y boblogaeth gyfan yn cael cyfle i deithio'n gynaliadwy i'w cyrchfannau, ac nad yw pobl Ynys Môn a gweddill gogledd Cymru'n cael eu gwahardd yn economaidd nac yn gymdeithasol. Mae angen aliniad clir, o'r lefel leol i'r lefel ranbarthol, fydd yn darparu'r trywydd ar gyfer buddsoddi mewn seilwaith a datblygiadau sy'n ymwneud â thrafnidiaeth.

Transport for Wales) to ensure that the RTP and Delivery Plan is fit for purpose and captures the needs of all Local Authorities, including those of rural areas whereby more investment and alternative ideas are required to ensure that the entire population has the opportunity to travel sustainably to their destinations and that the people of Isle of Anglesey and the rest of North Wales are not economically and socially excluded. There needs to be a clear alignment from the local level to the regional level that will provide the direction of travel for investment in transport related infrastructure and development.

Yn hyn o beth, byddai CSYM yn croesawu trafodaethau pellach i fireinio'r CTRh i sicrhau bod y sylwadau adeiladol uchod yn cael sylw priodol, ac yn bwysicach oll, sut fydd cyllid yn cael ei ddyrannu ar draws y rhanbarth.

In this regard, the IACC would welcome further discussions to refine the RTP to ensure the above constructive comments are addressed appropriately and crucially how funding will be allocated across the region.

Yn gywir / Yours sincerely



Dylan J. Williams
Prif Weithredwr / Chief Executive



Cyd-Bwyllgor Corfforedig
Gogledd Cymru
North Wales
Corporate Joint Committee



North Wales Regional Transport Delivery Plan

July 2025





Regional Transport Delivery Plan Report

Contents

| | |
|---|----|
| 1. Introduction..... | 3 |
| 1.1 Our plans for transport in North Wales | 3 |
| 1.2 Who is responsible | 4 |
| 1.3 Our vision and objectives for transport | 4 |
| 1.4 How we will deliver our plans for transport | 5 |
| 2. Scheme selection and appraisal | 6 |
| 2.1 Approach..... | 6 |
| 2.2 Delivery pathways..... | 6 |
| 2.3 A network of systems..... | 9 |
| 2.4 Scheme selection and sifting..... | 10 |
| 2.5 Use of the prioritisation tool..... | 11 |
| 3. Our priorities for transport..... | 12 |
| Monitoring and Evaluation..... | 24 |
| Appendix A - Schedule of schemes (REDACTED) | 25 |
| A.1 Higher priority schemes | 26 |
| A.2 Medium priority schemes | 37 |
| A.3 Lower priority schemes..... | 54 |
| Appendix B - Delivery Plan Priority Diagrams (REDACTED) | 67 |
| B.1 Priority Diagram – Total Perspective..... | 69 |
| B.2 Priority Diagram – Local authority delivery perspective..... | 69 |
| B.3 Priority Diagram – Funding source perspective | 69 |
| B.4 Priority Diagram – Customer perspective | 69 |
| Appendix C Schemes and costs over time | 70 |
| Annex 1 The approach to appraisal using the prioritisation tool | 71 |



1. Introduction

1.1 Our plans for transport in North Wales

Transport is an essential part of our lives in North Wales. Our transport system connects us to jobs, education, healthcare, shopping and leisure. It is vital for our local economy as it connects businesses with their customers, allows tourists to visit local attractions and resorts, and it facilitates the delivery of goods. Our choice of transport impacts on us as individuals and on our wider environment.

Llwybr Newydd, the Welsh Government's transport strategy, sets out the vision for how transport can help deliver the priorities for Wales, helping to create a more prosperous, green and equal society. Our 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 sets out how transport can support the delivery of Llwybr Newydd and contribute to the success, regeneration, and development of our region.

Our Regional Transport Plan is essential for ensuring that North Wales can contribute to the delivery of national strategies and priorities. Our [Case for Change](#), which has been prepared to provide the evidence base in support of our Regional Transport Plan, identifies the links to Welsh Government priorities, considers relevant plans and studies, and outlines key transport challenges and opportunities.

Our Regional Transport Plan should be read alongside this [Regional Transport Delivery Plan](#), which sets out how and when our policies and interventions will be delivered by local authorities.

This Delivery Plan and our Regional Transport Plan should also be read alongside our [Integrated Well-being Appraisal](#), which 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.

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 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. To help ensure we meet our targets, we have prepared our [Monitoring and Evaluation Plan](#) which will help us get the outcomes we want.

Over the next five years we will also produce our Strategic Development Plan, taking into account the policies and interventions set out in our Regional Transport Plan and its subsequent updates.

1.2 Who is responsible

Corporate Joint Committees (CJCs) are new regional corporate local government organisations with similar powers and duties to local authorities in Wales. 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.

Our North Wales Corporate Joint Committee has two key duties: to develop a Regional Transport Plan; and a Strategic Development Plan. These plans are essential for spatial planning at a strategic level, ensuring that our transport infrastructure and land uses are aligned with the needs of our communities, economy and environment.

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. Ambition North Wales will absorb the functions 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.

Ambition North Wales working with the North Wales local authorities are responsible for the delivery of this Regional Transport Delivery Plan in connection with our Regional Transport Plan.

1.3 Our vision and objectives for transport

Our vision as set out in our Regional Transport Plan is that:

North Wales will have a safe, sustainable, affordable, resilient, and effective integrated transport network that supports economic growth, prosperity for all, inclusivity and well-being.

Our vision is supported by four objectives, which will help us monitor and evaluate the success of our Plan:

1. **Improve digital connectivity and local services:** We will enable 30% or more of people in North Wales to work remotely by 2030 through better land use planning and improved digital connectivity, which should reduce the overall need to travel and enable shorter trips better suited to sustainable modes.
2. **Improved accessibility and transport choice:** We will develop infrastructure and services that provide people with a choice about how they travel for each journey and support sustainable economic growth through improved access to key settlements, employment, educational sites and tourist attractions. The accessibility of each key trip attractor should be improved, supporting the national mode share target of 45% of journeys to be undertaken by walking, cycling and public transport by 2040.
3. **Enable decarbonisation through transition to a zero-emission fleet:** We will develop supporting infrastructure and support incentives to enable at least 50% of motor vehicles and all public buses operating in North Wales to be zero emission by 2035.
4. **Enable Sustainable Economic Growth:** We will develop a resilient, safe, well-maintained, and efficient transport network that delivers sustainable economic growth by improving accessibility to existing and planned employment areas. At least 50% of households in North Wales will have an increased range of travel within 1 hour by public transport, supporting access to key employment sites and regional centres by 2030.



1.4 How we will deliver our plans for transport

Our Regional Transport Plan sets out our policies and interventions that will help us work towards achieving our vision and objectives. It clearly sets out the evidence that has shaped our policies and interventions, considering the existing and future transport network in terms of challenges and exploring what the issues and opportunities are.

Ambition North Wales as the North Wales CJC has set out a series of policy commitments through our Regional Transport Plan, which will require our resources as a regional corporate body. For example, we have committed to work with the Network North Wales board members and other key stakeholders to help progress the plans that seek to bring about significant enhancements to public transport across North Wales and beyond. Whilst such initiatives are outside the scope of this Regional Transport Delivery Plan, which focuses on schemes to be delivered by local authorities, it is important for us to acknowledge and capture such commitments that will be important to the successful implementation of our Regional Transport Plan policies. That is why we will be producing a Regional Transport Plan Action Plan for Ambition North Wales.

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. This 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).

This Regional Transport Delivery Plan identifies a prioritised list of the schemes that the North Wales local authorities will progress over the next five years, 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 this 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.



2. Scheme selection and appraisal

2.1 Approach

Transport schemes to be delivered by our local authorities have been identified through a comprehensive review of relevant plans, recent and emerging funding applications, and involving planning and delivery partners including Transport for Wales. Funding sources including the Welsh Government want certainty about what schemes are likely to continue and come forward over the next five years. We all want to know what our priorities for transport are across our local communities, North Wales and Wales as a whole. This is especially important given we will soon be preparing our Strategic Development Plan for North Wales, which will need to take into account our plans for transport alongside land use and economic development. That is why we have carefully considered all the different options available to us as to how we might achieve our policies and interventions, and in turn our vision and objectives for a vibrant, sustainable, and resilient North Wales.

When considering the different options, we have considered our region's need to contribute to the delivery of the national transport priorities and ambitions, and targets for modal shift and decarbonisation. We have also considered how we want our regional and sub-regional networks to be developed and improved by responding to our unique economy, society, culture and environment in North Wales. This will help ensure that our residents and visitors benefit from more travel choices and better connectivity, while also reducing our environmental impact.

By working with Transport for Wales, we have developed and adapted for the North Wales context a prioritisation tool. The tool has helped us to select, appraise and prioritise schemes. That has involved working closely with local authorities to gather the evidence and information we need to make sure all aspects of schemes, their alignment to our objectives, likely impacts and deliverability have been taken into account.

We describe how we have addressed these challenges and opportunities in turn below.

2.2 Delivery pathways

Llwybr Newydd, The Wales Transport Strategy identifies four key areas critical to the delivery of the national transport priorities and ambitions – decarbonisation, equality, integrated journey planning and rural. These cut across the different modes and sectors. There are a wide range of commitments set out in the National Transport Delivery Plan relating to each of these throughout the Wales Transport Strategy. The North Wales Regional Transport Plan has been prepared to help deliver the national transport priorities and ambitions as well as contribute to national targets for modal shift and decarbonisation.

As set out in our Regional Transport Plan, we have identified five cross-cutting themes that will help us follow through on our wider duties and commitments and contribute to the cross-cutting delivery pathways set out in Llwybr Newydd, The Wales Transport Strategy – social value, equity, community led, integration and affordability. These also cut across the different modes and sectors in our Regional Transport Plan, shaped around policy themes based on the Wales Transport Strategy's nine mini-plans for each mode of transport, adapted for North Wales. These represent key areas of focus for our transport policies and interventions, which set the framework for schemes to be delivered by the North Wales local authorities in this Regional Transport Delivery Plan.

We are confident that in the way we have aligned our regional cross-cutting themes with the national cross-cutting delivery pathways, and the way we have framed our policy themes around the different modes and sectors reflecting the national mini-plans for each mode of transport, our regional proposals for transport will strongly contribute to achieving the national pathways whilst being fit for purpose in achieving our regional vision and objectives for transport. The National Transport Delivery Plan provides a summary of the main national initiatives that will be key to delivering each national pathway. In response, we summarise how our regional policies and interventions will be key to delivering each pathway:



Integrated journey planning pathway

Our policies and interventions will help facilitate integrated journeys by sustainable modes, which will help meet our modal shift targets. Our plan brings together a range of opportunities around public transport service design, timetabling, ticketing, information provision, infrastructure investment and planning and policy development to enable sustainable journeys to happen easily and reliably. For example, the North Wales Metro Programme is a comprehensive initiative aimed at transforming public transport and active travel across the region and aims to enhance connectivity within North Wales and strengthen links with the Northwest of England. Some of our specific Regional Transport Plan interventions that are key to this delivery pathway include:

Policy PT9: Support the Welsh Government's vision of 'One Network, One Timetable, One Ticket' for a bus system which is governed and designed to serve the public interest, with the widest possible geographic coverage, fully integrated connections between different services, the highest possible service frequencies, and simple unified easy-to-use ticketing and information.

Policy LU5: Development should be encouraged close to public transport facilities, and developments should be designed to help facilitate and improve public transport connectivity in both urban and rural areas.

Policy LU6: Support reducing the parking standards for new developments, particularly in urban areas where we will be actively improving sustainable transport alternatives.

Policy IN3: Active Travel Infrastructure improvements identified on Station Network Plans will be delivered, and Station Network Plans will be developed for those stations that do not currently have one.

Policy PT4: The Bus Service Transformation Network will be rolled out 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.

Policy RS12: Opportunities will be sought to increase the number of car clubs in North Wales through joint working with car club providers, including community car club providers in urban and rural areas; and at stations, in workplaces and at mobility hubs.

Policy AV1: Support enhancements to surface access to domestic and international airports, focusing on improving public transport services.

Policy AT13: Work with partners including the commercial sector to introduce a public cycle and e-cycle hire scheme at large transport interchanges or other suitable locations, and at locations where such a scheme supports the visitor economy.

Decarbonisation pathway

Our policies and interventions that are framed around behaviour change, digital connectivity and different modes such as walking, cycling and public transport, seek to encourage people to help reduce the need to travel or make the change to sustainable low carbon transport. Our Regional Transport Plan Monitoring and Evaluation Plan also sets targets for modal shift, the efficiency of freight transport, and passenger emissions will all contribute to decarbonisation. Some of our specific Regional Transport Plan interventions that are key to this delivery pathway include:

Policy PF4: Work with partners to seek opportunities to complement the development of hydrogen hubs in North Wales by supporting a shift to hydrogen fuels for freight operators in the region.

Policy PF5: Work with partners to identify opportunities for the electrification of vehicles for local deliveries.

Policy RS6: Work with partners to explore options for the reallocation of existing road and car parking space in our key towns to enhance the local environment, create more attractive spaces for people to dwell, and make it easier for people to walk and cycle.

Policy RS9: Work with partners to develop a comprehensive communications campaign to encourage electric vehicle uptake, learning from best practice.

Policy RS11: The Strategic Development Plan and Local Development Plans should mandate that new residential and non-residential developments provide sufficient electric vehicle charging points to meet future demand and incentivise electric vehicle uptake.

Policy RS13: The travel planning process should be used to encourage car share for commuting.

Policy DC1: Opportunities should be sought to work with communities and businesses to promote and facilitate remote working hubs.

Policy DC2: Digital literacy training and education should be widely available to assist North Wales residents to get online and find the information they need to make sustainable travel choices.



Equality Pathway

Our policies and interventions have considered our legal and policy commitments on the accessibility of infrastructure and services, as well as our commitments on inclusive design. Our Regional Transport Plan Integrated Wellbeing Appraisal has explicitly considered the potential impacts of our policies and interventions on equality and people with protected characteristics. Some of our specific Regional Transport Plan interventions that are key to this delivery pathway include:

Policy CB8: Priority will be given to funding schemes and services that improve sustainable access to crucial and life-enhancing services such as education, health care, town centres, and community facilities.

Policy CB11: Local authorities should expand their work with schools and parents to encourage and support sustainable travel for children, parents and staff.

Policy CB13: Opportunities will be sought to deliver the socially necessary transport improvements that prevent rural isolation.

Policy CB14: Marketing and Communications campaigns will be developed awareness of the benefits of sustainable travel. Campaigns will use innovative techniques to target groups that can be harder to reach.

Policy PT10: Work with partners including local authorities and operators to make bus travel more accessible for people with restricted mobility or disabilities.

Policy AT3: Where possible, walking and cycling infrastructure should be accessible for all people, including those with mobility impairments, people in wheelchairs, and people pushing prams.

Policy IN2: Placemaking and wayfinding at stations and key bus stops will be improved. This should consider onward links to key attractors and be undertaken in consultation with local and community organisations, including groups representing communities with protected characteristics.

Rural Pathway

North Wales has a large rural population, and our policies and interventions aim to provide access to sustainable, safe and reliable public transport to help people access the services, employment, cultural and education opportunities to enable them to thrive. Our policies and interventions recognise that the transport needs of our communities in rural North Wales are different to those in more urban areas. Some of our specific Regional Transport Plan interventions that are key to this delivery pathway include:

Policy RS7: Support the transition to electric vehicles in North Wales by ensuring that fair and equitable charging infrastructure is available in urban areas and help facilitate private or community-led installation in rural areas.

Policy RS10: Work with the Distribution Network Operator to seek opportunities to enhance grid capacity in locations where there is a barrier to EV charger roll-out.

Policy AT4: In rural areas, active travel infrastructure improvements will focus on the community benefit of schemes; improving safety and routes that connect smaller communities with larger settlements and services

Policy AT6: The introduction of Quiet Lanes in North Wales in line with national guidance will be investigated.

Policy AT9: Support changes to active travel funding criteria that would place more emphasis on schemes in rural areas and in residential areas.

Policy AT10: Investigate funding streams additional to the Active Travel Fund that support the delivery of active travel infrastructure improvements in rural areas.

Policy AT11: Work with partners to develop templates and toolkits to support local communities to develop and implement their own projects where government plays a facilitating and supporting rather than doing or delivering role.

Policy PT11: Successful pilot Fflecsi services should be made permanent, and additional Fflecsi services should be designed with local community involvement and rolled out in other areas in line with bus transformation network proposals.

Policy PT12: Work with local authorities and Transport for Wales to collaborate with communities, particularly in rural areas, to help fund and deliver community transport services that meet otherwise unmet needs.

Policy CB17: Opportunities will be sought to make Sherpa'r Wyddfa bus services permanent, with long term funding; and investigating how services can be integrated further with the wider bus and railway networks.

Policy CB20: Innovative solutions to providing access to attractions in rural areas will be identified. This should consider, but not be limited to, seasonal bus services, e-bike and other micro-mobility hire, alongside information campaigns.

2.3 A network of systems

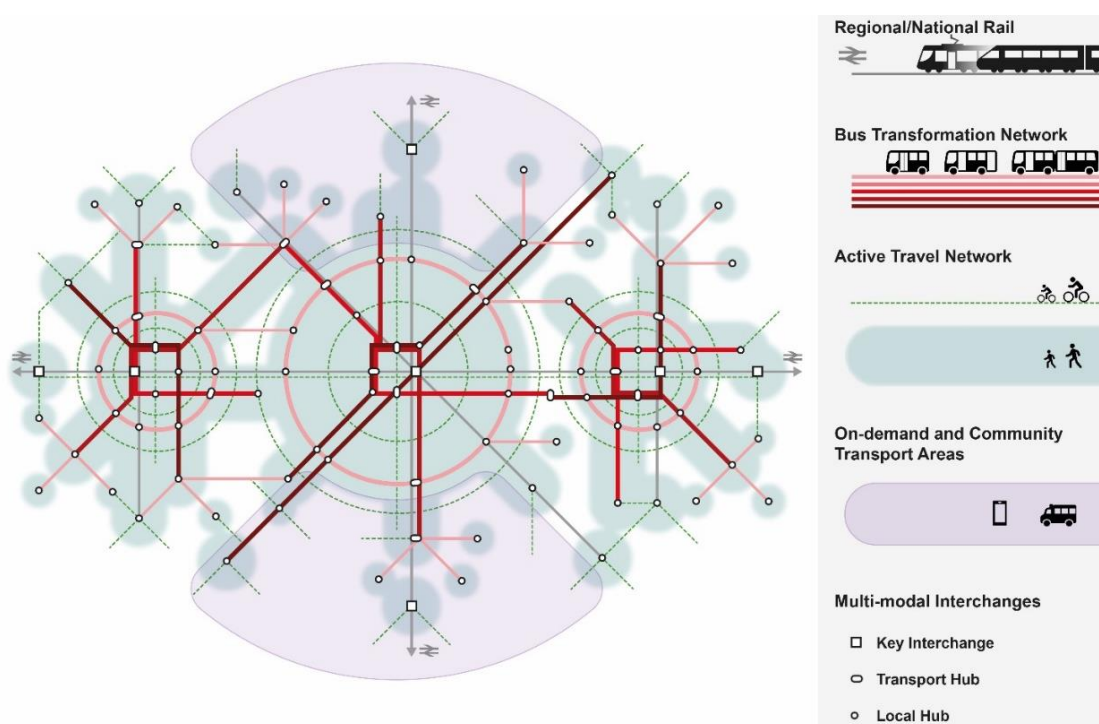
A network-based approach has been taken to our proposals, where the key focus is on providing all groups of people with more choice about how and when they travel. Interventions seek to respond to the varying geographies and populations of North Wales, considering both the more urban and rural parts of the region, seeking a totally integrated transport system across modes.

Whilst schemes will be delivered by our local authorities, it is important to recognise they should not be aligned to county boundaries and will be coordinated and prioritised at a regional level, whilst contributing to local, regional and national outcomes.

Whilst our transport system interfaces with different geographic scales as described above, our roads, streets, railways and active travel routes all cross boundaries to connect our communities, places of work and leisure. That is why we need to think about our transport routes by all modes as an interconnected network of systems. For many of us, our most familiar routes are based on our travel to work journeys, or the journeys we make to get to school, the shops, or where we like to visit in our leisure time. We often travel by different modes, from walking and cycling for shorter trips, to bus, coach, rail or car for longer distance trips.

Building on the work of the North Wales Transport Commission and the North Wales Metro Programme, we have the opportunity to put the bus transformation network at the core of our system, and the active travel network, and rail stations and services all building and connecting with each other, joined by key interchanges and transport hubs. Then we can supplement that system with more flexible travel options, such as on-demand and community transport. We can make it as easy as possible for all groups of people to access the real-time information they need and move between modes with innovative and seamless integrated technologies. We should also make it easier for people to reduce the amount they travel with local hubs, high quality broadband, and place-based transit-orientated land use planning.

Our local authority schemes respond to this opportunity and rather than thinking about them as a long list of measures, their delivery will be through the lens of a network of systems. To help illustrate this opportunity, we have produced a systems diagram:



2.4 Scheme selection and sifting

We have worked with our partners in local authorities, Transport for Wales and other stakeholders with an interest in transport in North Wales to identify schemes that will deliver our policies and interventions in a holistic and integrated way. These include a range of specific local authority plans and proposals that are either aspirational, will commence within the next five years, or continue to be delivered over the plan period up to 2030 or beyond.

Our schemes align to the different modes in our Regional Transport Plan, are shaped around our networks, and align with the policy themes that respond to the national delivery pathways and our regional cross cutting themes.

Whilst rail and strategic road network policies and interventions are considered as ambitions in our Regional Transport Plan, they are the responsibility of the Welsh Government as the highway authority for all trunk roads and motorways in Wales, and Network Rail or Transport for Wales with responsibilities for the upkeep, modernisation and operation of the railway network across Wales and the border counties of England.

Whilst we will work with our partners to collaboratively progress our aspirations for the strategic road network and rail network set out in our Regional Transport 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 this Regional Transport Delivery Plan. For the reasons above, this will not include schemes relating to the rail or trunk road network.

Similarly, projects identified for national level funding, or which would require feasibility studies or associated work to be undertaken by Transport for Wales or Ambition North Wales in advance of schemes being developed by a local authority, will not be included at this stage.

It is important to consider that new or revised schemes may come forward during the plan period that are currently unknown or anticipated. Any required amendments to our plans will be raised and discussed at the earliest opportunity as part of progress update sessions led by the Corporate Joint Committee and local authorities across North Wales. These will take place around every three months.

The list of schemes taken forward for prioritisation have excluded trunk roads (motorways or A roads) and rail schemes that would not be delivered by local authorities. Aspirations relating to trunk roads and rail interventions can be found in the Regional Transport Plan.

Remaining local authority schemes have been subject to appraisal and then prioritisation using the Transport for Wales prioritisation tool, developed and adapted for the North Wales context.

2.5 Use of the prioritisation tool

The Regional Transport Delivery Plan prioritisation tool has been developed by Transport for Wales in collaboration with the Welsh Government, the Corporate Joint Committees and local authority officers across Wales. Transport for Wales has worked collaboratively across regions to develop an approach with the flexibility to be adapted to different and evolving requirements. This has resulted in the delivery of a tool that helps get from the Regional Transport Plan policies and interventions to a prioritised list of schemes in the Regional Transport Delivery Plan. Key principles for the tool are, it:

- Should respond to regional objectives
- Should provide a reliable and objective quantitative appraisal of schemes, taking advantage of data and GIS analysis
- Should provide a qualitative appraisal of schemes, to ensure nuance and human elements are captured
- Should be flexible: allowing additional criteria to be introduced as they emerge, can incorporate and be used for schemes at different stages of development, can incorporate and be used for whole programmes, and projects within those programmes, and can incorporate and be used across schemes of different types and sizes

In summary, the prioritisation tool is an Excel spreadsheet that provides a helpful appraisal framework, which has been adapted to include the North Wales Regional Transport Plan objectives.

The tool has a total of six steps:

1. Define scheme objectives and measures
2. Fill out the scheme description and summary
3. First high level sift
4. GIS analysis and objective appraisal
5. Deliverability appraisal
6. Prioritisation of schemes

Local authorities in North Wales have worked collaboratively to provide the necessary data and evidence to populate the tool's appraisal criteria and data cells. A shared working file accessed by local officers has helped ensure a consistent approach to appraisal, also benefiting from standard value options for criteria such as timescales and ranges of capital costs.

The approach to appraisal using the tool is summarised in **Annex 1**.

3. Our priorities for transport

Understanding our priorities

As required, this Regional Transport Delivery Plan lists the specific schemes that will help to achieve the vision for the Regional Transport Plan, ranked and sequenced for delivery.

The Welsh Government guidance to Corporate Joint Committees requires priority to be based on greatest impact in meeting the Wales Transport Strategy priorities). We have also based priority on the overall scores as outputs from the prioritisation tool exercise, taking into account matters of deliverability as well as alignment to the objectives of the Regional Transport Plan which reflect the national targets for modal shift and decarbonisation.

Our schemes are ranked as higher, medium or lower priority within timescales for delivery (see priorities over time, below). Thresholds have been applied to performance scores based on the outputs of the prioritisation tool, in agreement with our local authorities to help prioritise ranking in these three categories.

Higher ranked schemes are those that local authorities intend to invest in to deliver the Regional Transport Plan as a priority.

It is important to note that recognising a scheme as medium or lower priority at this regional scale does not indicate it is not of local importance, or that it should not be progressed. Rather, there are other schemes across the region that are likely to have greater impact in achieving the regional and national priorities and ambitions, and as such should be prioritised at the regional scale for investment over the anticipated time periods.

Ambition North Wales will work collaboratively with local authorities to bring forward the higher ranked schemes over the plan period as a priority, with medium and lower priority schemes to come forward subject to the availability of funding or should a higher priority scheme not come forward within the plan period as anticipated. In those cases, the performance scores based on the outputs of the prioritisation tool will help Ambition North Wales and local authorities to agree which medium and then lower priority schemes may come forward once higher ranked schemes have been delivered.

Ambition North Wales will work collaboratively with the local authorities to create annual programmes of schemes to confirm which schemes will come forward each year. This will be informed by the ranking of schemes that has considered timescales for delivery, which has helped give clarity at this stage as to which schemes will come forward in each year of the plan period.

Priorities over time

Our schemes are organised around anticipated timescales for delivery, over the:

- Short term: schemes that will be underway or with the potential to start delivery at the beginning of the 5 year programme if funding were available in Financial Year (FY) 2026/27
- Medium term: schemes with the potential to start delivery if funding were available between FY 2027/28 and FY 2029/30
- Long term: schemes with the potential to start delivery at the end of the 5 year programme if funding were in FY 2030/31
- Aspirational: No timescale currently envisaged or delivery likely beyond financial year 2030/31
- Shelved: Currently not being progressed but with potential to return with further development work

Priorities by mode

Priorities are also presented by policy themes including transport mode, to help stakeholders understand where to expect to see investment in different types of transport. This includes:

- Active travel
- Bus and coach
- Community, on demand transport and taxis
- Freight and logistics
- Integration
- Ports
- Roads, streets and parking.

This approach also helps to demonstrate the contribution of the Regional Transport Delivery Plan to the policies set out in the Regional Transport Plan. This approach has also sought to help ensure a range of modes are prioritised, seeking to ensure the delivery of a network of systems rather than see investment primarily flow to one or a limited number of modes, which may perform highly in the prioritisation tool.

Investment and funding

Within our priorities for transport, we set out anticipated capital and operating costs involved, alongside likely sources of funding. This also helps us set out how local authorities will meet the revenue consequences of the schemes.

Welsh Government funding will be made available for local authority schemes once the Regional Transport Plan is in place, on the basis that any schemes proposed for support will be identified and prioritised in an approved Regional Transport Delivery Plan. This may include via existing funding arrangements or those subject to the 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 across the Welsh regions.

Following the consultation on the draft Regional Transport Plan, the Welsh Government engaged with the CJs to help clarify Welsh Government regional funding levels in connection with the emerging Regional Transport Delivery Plans across the four regions, considering the ongoing grant modernisation process.

In line with Welsh Government advice, the total cost of schemes within the 5-year programme that require regional transport funding is approximately £150m. This is a flexible figure that considers the past five years of grant awards in North Wales, with an estimated future allowance. The Welsh Government has clarified that the 5-year programme will cover financial years 2026/2027 to 2030/2031, further to the 2025/2026 local authority grant awards.

The Welsh Government has agreed that the following funding sources will form part of the new regional transport fund subject to the grant modernisation process:

- Active Travel Fund
- Local Transport Fund
- Resilient Roads Fund
- Road Safety Capital and Revenue Funds
- 20mph Policy Fund
- Safe Routes in Communities Fund
- Ultra Low Emissions Vehicle Transformation Fund
- Unadopted Roads Fund

Some of the schemes identified by local authorities that attract significant investment requirements will likely be subject to a mix of funding sources that is likely to involve sources or agreements outside of the regional transport funding. Such schemes may have greater funding uncertainty at this time. This Regional Transport Delivery Plan also identifies where schemes align to the National Transport Delivery Plan, which further helps to provide confidence in Welsh Government funding of transport interventions.

Ambition North Wales and the North Wales local authorities will continue to be creative in seeking additional funding for transport investment. This could include private sector or third-party financing, UK Government funding, or other sources. For example, Ambition North Wales is currently exploring opportunities for transport funding in connection with the:

- **Growth Deal:** An agreement that will generate a total investment of over £1 billion for North Wales in order to generate over 4000 new jobs and increase GVA by £2.4 billion. Targeting key economic growth sectors, including high-value manufacturing and low carbon energy, it also focuses on digital innovation and infrastructure improvements to better connect the region. In addition, it supports the development of key sites and premises to stimulate the developer market. The Deal further aims to support vital industries such as tourism and agriculture, helping them to develop sustainably for the future.
- **Flintshire and Wrexham Investment Zone:** An investment of up to £160m over 10 years. As a joint commitment by both UK and Welsh Governments, the investment zone aims to enhance and grow a globally significant advanced manufacturing cluster. It will unleash further potential for Flintshire and Wrexham, which are already home to high-value manufacturing operations and strategic industrial sites, by offering a unique blend of support, infrastructure and targeted incentives designed to attract and sustain business. Benefits will be far reaching, extending across North Wales and beyond.
- **Anglesey Freeport:** To bring regeneration and high-quality job creation, trade, inward investment of up to £1bn and innovation to Anglesey and North Wales. It will build on the Energy Island programme (EIP), an existing cooperation between public, private and third-sector stakeholders. The EIP's vision is to 'create a once-in-a-lifetime opportunity for jobs, economic growth and prosperity through capitalising on a number of transformational projects in Anglesey'. It also fully aligns to the goals of the North Wales Economic Ambition Board's Growth Strategy. The vision of the Anglesey Freeport is to become a hub for innovation, low carbon energy and international trade.

- Network North Wales: A hugely ambitious and transformative programme of work to better connect communities, with more rail and bus services, new stations, new transport routes, new trains, new buses and new technology. At its heart will be the North Wales metro services. This will take a cross-border approach to transforming public transport in the Mersey-Dee area, including metro style services on the North Wales mainline and a new, direct rail link between Wrexham and Liverpool. The Welsh Government has already committed an investment of over £13m to begin delivery immediately and will draw on other funding streams to make the vision a reality. Plans include:
 - Commencing work on the line between Wrexham and Liverpool as the crucial first phase of delivering metro services direct between the two cities.
 - Doubling train services between Wrexham and Chester next May.
 - Bringing forward the introduction of 50% more services across the North Wales mainline from December 2026 to next May – resulting in a new service from Llandudno to Liverpool and extending the Manchester Airport service to Holyhead in place of Llandudno.
 - Upon completion of rail line works at Padeswood, increase train services between Wrexham and Bidston to 2 trains per hour within the next three years, ahead of the introduction of 4 trains per hour that will run direct between Wrexham and Liverpool by 2035.
 - The existing Borderlands Line will also be renamed the Wrexham – Liverpool line.
 - Key stations on the Wrexham – Liverpool line will be improved in the next 12 months.
 - Trains operating on the Wrexham – Liverpool line will be wrapped to reflect the communities and football clubs they serve.
 - Introducing Pay as You Go tap in tap out technology – covering connections between Gobowen and Rhyl, and along the full length of the Wrexham -Liverpool line
 - Working with Network Rail to determine the feasibility of a rapid delivery of a new test railway station at Deeside Industrial Park, to gauge demand for permanent services to the park.
 - A new, multi-million pound electrification innovation fund to develop a plan to decarbonise the railway in North Wales and enable more frequent metro services and additional stations
 - Match funding for step-free access at Shotton and Ruabon stations.
 - Working with local authorities to develop plans for Gateway multi-modal interchanges at Holyhead, Bangor, Caernarfon and Wrexham.
 - A new T13 bus service – connecting Rhyl, Ruthin, Denbigh and Wrexham.
 - Examining options to re-open stations and build new stations to serve employment growth areas.
 - A new bus network specifically designed to link communities with industrial estates in the Flintshire and Wrexham Investment Zone.

Affordability

Ambition North Wales has worked collaboratively with the Welsh Government to consider the affordability of the priorities set out in this Regional Transport Delivery Plan. An exercise has been undertaken with local authorities to review and refresh Capex and Opex estimates alongside likely sources of funding and timescales for delivery. This will continue over the course of the plan period to help ensure costs are carefully considered and forecast as accurately as possible.

It is acknowledged that the Welsh Government's grant modernisation process is ongoing, and that whilst the Regional Transport Delivery Plan includes schemes totalling approximately £150m over its 5-year period in line with Welsh Government advice, the amount of funding that will be provided to Ambition North Wales and local authorities each year is yet to be confirmed.

While a guide to the potential spending profile is provided in the Delivery Plan summary table below, the requirement for annual programmes of schemes will facilitate Ambition North Wales working with local authorities to agree the higher priority and any other schemes as they may come forward seeking Welsh Government regional transport funding when budgets are known for each year of the 5-year plan period.

As part of this Regional Transport Delivery Plan, Welsh Government confidence is required in the affordability of the higher priority local authority schemes that require investment within the plan period and where Welsh Government regional funding will be the primary source of funding.

Ambition North Wales has worked with local authorities to confirm that the required levels of funding for those schemes totals approximately £150m inclusive of funding allocated during the financial year 2025/26. As such, the Welsh Government and other stakeholders can have a great degree of confidence that the priorities are affordable.

This allows flexibility for some medium and lower priority schemes to come forward over the plan period, also acknowledging that some schemes will not require Welsh Government funding, whilst other sources of funding are also available as identified within this Regional Transport Delivery Plan.

Ambition North Wales will work collaboratively with the local authorities to create annual programmes of schemes, including those seeking Welsh Government funding, which will facilitate ongoing reviews of priorities and affordability, which will respond to any annual budgets that the Welsh Government may clarify over the plan period.

Managing change

It may be that priorities change over time, for example an unanticipated investment, funding opportunity or incident may require priorities to change. Our Regional Transport Plan Monitoring and Evaluation Plan explains how quarterly North Wales committee meetings will take place where progress updates will be provided by local authority transport officers on the progress of the implementation of the Regional Transport Plan and the Regional Transport Delivery Plan. This will also help consider any changing priorities.

Changing priorities may also be driven by the availability of funding. This will be closely monitored by Ambition North Wales, who will collaborate with local authorities to consider and agree annual programmes of schemes considering the priorities set out in the Regional Transport Delivery Plan, and any external or unforeseen factors that could require change.

As set out above, the performance scores based on the outputs of the prioritisation tool will help Ambition North Wales and local authorities to agree which medium and then lower priority schemes may come forward once higher ranked schemes have been delivered.

We will also submit annual performance reports on our Regional Transport Plan to the Welsh Government each year and a comprehensive evaluation will then be prepared after three years to assess whether our Regional Transport Plan is delivering the outcomes we want and intended, providing value for money and whether there are any unforeseen issues or unintended consequences that require a change in approach. The results will feed into the subsequent Regional Transport Plan from 2030 onwards, and the subsequent National Transport Delivery Plan.

Delivery Plan

Our higher priority schemes over the 5-year plan period are presented below, ordered by timescale for planned works (subject to availability of funding). Likely primary sources of funding are identified and colour coded accordingly.

| Scheme No. | Scheme Name | Policy Theme | Lead Local Authority | Timescale | Potential Funding Source | Priority |
|------------|---|----------------------------|----------------------|------------|-------------------------------|----------|
| 76 | Safe Routes in communities/ home to school transport, Conwy | Active Travel | Conwy | Short-term | Welsh Regional Transport Fund | Higher |
| 81 | Nant Hall Road, Prestatyn | Active Travel | Denbighshire | Short-term | Welsh Regional Transport Fund | Higher |
| 82 | Brook Street/ Maes Pengwern | Active Travel | Denbighshire | Short-term | Welsh Regional Transport Fund | Higher |
| 83 | Hylas Lane/ Castle Street, Rhuddlan | Active Travel | Denbighshire | Short-term | Welsh Regional Transport Fund | Higher |
| 89 | Lenten Pool, Denbigh | Active Travel | Denbighshire | Short-term | Welsh Regional Transport Fund | Higher |
| 100 | Implement the bus transformation network Gwynedd | Bus and Coach | Gwynedd | Short-term | Other | Higher |
| 147 | Llanbedr Transport Improvements | Roads, Streets and Parking | Gwynedd | Short-term | Other | Higher |
| 159 | Highway maintenance and improvements, Wrexham | Roads, Streets and Parking | Wrexham | Short-term | Welsh Regional Transport Fund | Higher |
| 162 | Highway maintenance and improvements, Gwynedd | Roads, Streets and Parking | Gwynedd | Short-term | Welsh Regional Transport Fund | Higher |
| 168 | Freight Alternative Fuels (Hydrogen at Holyhead) | Ports | Ynys Mon | Short-term | UK Government Funding | Higher |
| 175 | Penrhyn Bay Active Travel | Active Travel | Conwy | Short-term | Welsh Regional Transport Fund | Higher |

| Scheme No. | Scheme Name | Policy Theme | Lead Local Authority | Timescale | Potential Funding Source | Priority |
|------------|--|----------------------------|----------------------|------------|-------------------------------|----------|
| 177 | Dolgarrog Active Travel | Active Travel | Conwy | Short-term | Welsh Regional Transport Fund | Higher |
| 188 | A548 route safety enhancement | Roads, Streets and Parking | Conwy | Short-term | Welsh Regional Transport Fund | Higher |
| 193 | A470 Overline Bridge Llandudno Junction | Roads, Streets and Parking | Conwy | Short-term | Welsh Regional Transport Fund | Higher |
| 196 | Colwyn Bay Promenade - Rotary Way to Porth Eirias | Active Travel | Conwy | Short-term | Welsh Regional Transport Fund | Higher |
| 197 | Bagillt To Greenfield | Active Travel | Flintshire | Short-term | Welsh Regional Transport Fund | Higher |
| 199 | Lower Aston Hall Lane | Active Travel | Flintshire | Short-term | Welsh Regional Transport Fund | Higher |
| 202 | Ewloe Roundabout Active Travel Improvements | Active Travel | Flintshire | Short-term | Welsh Regional Transport Fund | Higher |
| 203 | Wylfa Roundabout Active travel improvements | Active Travel | Flintshire | Short-term | Welsh Regional Transport Fund | Higher |
| 239 | Chwillog to Afonwen Active Travel Route | Active Travel | Gwynedd | Short-term | Welsh Regional Transport Fund | Higher |
| 250 | Tywyn to Aberdyfi Active Travel Route | Active Travel | Gwynedd | Short-term | Welsh Regional Transport Fund | Higher |
| 253 | A5 Resilience Road Project (Pentre Berw) | Roads, Streets and Parking | Ynys Mon | Short-term | Welsh Regional Transport Fund | Higher |
| 256 | Active Travel Llanfairpwll (Lon Refail to Lon Graig) | Active Travel | Ynys Mon | Short-term | Welsh Regional Transport Fund | Higher |
| 257 | Active Travel Malltraeth to Newborough | Active Travel | Ynys Mon | Short-term | Welsh Regional Transport Fund | Higher |
| 258 | Active Travel Benllech | Active Travel | Ynys Mon | Short-term | Welsh Regional Transport Fund | Higher |
| 276 | RTI infrastructure at various bus hubs, Denbighshire | Integration | Denbighshire | Short-term | Welsh Regional Transport Fund | Higher |

| Scheme No. | Scheme Name | Policy Theme | Lead Local Authority | Timescale | Potential Funding Source | Priority |
|------------|--|----------------------------|----------------------|-------------|-------------------------------|----------|
| 103 | Regional rural bus and coach network, Flintshire | Bus and Coach | Flintshire | Short-term | Other | Higher |
| 105 | Regional rural bus and coach network Gwynedd | Bus and Coach | Gwynedd | Short-term | Other | Higher |
| 268 | Public EV charging in public car parks and information coordination, Wrexham | Roads, Streets and Parking | Wrexham | Short-term | Welsh Regional Transport Fund | Higher |
| 163 | Public EV charging in public car parks and information coordination, Flintshire | Roads, Streets and Parking | Flintshire | Short-term | Welsh Regional Transport Fund | Higher |
| 164 | Public EV charging in public car parks and information coordination, Ynys Mon | Roads, Streets and Parking | Ynys Mon | Short-term | Welsh Regional Transport Fund | Higher |
| 165 | Enhance Public EV charging and information coordination, Gwynedd | Roads, Streets and Parking | Gwynedd | Short-term | Welsh Regional Transport Fund | Higher |
| 166 | Public EV charging in public car parks and information coordination, Conwy | Roads, Streets and Parking | Conwy | Short-term | Welsh Regional Transport Fund | Higher |
| 9 (A&B) | Integration with strategic public transport services: Improved access to Ruabon Station and Gwersyllt Station | Integration | Wrexham | Medium-term | UK Government Funding | Higher |
| 10 | Integration with strategic public transport services: Public transport infrastructure improvements, Flintshire | Integration | Flintshire | Medium-term | Welsh Regional Transport Fund | Higher |
| 34 | Garden City Interchange | Integration | Flintshire | Medium-term | Welsh Regional Transport Fund | Higher |

| Scheme No. | Scheme Name | Policy Theme | Lead Local Authority | Timescale | Potential Funding Source | Priority |
|------------|---|----------------------------|----------------------|-------------|-------------------------------|----------|
| 43 | Connect both bridges to local communities with comprehensive and comfortable active travel networks | Active Travel | Ynys Mon | Medium-term | Welsh Regional Transport Fund | Higher |
| 55 | Caia Park Active Travel | Active Travel | Wrexham | Medium-term | Welsh Regional Transport Fund | Higher |
| 61 | Gwersyllt Mold Road Active Travel Corridor | Active Travel | Wrexham | Medium-term | Welsh Regional Transport Fund | Higher |
| 74 | Safe Routes in communities/ home to school transport, Gwynedd | Active Travel | Gwynedd | Medium-term | Welsh Regional Transport Fund | Higher |
| 87 | H-Bridge, Rhyl | Active Travel | Denbighshire | Medium-term | Welsh Regional Transport Fund | Higher |
| 98 | Implement the Bus Transformation Network, Flintshire | Bus and Coach | Flintshire | Medium-term | Other | Higher |
| 99 | Implement the bus transformation network Ynys Mon | Bus and Coach | Ynys Mon | Medium-term | Other | Higher |
| 154 | Porth Caernarfon (Gateway) Project | Roads, Streets and Parking | Gwynedd | Medium-term | Other | Higher |
| 178 | Mor i'r Mynydd/ Coast to Valley Strategic Active Travel route | Active Travel | Conwy | Medium-term | Welsh Regional Transport Fund | Higher |
| 185 | A547 route improvement | Roads, Streets and Parking | Conwy | Medium-term | Welsh Regional Transport Fund | Higher |
| 190 | A547 Old Colwyn/Llanddulas Bridges | Roads, Streets and Parking | Conwy | Medium-term | Welsh Regional Transport Fund | Higher |
| 205 | Enhancements to Deeside park and ride bus service - decarbonisation | Bus and Coach | Flintshire | Medium-term | Unknown | Higher |

| Scheme No. | Scheme Name | Policy Theme | Lead Local Authority | Timescale | Potential Funding Source | Priority |
|------------|--|----------------------------|----------------------|-------------|-------------------------------|----------|
| 218 | Lon Las Improvement. Improving and enhancing existing off road cycle routes, Lon las Ogwen, Lon Las Menai and Lon Eifion | Active Travel | Gwynedd | Medium-term | UK Government Funding | Higher |
| 220 | Llanberis to Caernarfon Active Travel Route | Active Travel | Gwynedd | Medium-term | Welsh Regional Transport Fund | Higher |
| 262 | Implement the bus transformation network Wrexham | Bus and Coach | Wrexham | Medium-term | Other | Higher |
| 272 | Ruthin Road, Ystrad Road, Denbigh | Active Travel | Denbighshire | Medium-term | Welsh Regional Transport Fund | Higher |
| 167 | Public EV charging in public car parks and information coordination, Denbighshire | Roads, Streets and Parking | Denbighshire | Medium-term | Other | Higher |
| 71 | Active travel as home to school transport, Wrexham | Active Travel | Wrexham | Long-term | Welsh Regional Transport Fund | Higher |
| 207 | Local Active Travel improvement in main settlements (Bangor, Porthmadog, Caernarfon, Pwllheli, Tywyn, Bala, Blaenau Ffestiniog, Dolgellau, Felinheli, Bethesda, Abermaw) | Active Travel | Gwynedd | Long-term | Welsh Regional Transport Fund | Higher |

A full schedule of 247 schemes included in the delivery plan is presented for reference in **Appendix A**¹ grouped in higher, medium and lower priority categories. **Appendix A** is available as an interactive spreadsheet with filter options to help all involved identify and plan for detailed annual programmes.

Our delivery plan is also presented through a range of visual diagrams in **Appendix B**. This helps to show our priorities from different perspectives, by showing the data through different lenses. This allows us to present our priorities in more technical and non-technical ways, aimed at different levels of interest and expertise in transport planning. You can see our priorities set out as follows:

- Appendix B1: **Total perspective** (this may be of most interest to the Welsh Government, providing a view of priorities by timescale for delivery, capital cost, funding source, and mode)
- Appendix B2: **Local authority delivery perspective** (this may be of most interest to the local authorities, providing a view of priorities by lead responsible authority, capital cost and timescale for delivery)
- Appendix B3: **Funding source perspective** (this may be of most interest to Transport for Wales, providing a view of priorities by funding source, capital cost and timescale for delivery)
- Appendix B4: **Customer perspective** (this may be of most interest to the public and users of transport services, providing a view of priorities by mode, timescale for delivery and capital cost)

The Appendix B diagrams show:

- There is a larger cluster of 33 higher priority short-term schemes, focused on low to higher cost active travel improvements, bus, freight and roads and streets schemes. Schemes are spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund, UK Government sources and other sources.
- There is a medium cluster of 20 higher priority medium-term schemes, focused on low to medium cost active travel schemes, complemented by bus, roads and streets, and integration schemes, spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund, UK Government and other sources, and sources not yet defined.
- There is a small cluster of 2 higher priority long-term schemes, focused on low to medium cost active travel schemes, spread across Wrexham and Gwynedd authority areas. Funding sources connect to the Welsh Government Regional Transport Fund.
- There is a small cluster of 7 higher priority aspirational schemes, focused on low to medium cost bus schemes, complemented by roads and streets, taxi and private hire, and active travel schemes, spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund and other sources.

¹ Each scheme has been allocated a unique reference number as shown in Appendix A, and some numbers have not been used further to amalgamation or deletion as part of development work and consultation feedback.

In summary, our priorities (and their estimated Capex over the plan period) are distributed over time as follows:

| Priority level / Timescale | Higher |
|----------------------------------|-----------------|
| Short term no. (FY 2026/27) | 33 (£163.1m) |
| Medium term no. (FYs 2027-30) | 20 (£96.9m) |
| Long term no. (FY 2030/31) | 2 (£9.5m) |
| TOTAL | 55 (269.5m) |

Of the Capex totals presented above, the following table provides the anticipated amount of Welsh Government regional transport funding required to meet the overall Capex figures set out above:

| Priority Level / Timescale | Higher |
|------------------------------|--------------------|
| Short term (FY 2026/27) | £113.5m (69.6%) |
| Medium term (FYs 2027-30) | £28.9m (29.8%) |
| Long term (FY 2030/31) | £9.3m (97.9%) |
| TOTAL | £151.7m (56.3%) |

This information is also available for our medium and lower priority schemes, as well as for aspirational or shelved timescales in **Appendix C**.

Whilst the information shown above indicates that the majority of schemes could commence in the short term, it is recognised that spend for those schemes will continue in the medium and even long term, especially for larger budget schemes. Also, it is recognised that Welsh Government regional transport funding may not be front loaded or multi-year based, at least in the near future. As such, the procedure set out above in relation to annual programmes of schemes would seek to adjust spend in timescales to reflect actual scheme spending profiles aligned to clear Welsh Government annual awards, which when known will ensure the higher ranked schemes continue to come forward over the 5-year period as planned.

Monitoring and Evaluation

Our Regional Transport Plan is supported by our Monitoring and Evaluation Plan, which will help to show our regional progress in achieving the national priorities and ambitions set out in the Wales Transport Strategy. It sets out how the success of this Plan will be monitored, measured and evaluated, considering the objectives we have set for transport and associated well-being outcomes. For example, this will help us demonstrate our region's contribution to national decarbonisation and modal shift targets.

As part of the monitoring and evaluation process, quarterly North Wales committee meetings will take place where progress updates will be provided by local authority transport officers on the progress of the implementation of the policies in our Regional Transport Plan and the schemes set out in our Regional Transport Delivery Plan. This will also help consider any changing drivers for change and priorities, such as new strategic developments or funding opportunities that may be unforeseen at the time of Plan preparation.

Ambition North Wales as the North Wales CJC and its Transport Subcommittee will be considering the progress of schemes in connection with the performance management of Welsh Government devolved funding to the CJC alongside other funding awards from alternative sources, which may be awarded directly to local authorities. As such Ambition North Wales will undertake in collaboration with local authorities in-year monitoring of grant spend and scheme progress, which will be the equivalent of the quarterly grants monitoring undertaken by local authorities at present. The Welsh Government's requirements and structure of reporting are being considered as part of the grants modernisation process.

We will submit annual performance reports on our Regional Transport Plan to the Welsh Government each year. A comprehensive evaluation will then be prepared after three years to assess whether our Regional Transport Plan is delivering the outcomes we want and intended, providing value for money and whether there are any unintended consequences that require a change in approach. The results will feed into the subsequent Regional Transport Plan from 2030 onwards, and the subsequent National Transport Delivery Plan.

Appendix A - Schedule of schemes (REDACTED)

A.1 Higher priority schemes

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|--------------|--|--|---------------|------------------|----------------------|--------------|----------------------------|---------------------------|-------------------------------|--|---|----------|
| 9 (a & b) | Integration with strategic public transport services: Improved access to Ruabon Station and Gwersyllt Station | A package of measures aimed at improving accessibility to rail services to cater for both existing and forecast demands for rail travel from this strategically placed location. Measures include additional car parking capacity, improved bus passenger interchange facilities, improved disabled access to north/south bound platforms, improved access by walking and cycling. Stations will be delivered independently of each other. | Integration | IN3 | Wrexham | Medium-term | ■ | ■■■■■ | UK Government Funding | | Rail 5 -Addition of lifts at Ruabon and Whitechurch, Shropshire during NR CP7 (2025 - 2027 and beyond funded by others) | Higher |
| 10 | Integration with strategic public transport services: Public transport infrastructure improvements, Flintshire | Ongoing bus infrastructure improvements, including bus priority measures, bus boarding improvements, signage, bus stops and shelter provision. | Integration | IN3 | Flintshire | Medium-term | ■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Higher |
| 34 | Garden City Interchange | Deliver a new interchange at Garden City to link Hawarden Bridge Station, the Northern Gateway Development, Deeside Industrial Park and the core bus network. The facility would also benefit the Northern Gateway spine road. | Integration | IN1 | Flintshire | Medium-term | ■ | ■■■■■ | Welsh Regional Transport Fund | Flintshire County Council Core Budget | NWM 3E1-3 - Development, design and delivery of further Public Transport Interchange hubs (2025-2027 and beyond) | Higher |
| 43 | Connect both bridges to local communities with comprehensive and comfortable active travel networks | 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 | Active Travel | AT1 | Ynys Mon | Medium-term | ■ | ■■■■■ | Welsh Regional Transport Fund | Isle of Anglesey County Council Highway Maintenance Revenue Budget | N/A | Higher |
| 55 | Caia Park Active Travel | Caia Park active travel area improvements | Active Travel | AT1 | Wrexham | Medium-term | ■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Higher |
| 61 | Gwersyllt Mold Road Active Travel Corridor | Gwersyllt Mold Road Active Travel Corridor Improvements | Active Travel | AT1 | Wrexham | Medium-term | ■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Higher |
| 68 | Holt Road and Borrass Road - Wrexham Active Travel | Holt - Wrexham Active Travel link | Active Travel | AT1 | Wrexham | Aspirational | ■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Higher |

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|---|--|---------------|------------------|----------------------|-------------|----------------------------|---------------------------|-------------------------------|---|---|----------|
| 71 | Active travel as home to school transport, Wrexham | Active travel to support home to school transport | Active Travel | AT1 | Wrexham | Long-term | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | AT 10 - Develop and roll-out school/active travel plans (2022-2027 and beyond) | Higher |
| 74 | Safe Routes in communities/ home to school transport, Gwynedd | Safe routes in communities/ home to school transport across the county | Active Travel | AT1 | Gwynedd | Medium-term | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | AT 10 - Develop and roll-out school/active travel plans (2022-2027 and beyond) | Higher |
| 76 | Safe Routes in communities/ home to school transport, Conwy | Safe routes in communities/ home to school transport across the county | Active Travel | AT1 | Conwy | Short-term | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | AT 10 - Develop and roll-out school/active travel plans (2022-2027 and beyond) | Higher |
| 81 | Nant Hall Road, Prestatyn | Route connecting residential areas and primary school with Town Centre including Bus and Rail Stations | Active Travel | AT1 | Denbighshire | Short-term | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | N/A | Higher |
| 82 | Brook Street/ Maes Pengwern | Route connecting linking residential areas and schools to Town Centre | Active Travel | AT1 | Denbighshire | Short-term | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | N/A | Higher |
| 83 | Hylas Lane/ Castle Street, Rhuddlan | Route to improve active travel access to primary school Ysgol y Castell | Active Travel | AT1 | Denbighshire | Short-term | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | AT 10 - Develop and roll-out school/active travel plans (2022-2027 and beyond) | Higher |
| 87 | H-Bridge, Rhyl | Provision of safe active travel route over Chester-Holyhead railway line, connecting existing AT networks on either side of the railway | Active Travel | AT1 | Denbighshire | Medium-term | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | N/A | Higher |
| 89 | Lenten Pool, Denbigh | Improvements to existing mini-roundabout junction to make it more user-friendly for Non-Motorised Users | Active Travel | AT5 | Denbighshire | Short-term | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | N/A | Higher |
| 98 | Implement the Bus Transformation Network, Flintshire | Bus Transformation Network supported by multi-year funding would have higher frequencies and longer hours of operation, which will allow for a higher number of journeys that better fit with people's travel needs and that will be more attractive for everyday travel use. Enhancements to Traws Cymru routes, service frequencies and hours of operation are carried out in the short term | Bus and Coach | PT1 | Flintshire | Medium-term | ■■■■■ | ■■■■■ | Other | | Bus 12 - Roll-out of a new bus network design across Wales (2026-2027 and beyond) | Higher |

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|---|--|---------------|------------------|----------------------|--------------|----------------------------|---------------------------|--------------------------|---|---|----------|
| 99 | Implement the bus transformation network Ynys Mon | Bus-Transformation Network supported by multi-year funding would have higher frequencies and longer hours of operation, which will allow for a higher number of journeys that better fit with people's travel needs and that will be more attractive for everyday travel use. Enhancements to Traws Cymru routes, service frequencies and hours of operation are carried out in the short term | Bus and Coach | PT1 | Ynys Mon | Medium-term | ■ | ■ | Other | Combination of Isle of Anglesey County Council Core Funds (currently 33%), Grants from Welsh Government / TfW (currently 67%) | Bus 12 - Roll-out of a new bus network design across Wales (2026-2027 and beyond) | Higher |
| 100 | Implement the bus transformation network Gwynedd | Bus-Transformation Network supported by multi-year funding would have higher frequencies and longer hours of operation, which will allow for a higher number of journeys that better fit with people's travel needs and that will be more attractive for everyday travel use. Enhancements to Traws Cymru routes, service frequencies and hours of operation are carried out in the short term | Bus and Coach | PT1 | Gwynedd | Short-term | ■ | ■ | Other | | Bus 12 - Roll-out of a new bus network design across Wales (2026-2027 and beyond) | Higher |
| 101 | Implement the bus transformation network Conwy | Bus-Transformation Network supported by multi-year funding would have higher frequencies and longer hours of operation, which will allow for a higher number of journeys that better fit with people's travel needs and that will be more attractive for everyday travel use. Enhancements to Traws Cymru routes, service frequencies and hours of operation are carried out in the short term | Bus and Coach | PT1 | Conwy | Aspirational | ■ | ■ ■ ■ ■ | Other | Offset by ticket revenue | Bus 12 - Roll-out of a new bus network design across Wales (2026-2027 and beyond) | Higher |
| 102 | Implement the bus transformation network Denbighshire | Bus-Transformation Network supported by multi-year funding would have higher frequencies and longer hours of operation, which will allow for a higher number of journeys that better fit with people's travel needs and that will be more attractive for everyday travel use. Enhancements to Traws Cymru routes, service frequencies and hours of operation are carried out in the short term | Bus and Coach | PT1 | Denbighshire | Aspirational | ■ | ■ | Other | Local Transport Fund (LTF) | Bus 12 - Roll-out of a new bus network design across Wales (2026-2027 and beyond) | Higher |

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|---|--|---------------|------------------|----------------------|--------------|----------------------------|---------------------------|--------------------------|---|---|----------|
| 103 | Regional rural bus and coach network, Flintshire | Introduce a network of regional rural Fflecsi services with an hourly service frequency extending into the evenings that link rural settlements and are operated by a fleet of Fflecsi bus and coaches that are comfortable for longer journeys. | Bus and Coach | PT11 | Flintshire | Short-term | ■■■ | ■■■ ■■■ | Other | | Bus 24 - Evaluate the current ongoing Fflecsi pilots taking place across Wales and produce guidance and delivery framework for further schemes, which will support future franchising plans. Expand Fflecsi services in areas where they will deliver greatest benefit. (2022-2025) Bus 25 - Introduce additional fflecsi services where appropriate based on pilot findings and developing delivery framework (2024-2027 and beyond). | Higher |
| 105 | Regional rural bus and coach network Gwynedd | Introduce a network of regional rural Fflecsi services with an hourly service frequency extending into the evenings that link rural settlements and are operated by a fleet of Fflecsi bus and coaches that are comfortable for longer journeys. | Bus and Coach | PT11 | Gwynedd | Short-term | ■■■ | ■■■ | Other | | Bus 24 - Evaluate the current ongoing Fflecsi pilots taking place across Wales and produce guidance and delivery framework for further schemes, which will support future franchising plans. Expand Fflecsi services in areas where they will deliver greatest benefit. (2022-2025) Bus 25 - Introduce additional fflecsi services where appropriate based on pilot findings and developing delivery framework (2024-2027 and beyond). | Higher |
| 107 | Regional rural bus and coach network Conwy | Introduce a network of regional rural Fflecsi services with an hourly service frequency extending into the evenings that link rural settlements and are operated by a fleet of Fflecsi bus and coaches that are comfortable for longer journeys. | Bus and Coach | PT11 | Conwy | Aspirational | ■■■ | ■■■ ■■■ ■■■ ■■■ | Other | Offset by ticket revenue | Bus 24 - Evaluate the current ongoing Fflecsi pilots taking place across Wales and produce guidance and delivery framework for further schemes, which will support future franchising plans. Expand Fflecsi services in areas where they will deliver greatest benefit. (2022-2025) Bus 25 - Introduce additional fflecsi services where appropriate based on pilot findings and developing delivery framework (2024-2027 and beyond). | Higher |
| 108 | Regional rural bus and coach network Denbighshire | Introduce a network of regional rural Fflecsi services with an hourly service frequency extending into the evenings that link rural settlements and are operated by a fleet of Fflecsi bus and coaches that are comfortable for longer journeys. | Bus and Coach | PT11 | Denbighshire | Aspirational | ■■■ | ■■■ | Other | Local Transport Fund (LTF) | Bus 24 - Evaluate the current ongoing Fflecsi pilots taking place across Wales and produce guidance and delivery framework for further schemes, which will support future franchising plans. Expand Fflecsi services in areas where they will deliver greatest benefit. (2022-2025) Bus 25 - Introduce additional fflecsi services where appropriate based on pilot findings and developing delivery framework (2024-2027 and beyond). | Higher |

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|---|--|--|------------------|----------------------|--------------|----------------------------|---------------------------|-------------------------------|--|----------------|----------|
| 115 | Subsidised taxi rides in rural areas to fill "gaps" in public transport in Denbighshire | Subsidised taxi services to fill gaps in service, as a back-up system that allows users to access taxis at a very low cost to cater for space and time "gaps". The gaps can be times of day when public transport is unavailable or remote rural areas not yet served by public transport. | Community, on demand transport and taxis | PT13 | Denbighshire | Aspirational | ■■■■ | ■■■■ | Other | Local Transport Fund (LTF) | N/A | Higher |
| 147 | Llanbedr Transport Improvements | Cyngor Gwynedd is collaborating with partners to identify transport solutions to improve access and alleviate transport problems in Llanbedr. This is being progressed through the WelTAG process. | Roads, Streets and Parking | RS1 | Gwynedd | Short-term | ■■■■■ | ■■■■■ | Other | | N/A | Higher |
| 154 | Porth Caernarfon (Gateway) Project | As part of a wider regeneration programme a review of infrastructure in the Pen Llyn area of Caernarfon to include a flyover, multi storey car park and bus interchange. The intention being to implement a project which re-defines the area as a key, attractive, contemporary gateway to access the town. | Roads, Streets and Parking | RS6 | Gwynedd | Medium-term | ■■■■■ | ■■■■■ | Other | | N/A | Higher |
| 156 | Resilience Lairds Sites Beaumaris Road | The Lairds Beaumaris Road scheme involves improvements to the B5109 road, which connects Llangoed to Beaumaris | Roads, Streets and Parking | RS1 | Ynys Mon | Aspirational | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | Isle of Anglesey County Council Highway Maintenance Revenue Budget | N/A | Higher |
| 159 | Highway maintenance and improvements, Wrexham | Highway maintenance and improvements: A range of schemes involving capacity and safety enhancements/ pinch point improvements and Transport Network resilience improvements, with specific measures including, but not limited to street lighting renewal and flood risk alleviation. | Roads, Streets and Parking | RS2 | Wrexham | Short-term | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Higher |
| 162 | Highway maintenance and improvements, Gwynedd | Highway maintenance and improvements: A range of schemes involving capacity and safety enhancements/ pinch point improvements and Transport Network resilience improvements, with specific measures including, but not limited to street lighting renewal and flood risk alleviation. | Roads, Streets and Parking | RS2 | Gwynedd | Short-term | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Higher |

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|---|--|----------------------------|------------------|----------------------|------------|----------------------------|---------------------------|-------------------------------|---|--|----------|
| 163 | Public EV charging in public car parks and information coordination, Flintshire | Produce a strategy for public electric vehicle charging, which will look at providing schemes of charge points in all public car parks. Coordinate between Local Authorities to share information about where charge points are, whether they are operational and how much they cost to charge. This could be through regular updates in collaboration with third party providers, such as Zap Maps. | Roads, Streets and Parking | RS8 | Flintshire | Short-term | ██████ | ██████ | Welsh Regional Transport Fund | | EV1 - Public Sector Workplace Charging – roll-out of EV charging points to support staff to move to Evs (2022-2026) EV 2 - Tourism and Destination Charging – roll-out of EV charging points at public sector sites to support visitors to move to Evs (2022-2026) EV 3 - Rail Station Fast Charging – roll-out of EV charging points at rail station car parks to support users to move to EV (2022-2027 and beyond) EV 5 - Strategic Road Network Rapid Charging phase 2: To provide charging points at least every 20 miles of the SRN (2022 - 2023) | Higher |
| 164 | Public EV charging in public car parks and information coordination, Ynys Mon | Produce a strategy for public electric vehicle charging, which will look at providing schemes of charge points in all public car parks. Coordinate between Local Authorities to share information about where charge points are, whether they are operational and how much they cost to charge. This could be through regular updates in collaboration with third party providers, such as Zap Maps. | Roads, Streets and Parking | RS8 | Ynys Mon | Short-term | ██████ | ██████ | Welsh Regional Transport Fund | Isle of Anglesey County Council - Revenue Activities to be funded from Income generated | EV1 - Public Sector Workplace Charging – roll-out of EV charging points to support staff to move to Evs (2022-2026) EV 2 - Tourism and Destination Charging – roll-out of EV charging points at public sector sites to support visitors to move to Evs (2022-2026) EV 3 - Rail Station Fast Charging – roll-out of EV charging points at rail station car parks to support users to move to EV (2022-2027 and beyond) EV 5 - Strategic Road Network Rapid Charging phase 2: To provide charging points at least every 20 miles of the SRN (2022 - 2023) | Higher |
| 165 | Enhance Public EV charging and information coordination, Gwynedd | Produce a strategy for public electric vehicle charging, which will look at providing schemes of charging points. Coordinate between Local Authorities to share information about where charge points are, whether they are operational and how much they cost to charge. This could be through regular updates in collaboration with third party providers, such as Zap Maps. | Roads, Streets and Parking | RS8 | Gwynedd | Short-term | ██████ | ██████ | Welsh Regional Transport Fund | | EV1 - Public Sector Workplace Charging – roll-out of EV charging points to support staff to move to Evs (2022-2026) EV 2 - Tourism and Destination Charging – roll-out of EV charging points at public sector sites to support visitors to move to Evs (2022-2026) EV 3 - Rail Station Fast Charging – roll-out of EV charging points at rail station car parks to support users to move to EV (2022-2027 and beyond) EV 5 - Strategic Road Network Rapid Charging phase 2: To provide charging points at least every 20 miles of the SRN (2022 - 2023) | Higher |

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|---|--|----------------------------|------------------|----------------------|-------------|----------------------------|---------------------------|-------------------------------|---|--|----------|
| 166 | Public EV charging in public car parks and information coordination, Conwy | Produce a strategy for public electric vehicle charging, which will look at providing schemes of charge points in all public car parks. Coordinate between Local Authorities to share information about where charge points are, whether they are operational and how much they cost to charge. This could be through regular updates in collaboration with third party providers, such as Zap Maps. | Roads, Streets and Parking | RS8 | Conwy | Short-term | ■ | ■ | Welsh Regional Transport Fund | | EV1 - Public Sector Workplace Charging – roll-out of EV charging points to support staff to move to Evs (2022-2026) EV 2 - Tourism and Destination Charging – roll-out of EV charging points at public sector sites to support visitors to move to Evs (2022-2026) EV 3 - Rail Station Fast Charging – roll-out of EV charging points at rail station car parks to support users to move to EV (2022-2027 and beyond) EV 5 - Strategic Road Network Rapid Charging phase 2: To provide charging points at least every 20 miles of the SRN (2022 - 2023) | Higher |
| 167 | Public EV charging in public car parks and information coordination, Denbighshire | Produce a strategy for public electric vehicle charging, which will look at providing schemes of charge points in all public car parks. Coordinate between Local Authorities to share information about where charge points are, whether they are operational and how much they cost to charge. This could be through regular updates in collaboration with third party providers, such as Zap Maps. | Roads, Streets and Parking | RS7 | Denbighshire | Medium-term | ■ | ■ | Other | From EV Charging Income | EV1 - Public Sector Workplace Charging – roll-out of EV charging points to support staff to move to Evs (2022-2026) EV 2 - Tourism and Destination Charging – roll-out of EV charging points at public sector sites to support visitors to move to Evs (2022-2026) EV 3 - Rail Station Fast Charging – roll-out of EV charging points at rail station car parks to support users to move to EV (2022-2027 and beyond) EV 5 - Strategic Road Network Rapid Charging phase 2: To provide charging points at least every 20 miles of the SRN (2022 - 2023) | Higher |
| 168 | Freight Alternative Fuels (Hydrogen at Holyhead) | 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 | Ports | PF8 | Ynys Mon | Short-term | ■ | ■ | UK Government Funding | North Wales Growth Bid/UK Gov | N/A | Higher |
| 175 | Penrhyn Bay Active Travel | Improvements at Toll Bar junction to change the mini roundabout to a signal-controlled junction to improve AT use and reduce RTC. Also includes AT pathways linking Coleg Llandrillo and Ysgol Glanwydden. | Active Travel | AT1 | Conwy | Short-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Higher |
| 177 | Dolgarrog Active Travel | Continuation of the TfW/DCWW funded bridge scheme. Providing AT compliant connections to the bridge and improved access between the Railway station to the village. | Active Travel | AT1 | Conwy | Short-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Higher |

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|---|--|----------------------------|------------------|----------------------|-------------|----------------------------|---------------------------|-------------------------------|---|----------------|----------|
| 178 | Mor i'r Mynydd/ Coast to Valley Strategic Active Travel route | Long distance AT connecting the Urban settlement of the Llandudno junction area in the north to Betws y Coed in the south. Mainly following the A470 corridor. | Active Travel | AT1 | Conwy | Medium-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Higher |
| 185 | A547 route improvement | Improvement to the structural integrity, road safety, active travel provision, public transport infrastructure and traffic management facilities along the route between Conwy and Kinnel Bay. | Roads, Streets and Parking | AT4 | Conwy | Medium-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Higher |
| 188 | A548 route safety enhancement | Road safety improvement to reduce RTCs along the route. Works include improvements to Signs, lines, HFS, minor works. | Roads, Streets and Parking | AT4 | Conwy | Short-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Higher |
| 190 | A547 Old Colwyn/Llanddulas Bridges | Old Colwyn Bridge and Llanddulas Quarry Bridge - strengthening/refurbishment to provide a resilient route and for A55 trunk road diversion resilience | Roads, Streets and Parking | AT1 | Conwy | Medium-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Higher |
| 193 | A470 Overline Bridge Llandudno Junction | LCR Overline Bridge, 3 span bridge over county roads and Railway - provisionally sub-standard bridge due to bearing failure. To provide a resilient route to Llandudno. | Roads, Streets and Parking | AT1 | Conwy | Short-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Higher |
| 196 | Colwyn Bay Promenade - Rotary Way to Porth Eirias | Combined resilient road/active travel and coastal defence improvements to protect critical infrastructure including A55 and Chester to Holyhead mainline | Active Travel | AT1 | Conwy | Short-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Higher |
| 197 | Bagillt To Greenfield | Conduct a comprehensive review and enhancement of the Active Travel Route between Bagillt and Greenfield to improve safety, accessibility, and connectivity for pedestrians and cyclists. This scheme will focus on upgrading infrastructure, addressing safety concerns, and ensuring compliance with national active travel standards. The goal is to promote sustainable transportation, reduce dependency on motor vehicles, and encourage healthier lifestyles. | Active Travel | AT5 | Flintshire | Short-term | ■ | ■ | Welsh Regional Transport Fund | Flintshire County Council Core Budget | N/A | Higher |
| 199 | Lower Aston Hall Lane | Active Travel route linking Aston and Hawarden Communities. Providing safer walking and cycling links | Active Travel | AT4 | Flintshire | Short-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Higher |

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|--|---|---------------|------------------|----------------------|-------------|----------------------------|---------------------------|-------------------------------|---|----------------|----------|
| 202 | Ewloe Roundabout Active Travel Improvements | Enhancements to pedestrian and cycling infrastructure at the Interchange, with aspects on the Highway Authority road network. | Active Travel | AT1 | Flintshire | Short-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Higher |
| 203 | Wylfa Roundabout Active travel improvements | Enhancements to pedestrian and cycling infrastructure at the Interchange, with aspects on the Highway Authority road network. | Active Travel | AT1 | Flintshire | Short-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Higher |
| 205 | Enhancements to Deeside park and ride bus service - decarbonisation | Develop and implement improvements to the Deeside Park and Ride bus service to support decarbonisation efforts. The scheme focuses on reducing carbon emissions through enhanced public transport options, making commuting more sustainable for workers and visitors to the Deeside Industrial Park. | Bus and Coach | PT2 | Flintshire | Medium-term | ■ | ■ | Unknown | | N/A | Higher |
| 207 | Local Active Travel improvement in main settlements (Bangor, Porthmadog, Caernarfon, Pwllheli, Tywyn, Bala, Blaenau Ffestiniog, Dolgellau, Felinheli, Bethesda, Abermaw) | Improve Walking and cycling provision within the designated settlement. | Active Travel | AT2 | Gwynedd | Long-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Higher |
| 218 | Lon Las Improvement. Improving and enhancing existing off road cycle routes, Lon las Ogwen, Lon Las Menai and Lon Eifion | Continue the planned programme of works to improve and enhance the existing off road walking and cycling network, Lon las Menai, Lon Las Eifion and Lon las Ogwen | Active Travel | AT1 | Gwynedd | Medium-term | ■ | ■ | UK Government Funding | | N/A | Higher |
| 220 | Llanberis to Caernarfon Active Travel Route | Create a 6.4km multiuser path alongside an existing highway between Caernarfon and Llanrug. The scheme will complete the active travel route between Llanberis and the designated settlement. | Active Travel | AT4 | Gwynedd | Medium-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Higher |
| 239 | Chwilog to Afonwen Active Travel Route | Create a 1KM Multiuser path which connect Chwilog with the wider active travel network | Active Travel | AT1 | Gwynedd | Short-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Higher |

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|--|---|----------------------------|------------------|----------------------|-------------|----------------------------|---------------------------|-------------------------------|--|---|----------|
| 250 | Tywyn to Aberdyfi Active Travel Route | Create a new 3Km Multiuser path to complete the walking and cycling route between Tywyn and Aberdyfi. | Active Travel | AT4 | Gwynedd | Short-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Higher |
| 253 | A5 Resilience Road Project (Pentre Berw) | Improvements along the A5 between Lon Las Cefni and Pentre Berw | Roads, Streets and Parking | RS1 | Ynys Mon | Short-term | ■ | ■■■ | Welsh Regional Transport Fund | Isle of Anglesey County Council Highway Maintenance Budget | N/A | Higher |
| 256 | Active Travel Llanfairpwll (Lon Refail to Lon Graig) | To facilitate modal shift to sustainable modes for current and future journeys to key trip attractors such as Llanfairpwll Train Station and Ysgol Llanfairpwll, as well as onward travel to Menai Bridge and Ysbyty Gwynedd and Bangor University on the mainland, by providing 0.6km of safe, attractive active travel provision between Lon Graig and Lon Refail, upon the delivery of the scheme. | Active Travel | AT1 | Ynys Mon | Short-term | ■ | ■■■ | Welsh Regional Transport Fund | Isle of Anglesey County Council Highway Maintenance Revenue Budget | N/A | Higher |
| 257 | Active Travel Malltraeth to Newborough | Provide safe connection between Malltraeth and Newborough to connect communities as well as providing a suitable link to extend the Lon Las Cefni to meet the Glasffordd Mon vision. | Active Travel | AT4 | Ynys Mon | Short-term | ■ | ■■■ | Welsh Regional Transport Fund | Isle of Anglesey County Council Highway Maintenance Revenue Budget | N/A | Higher |
| 258 | Active Travel Benllech | AT improvements that will also provide significant road safety improvements in the tourist village of Benllech. | Active Travel | AT5 | Ynys Mon | Short-term | ■ | ■■■ | Welsh Regional Transport Fund | Isle of Anglesey County Council Highway Maintenance Revenue Budget | N/A | Higher |
| 262 | Implement the bus transformation network Wrexham | Bus-Transformation Network supported by multi-year funding would have higher frequencies and longer hours of operation, which will allow for a higher number of journeys that better fit with people's travel needs and that will be more attractive for everyday travel use. Enhancements to Traws Cymru routes, service frequencies and hours of operation are carried out in the short term, other operations to follow, | Bus and Coach | PT4 | Wrexham | Medium-term | ■ | ■■■■■ | Other | | Bus 12 - Roll-out of a new bus network design across Wales (2026-2027 and beyond) | Higher |

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|--|--|----------------------------|------------------|----------------------|-------------|----------------------------|---------------------------|-------------------------------|---|--|----------|
| 268 | Public EV charging in public car parks and information coordination, Wrexham | Produce a strategy for public electric vehicle charging, which will look at providing schemes of charge points in all public car parks. Coordinate between Local Authorities to share information about where charge points are, whether they are operational and how much they cost to charge. This could be through regular updates in collaboration with third party providers, such as Zap Maps. | Roads, Streets and Parking | RS7 | Wrexham | Short-term | ■ | ■ | Welsh Regional Transport Fund | | EV1 - Public Sector Workplace Charging – roll-out of EV charging points to support staff to move to Evs (2022-2026) EV 2 - Tourism and Destination Charging – roll-out of EV charging points at public sector sites to support visitors to move to Evs (2022-2026) EV 3 - Rail Station Fast Charging – roll-out of EV charging points at rail station car parks to support users to move to EV (2022-2027 and beyond) EV 5 - Strategic Road Network Rapid Charging phase 2: To provide charging points at least every 20 miles of the SRN (2022 - 2023) | Higher |
| 272 | Ruthin Road, Ystrad Road, Denbigh | Junction improvements and new sections of ATR | Active Travel | AT1 | Denbighshire | Medium-term | ■ | ■ | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | N/A | Higher |
| 276 | RTI infrastructure at various bus hubs, Denbighshire | Looking to bid for LTF to be able to supply real time information displays at main bus hubs within Denbighshire. | Integration | IN2 | Denbighshire | Short-term | ■ | ■ | Welsh Regional Transport Fund | Local Transport Fund (LTF) | N/A | Higher |

A.2 Medium priority schemes

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|--|--|--------------|------------------|----------------------|--------------|----------------------------|---------------------------|-------------------------------|---|---|----------|
| 3 | Wrexham General Station: Access and Movement Development | Part of Wrexham Gateway Masterplan aiming to provide a framework of proposals to deliver a transformative mixed-use area of regeneration of the area, delivering 7000 sqm of new office space, supporting business investment and a multi modal transport hub. Masterplan will link active travel, placemaking, public realm and community transport projects. | Integration | IN2 | Wrexham | Medium-term | ■■■ | ■■■ | UK Government Funding | | NWM 3A1 - Wrexham Gateway Access and Movement Development (2022-2025) NMW 3A2 - Wrexham Gateway Access and Movement Delivery (2024-2027) | Medium |
| 5 | Eryri Access Improvement | Access improvements to Eryri through a range of measures including: Arosfan overnight motorhome and campervan pilot scheme; delivering of active travel routes including Glan Conwy to Llandudno Junction, Betws y Coed to Llanrwst and Bethesda to Zip World, and improvements to Pen y Pass, Oqwen, Nangwynant and Geirionydd. | Integration | IN1 | Gwynedd/ Conwy | Medium-term | ■■■ | ■■■ | UK Government Funding | | N/A | Medium |
| 6 | Holyhead Transport Masterplan | Bus & Train Interchange (TfW led Project) - modal shift | Integration | IN1 | Ynys Mon | Medium-term | ■■■ | ■■■ | Other | TfW | N/A | Medium |
| 7 | Integration with strategic public transport services: Abergele Park and Ride (Abergele Station) | Provision of a park and ride facility at Abergele rail station with good connections to the A55 to encourage transfer from road to rail for longer distance work trips, such as to Wylfa nuclear new build | Integration | IN5 | Conwy | Aspirational | ■■■ | ■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 8 | Integration with strategic public transport services: Colwyn Bay station integrated transport integration | Proposed improvements to provide an overall more accessible station with better passenger facilities, including improved cyclist provision. This will reinforce regeneration initiatives in the Colwyn Bay area. | Integration | IN1 | Conwy | Aspirational | ■■■ | ■■■ | Third Party Funding | | N/A | Medium |
| 11 | Integration with strategic public transport services: Public transport infrastructure improvements in Ynys Mon | Ongoing bus infrastructure improvements, including bus priority measures, bus boarding improvements, signage, bus stops and shelter provision. | Integration | IN5 | Ynys Mon | Medium-term | ■■■ | ■■■ | Welsh Regional Transport Fund | Isle of Anglesey County Council highways and transport | N/A | Medium |

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|--|---|---------------|------------------|----------------------|-------------|----------------------------|---------------------------|-------------------------------|---|---|----------|
| 14 | Integration with strategic public transport services: Public transport infrastructure improvements in Conwy | Ongoing bus infrastructure improvements, including bus priority measures, bus boarding improvements, signage, bus stops and shelter provision. | Integration | IN5 | Conwy | Long-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 15 | Integration with strategic public transport services: Public transport infrastructure improvements in Denbighshire | Ongoing bus infrastructure improvements, including bus priority measures, bus boarding improvements, signage, bus stops and shelter provision. | Integration | IN5 | Denbighshire | Medium-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | Local Transport Fund (LTF) | N/A | Medium |
| 19 | Improved links to employment: A55 Transport hub/ park and ride for Wylfa | Work to manage traffic on the network during construction of Wylfa Newydd subject to development coming forward during plan period | Integration | IN5 | Ynys Mon | Shelved | ■■■ | ■■■■■ | Other | s.106 with Wylfa Newydd Developer | SRN 6f - Trunk Road Modal Shift Programme: A55, A494 and other SRN routes in line with any relevant recommendations of North Wales Transport Commission and aligned to tests set out in Welsh Government's response to the Roads Review | Medium |
| 36 | Penyffordd Station Park and Ride | Create a Park and Ride facility at the existing Penyffordd Railway Station with access to Wrexham-Liverpool Line for travel to/from the DIP, Wrexham and Liverpool for employment. | Integration | IN5 | Flintshire | Long-term | ■■■ | ■■■■■ | Welsh Regional Transport Fund | | NWM 3F1 - Study and development of potential park and ride and park and share opportunities to reduce low occupancy car journeys (2022-2025) | Medium |
| 42 | Encouraging sustainable travel: Anglesey cycling strategy | Delivery of the Anglesey Cycling Strategy, including several schemes to improve cycling provision and take up on the island including NCN routes. The scheme looks to construct additional off-highway cycle paths. | Active Travel | AT1 | Ynys Mon | Medium-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | Isle of Anglesey County Council highways and transport | AT 12 - Enhance cycle parking provision across Wales and Cross Borders network (2022-2027 and beyond) | Medium |
| 45 | Improved links to employment: Active travel route - Kinmel Bay to Tir llwyd Industrial Estate | Provision of Active Travel Route extending the existing walking and cycling provision on St Asaph Avenue, Kinmel Bay (which starts at the A548 and ends at Cader Avenue) to Tir llwyd Industrial Estate and linking to other walking and cycling provision up to the roundabout with the A547 and beyond. The improvement is likely to include the widening of the existing footway(s) along St Asaph Avenue to provide additional capacity as a shared use cycling and walking route | Active Travel | AT1 | Conwy | Long-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Medium |

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|---|--|---------------|------------------|----------------------|-------------|----------------------------|---------------------------|-------------------------------|--|---|----------|
| 46 | Improved links to employment: B5129 Sandycroft to Chester and Broughton via AirBus and coach cycleway | Extension of existing cycleway linking Sandycroft to Airbus – further linking to Saltney Ferry, Broughton and Chester | Active Travel | AT1 | Flintshire | Medium-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | Flintshire County Council Core Budget | N/A | Medium |
| 48 | Access to Services: Wrexham City Centre Accessibility | Delivery of a programme of infrastructure improvements and traffic management measures to improve the overall accessibility of Wrexham City Centre. This will include provision of new and enhanced pedestrian crossing facilities, measures to improve physical accessibility of the pedestrianised area for those with impaired mobility, implementation of innovative parking management schemes to improve the ease, availability and affordability of parking in the City Centre and implementation of a City Centre destination management signing strategy to improve ease of navigation. | Active Travel | AT1 | Wrexham | Medium-term | ■■■■ | ■■■■ | Other | | N/A | Medium |
| 49 | Encouraging sustainable travel: A5025/ B5420 Four Crosses Roundabout improvement | A scheme to improve provision for active travel at a roundabout that links to national cycle routes, will improve capacity, entry width lanes, public transport use. | Active Travel | AT1 | Ynys Mon | Short-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | Isle of Anglesey County Council Highway Maintenance Revenue Budget | AT 12 - Enhance cycle parking provision across Wales and Cross Borders network (2022-2027 and beyond) | Medium |
| 51 | Encouraging sustainable travel: Improved pedestrian crossing facilities in Wrexham | Provision on new and enhanced pedestrian crossing facilities at identified sites where traffic volumes present a barrier to safe and sustainable movement by walking and cycling. Ruabon Road, Wrexham Town Hill, Wrexham, Grosvenor Road/Powell Road, Wrexham, Chester Road, Wrexham etc, as well as in other built-up areas of Wrexham County | Active Travel | AT1 | Wrexham | Medium-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 52 | Mold Road (City centre) active travel corridor | Construction of phase 1. Continue with design & engagement on Phase 2 &3 and later build | Active Travel | AT1 | Wrexham | Medium-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 58 | Rhostyllen area active travel | Rhostyllen area active travel improvements | Active Travel | AT1 | Wrexham | Medium-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Medium |

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|------------|--|---|---------------|------------------|----------------------|--------------|----------------------------|---------------------------|-------------------------------|--|---|----------|
| 59 | Wrexham City Centre Active Travel | Wrexham City Centre Active Travel Improvements | Active Travel | AT1 | Wrexham | Medium-term | ■ | ■■■■■ | UK Government Funding | | N/A | Medium |
| 60 | Moss Valley Active Travel | Moss Valley AT Improvements | Active Travel | AT1 | Wrexham | Medium-term | ■ | ■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 62 | Chester Road | Chester Road Active travel routes | Active Travel | AT1 | Wrexham | Aspirational | ■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 63 | Kingsmill Road | Kingsmill Road active travel routes | Active Travel | AT1 | Wrexham | Aspirational | ■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 65 | Gwersyllt - Llay Active travel Corridor | Gwersyllt - Llay Active travel Corridor improvements | Active Travel | AT1 | Wrexham | Long-term | ■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 72 | Safe Routes in communities/ home to school transport, Flintshire | Safe routes in communities/ home to school transport across the county | Active Travel | AT4 | Flintshire | Short-term | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | Flintshire County Council Core Budget | AT 10 - Develop and roll-out school/active travel plans (2022-2027 and beyond) | Medium |
| 73 | Safe Routes in communities/ home to school transport, Ynys Mon | Safe routes in communities/ home to school transport across the county | Active Travel | AT4 | Ynys Mon | Medium-term | ■ | ■■■■■ | Welsh Regional Transport Fund | Isle of Anglesey County Council Highway Maintenance Revenue Budget | AT 10 - Develop and roll-out school/active travel plans (2022-2027 and beyond) | Medium |
| 75 | Safe Routes in communities/ home to school transport, Denbighshire | Safe routes in communities/ home to school transport across the county | Active Travel | AT4 | Denbighshire | Short-term | ■■■■■ | ■ | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | AT 10 - Develop and roll-out school/active travel plans (2022-2027 and beyond) | Medium |
| 77 | Encouraging sustainable travel: Gaerwen - Amlwch Line Corridor | Protect the Gaerwen-Amlwch alignment as a transport corridor Gaerwen-Llangefni scheme currently with Welsh Government and Network Rail | Active Travel | AT1 | Ynys Mon | Aspirational | ■ | ■■■■■ | Welsh Regional Transport Fund | Welsh Government | N/A | Medium |
| 84 | Bridge Road, Prestatyn | Route to connect rail station and bus station in Prestatyn Town Centre | Active Travel | AT1 | Denbighshire | Medium-term | ■ | ■ | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | NWM 2A2-2C3 - Active Travel to Stations (Local Connectivity) Phases 1, 2 & 3 (2023-2027 funded by others) | Medium |
| 85 | Phase 2 of Corwen to Cynwyd | Second and final phase of route connecting employment and residential areas. | Active Travel | AT1 | Denbighshire | Medium-term | ■■■■■ | ■ | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | N/A | Medium |

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|------------|--|--|---------------|------------------|----------------------|--------------|----------------------------|---------------------------|-------------------------------|--|--|----------|
| 86 | River Clwyd Railway Bridge, Rhyl/Kinmel Bay | Use of redundant span of railway bridge to provide a route connecting residential areas on both sides of the river with employment areas and a Further Education site | Active Travel | AT1 | Denbighshire | Medium-term | ■■■■ | ■■■ | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | N/A | Medium |
| 88 | Grove Road to Colomendy Industrial Estate, Denbigh | Route connecting residential areas with retail areas and education sites | Active Travel | AT1 | Denbighshire | Medium-term | ■■■■ | ■■■■■ | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | N/A | Medium |
| 90 | Llanrhydd Street, Ruthin | Accessibility improvements to entrance at rear of existing secondary school, Ysgol Brynhyfryd | Active Travel | AT1 | Denbighshire | Short-term | ■■■■ | ■■■ | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | N/A | Medium |
| 91 | Rhyl East Active Travel Masterplan | Series of schemes being developed for the Rhyl East area | Active Travel | AT1 | Denbighshire | Aspirational | ■■■ | ■■■ | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | N/A | Medium |
| 92 | Rhyl Central Active Travel Masterplan | Series of schemes being developed for the Rhyl Central area | Active Travel | AT1 | Denbighshire | Short-term | ■■■■ | ■■■■■ | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | N/A | Medium |
| 93 | Llangollen Active Travel Masterplan | Series of schemes being developed for the Llangollen area | Active Travel | AT1 | Denbighshire | Aspirational | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | N/A | Medium |
| 94 | Rhuddlan Active Travel Masterplan | Series of schemes being developed for the Rhuddlan area | Active Travel | AT1 | Denbighshire | Medium-term | ■■■■ | ■■■■■ | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | N/A | Medium |
| 104 | Regional rural bus and coach network Ynys Mon | Introduce a network of regional rural Fflecsi services with an hourly service frequency extending into the evenings that link rural settlements and are operated by a fleet of Fflecsi bus and coaches that are comfortable for longer journeys. | Bus and Coach | PT11 | Ynys Mon | Long-term | ■■■■ | ■■■■■ ■■■■■ ■■■■■ | Other | Combination of Isle of Anglesey County Council Core Funds, Grants from Welsh Government / TFW. | Bus 24 - Evaluate the current ongoing Fflecsi pilots taking place across Wales and produce guidance and delivery framework for further schemes, which will support future franchising plans. Expand Fflecsi services in areas where they will deliver greatest benefit. (2022-2025) Bus 25 - Introduce additional ffilecsi services where appropriate based on pilot findings and developing delivery framework (2024-2027 and beyond). | Medium |

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|------------|---|--|--|------------------|----------------------|--------------|----------------------------|---------------------------|--------------------------------|--|----------------|----------|
| 112 | Subsidised taxi rides in rural areas to fill "gaps" in public transport in Ynys Mon | Subsidised taxi services to fill gaps in service, as a back-up system that allows users to access taxis at a very low cost to cater for space and time "gaps". The gaps can be times of day when public transport is unavailable or remote rural areas not yet served by public transport. | Community, on demand transport and taxis | PT13 | Ynys Mon | Short-term | ■ | ■ | Other | Combination of Isle of Anglesey County Council Core Funds, Grants from Welsh Government / TfW. | N/A | Medium |
| 113 | Subsidised taxi rides in rural areas to fill "gaps" in public transport in Gwynedd | Subsidised taxi services to fill gaps in service, as a back-up system that allows users to access taxis at a very low cost to cater for space and time "gaps". The gaps can be times of day when public transport is unavailable or remote rural areas not yet served by public transport. | Community, on demand transport and taxis | PT13 | Gwynedd | Aspirational | ■ | ■ | Other | | N/A | Medium |
| 114 | Subsidised taxi rides in rural areas to fill "gaps" in public transport in Conwy | Subsidised taxi services to fill gaps in service, as a back-up system that allows users to access taxis at a very low cost to cater for space and time "gaps". The gaps can be times of day when public transport is unavailable or remote rural areas not yet served by public transport. | Community, on demand transport and taxis | PT13 | Conwy | Aspirational | ■ | ■ | Other | Offset by ticket revenue | N/A | Medium |
| 117 | HGV parking in Holyhead, A55 and Pont Britannia Bridge | Provide HGV parking in Holyhead, along the A55 and at both sides of the Pont Britannia. | Freight and Logistics | PF6 | Ynys Mon | Medium-term | ■ | ■ | Other | Isle of Anglesey County Council Highway Maintenance Revenue Budget | N/A | Medium |
| 118 | Strategic re-routing of HGVs on Trunk Road Network away from Llangollen | Strategic re-routing of HGVs on Trunk Road Network away from Llangollen | Freight and Logistics | PF6 | Denbighshire | Short-term | ■ | ■ | Welsh Regional Transport Fund) | Denbighshire County Council Revenue Budget | N/A | Medium |
| 119 | Transport Network Resilience Improvements: Bridge strengthening at Gwynedd pinch points | The proposed scheme is to re-deck, refurbish or strengthen the bridges that have substandard load capacity and are subject to monitoring regimes in order to minimise disruption to the local communities. This will be implemented in a phased programme according to priority | Roads, Streets and Parking | RS1 | Gwynedd | Medium-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Medium |

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|------------|--|--|----------------------------|------------------|----------------------|--------------|----------------------------|---------------------------|-------------------------------|--|----------------|----------|
| 121 | Capacity and safety enhancements/ pinch point improvements: Collision Cluster sites Ynys Mon | The proposed scheme involves an annual analysis of collision data to identify cluster sites and corridors in order to identify any need for future individual schemes to reduce the number of accidents at these sites and overall, within the region. Specific focus should be on locations with disproportionate numbers of casualties, specifically schemes that target vulnerable groups as identified in the Welsh Government's road safety framework. Specific schemes should include interactive signing and the alleviation of flood risk on connections where access to employment and services are impacted. | Roads, Streets and Parking | RS4 | Ynys Mon | 6Short-term | ■ | ■ | Welsh Regional Transport Fund | Isle of Anglesey County Council Highway Maintenance Revenue Budget | N/A | Medium |
| 122 | Capacity and safety enhancements/ pinch point improvements: Collision Cluster sites Gwynedd | The proposed scheme involves an annual analysis of collision data to identify cluster sites and corridors in order to identify any need for future individual schemes to reduce the number of accidents at these sites and overall, within the region. Specific focus should be on locations with disproportionate numbers of casualties, specifically schemes that target vulnerable groups as identified in the Welsh Government's road safety framework. Specific schemes should include interactive signing and the alleviation of flood risk on connections where access to employment and services are impacted. | Roads, Streets and Parking | RS4 | Gwynedd | Medium-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Medium |
| 129 | Capacity and safety enhancements/ pinch point improvements: B4366 Pengelli to Bethel Road improvements | Road widening scheme, between Caernarfon and Tyddyn Hen roundabout. The scheme would provide improvement to a short section of the B4366 in line with the design standards of the remaining road section. This may include multiuser path provision as part of the scheme | Roads, Streets and Parking | RS4 | Gwynedd | Aspirational | ■ | ■ | Welsh Regional Transport Fund | | N/A | Medium |
| 131 | Improved links to employment: Local strategic links to Deeside Industrial Park/EZ | Improved flow and capacity at Queensferry roundabout to reduce impact on current Strategic Network and improvement to existing cycling and walking network. | Roads, Streets and Parking | RS1 | Flintshire | Medium-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Medium |

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|------------|---|---|----------------------------|------------------|----------------------|--------------|----------------------------|---------------------------|-------------------------------|---|---|----------|
| 136 | Access to Services: Access to Maelor Hospital | To improve the resilience and ease of bus, taxi and emergency vehicle access to the main hospitals. As an example, measures for Wrexham Maelor Hospital would include infrastructure improvement schemes: Additional vehicular access/egress points from the network for emergency services and buses, junction control measures to improve existing vehicular access for emergency vehicles and buses, additional walking and cycling infrastructure to improve sustainable access/egress. This scheme can be phased to address key hospitals in the first instance then Minor Injury Units such as Holywell, in the future. | Roads, Streets and Parking | RS1 | Wrexham | Medium-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Medium |
| 144 | Chester-Broughton growth corridor | The scheme involves construction of a dual or single-carriageway road with associated active travel and public transport infrastructure | Roads, Streets and Parking | RS1 | Flintshire | Shelved | ■ | ■ | Other | | N/A | Medium |
| 148 | Integration with strategic public transport services: A525 accessibility improvements | Building upon the A525 Rhyl to Denbigh Route Management Strategy (RMS) there is the potential for further improvements along this transport corridor including capacity enhancements, a new bus terminus in Denbigh, options for a St Asaph relief road and tourist signing. | Roads, Streets and Parking | RS1 | Denbighshire | Aspirational | ■ | ■ | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | N/A | Medium |
| 151 | Transport Network Resilience Improvements: A499 Penrhos Road flood alleviation improvements | A499 Penrhos Road flood alleviation improvements | Roads, Streets and Parking | RS2 | Gwynedd | Medium-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Medium |
| 152 | Improved links to employment: Congestion and parking review in Gwynedd | Review of paid for and free on and off street parking arrangements to optimise the available resources, support and facilitate access and modal shift. | Roads, Streets and Parking | RS1 | Gwynedd | Medium-term | ■ | ■ | Unknown | | S&P 8 - Continue to develop parking policies in that support equality and modal shift (2022-2025) | Medium |
| 153 | Pont Llanerch Bridge replacement between Trefnant and Tremeirchion | Regionally significant bridge that was washed away during a storm in 2021. Scheme is supported by Welsh Government Grant under their Resilient Roads initiative. Denbighshire County Council are working alongside Dwr Cymru Welsh Water and NRW to complete the design stage. | Roads, Streets and Parking | RS1 | Denbighshire | Aspirational | ■ | ■ | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | N/A | Medium |

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|------------|--|---|----------------------------|------------------|----------------------|-------------|----------------------------|---------------------------|-------------------------------|---|----------------|----------|
| 155 | Improved links to employment: A5025 Valley to Amlwch | Work to improve the A5025 for all vehicles including active travel in preparation for the construction of Wylfa Newydd | Roads, Streets and Parking | RS1 | Ynys Mon | Shelved | ■■■ | ■■■ ■■■ | Other | s.106 with Wylfa Newydd Developer | N/A | Medium |
| 157 | Highway maintenance and improvements, Flintshire | Highway maintenance and improvements: A range of schemes involving capacity and safety enhancements/ pinch point improvements and Transport Network resilience improvements, with specific measures including, but not limited to street lighting renewal and flood risk alleviation. | Roads, Streets and Parking | RS1 | Flintshire | Medium-term | ■■■ | ■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 158 | Highway maintenance and improvements, Ynys Mon | Highway maintenance and improvements: A range of schemes involving capacity and safety enhancements/ pinch point improvements and Transport Network resilience improvements, with specific measures including, but not limited to street lighting renewal and flood risk alleviation. | Roads, Streets and Parking | RS1 | Ynys Mon | Short-term | ■■■ | ■■■ ■■■ | Welsh Regional Transport Fund | Isle of Anglesey County Council Highway Maintenance Revenue Budget | N/A | Medium |
| 160 | Highway maintenance and improvements, Denbighshire | Highway maintenance and improvements: A range of schemes involving capacity and safety enhancements/ pinch point improvements and Transport Network resilience improvements, with specific measures including, but not limited to street lighting renewal and flood risk alleviation. | Roads, Streets and Parking | RS1 | Denbighshire | Medium-term | ■■■ | ■■■ | Welsh Regional Transport Fund | Resilient Roads Fund and Denbighshire County Council Revenue Budget | N/A | Medium |
| 161 | Highway maintenance and improvements, Conwy | Highway maintenance and improvements: A range of schemes involving capacity and safety enhancements/ pinch point improvements and Transport Network resilience improvements, with specific measures including, but not limited to street lighting renewal and flood risk alleviation. | Roads, Streets and Parking | RS1 | Conwy | Medium-term | ■■■ | ■■■ | Welsh Regional Transport Fund | | N/A | Medium |

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|------------|---|--|---------------|------------------|----------------------|-------------|----------------------------|---------------------------|-------------------------------|---|----------------|----------|
| 170 | North Wales Bus Infrastructure Enhancements - bus priority measures in North Wales | Delivery of bus priority infrastructure across six local authorities to support the planned routes as part of the bus transformation network. Identification of delay hotspots and proposals for bus priority infrastructure in these locations to reduce journey times, improve reliability, and minimise delays. A study is currently being undertaken which will identify potential congestion locations that will impact on planned future bus network, determining the likely causes of these delays and developing options to address them, and evaluating these options and providing recommendations for which should be taken forward. Potential intervention types include but are not limited to improvements to stop and shelter provision, bus lane, segregated routes, supporting traffic regulation orders, and technological enhancements (e.g. signal technology). Tfw will support in the delivery of this scheme. | Bus and Coach | PT4 | All | Medium-term | ■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 171 | North Wales Express Coach - provision of an express coach service along the A55 corridor between Port of Holyhead and Liverpool | Delivery of an express coach service between Port of Holyhead and Liverpool identified within the Union Connectivity Review and North Wales Transport Commission. A study is currently being undertaken to identify a preferred service pattern/ design, vehicle propulsion and specifications, bus priority measures required to address delays, and enhancements to interchanges at 19no. potential stopping locations to serve the proposed service, enhance customer experience, and improve multi-modal interchange capabilities. Potential supporting infrastructure includes bus priority measures, infrastructure to support vehicle propulsion/ depots, and new or enhanced interchanges at stopping locations. Tfw will support in the delivery of this scheme | Bus and Coach | PT14 | All | Medium-term | ■■■ | ■■■■■ | Other | | N/A | Medium |
| 172 | Wrexham City Strategic Transport Plan | Development of a Strategic Transport Plan to ensure the synergy of transport projects within Wrexham City | Integration | All | Wrexham | Short-term | ■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Medium |

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|------------|--|--|----------------------------|------------------|----------------------|-------------|----------------------------|---------------------------|-------------------------------|---|----------------|----------|
| 176 | Towyn to Rhyl Strategic Active Travel Route | Continuation of the AT route from Towyn Park to Kinmel Bay and into Rhyl. The route follows the NRW water course and crosses the River Clwyd via the old railway bridge which connects Conwy with Denbighshire | Active Travel | AT1 | Conwy | Short-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Medium |
| 179 | Pont Conwy Active Travel | Re-design of the existing road bridge with the introduction of a canter levier section in order to provide a wider pathway for AT use along the NCN5 over the river Conwy. | Active Travel | AT1 | Conwy | Medium-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Medium |
| 180 | Colwyn Bay Town Centre Active Travel | Active travel links into and within the town centre. Includes streetscape improvements within the core town centre area (station forecourt) and new parking provisions. | Active Travel | AT1 | Conwy | Medium-term | ■ | ■ | Other | | N/A | Medium |
| 181 | Llandudno Railway station Active Travel links | Create active travel route from Llanrhos to Llandudno Railway station via the B5115, A470 Conway Road and Vaughn Street. Forms part of the TfW active travel links to Railway Stations strategy. | Active Travel | AT1 | Conwy | Short-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Medium |
| 184 | Llandudno Junction Railway station Active Travel links | Active travel routes to Llandudno Junction Railway station via the B5115, A547 and A546. Forms part of the TfW active travel links to Railway Stations strategy. | Active Travel | AT1 | Conwy | Short-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Medium |
| 186 | B5106 route improvement | Improvement to the structural integrity, road safety, active travel provision, public transport infrastructure and traffic management facilities along the route between Conwy and Betws y Coed. | Roads, Streets and Parking | RS1 | Conwy | Long-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Medium |
| 187 | B5381 route safety enhancement | Road safety improvement to reduce RTCs along the route. Works include improvements to Signs, lines, HFS, minor works. | Roads, Streets and Parking | RS4 | Conwy | Short-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Medium |
| 189 | B5106 Bridge strengthening | Tal y Cafn Bridge - 3 span steel truss bridge with main span of 49.5m. Strengthen provisionally sub-standard 3T GVW bridge to provide resilient route and for A55 trunk road diversion resilience. | Roads, Streets and Parking | RS1 | Conwy | Medium-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Medium |

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| 191 | A547 Penmaenhead Viaduct | Penmaenhead Viaduct - 15 span reinforced concrete bridge, 17T GVW substandard structure, strengthening/refurbishment to provide a resilient route and for A55 trunk road diversion resilience | Roads, Streets and Parking | RS1 | Conwy | Medium-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 192 | A547 Raynes viaduct | Raynes Viaduct - 27 span reinforced concrete bridge, with 67m main arch span, 17T GVW substandard structure, strengthening/refurbishment to provide a resilient route and for A55 trunk road diversion resilience | Roads, Streets and Parking | RS1 | Conwy | Medium-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 194 | NCN 5 Pensarn to Belgrano and Blue Bridge to Baysville | Widening and improving NCN5 route to Active Travel standards | Active Travel | AT1 | Conwy | Short-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 195 | NCN 5 Old Colwyn to Rainbow Bridge | Widening and improving NCN5 route to Active Travel standards | Active Travel | AT1 | Conwy | Short-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 198 | Active Travel links to A494 River Dee Bridge | Identify and implement localised active Travel Links in connection with the River Dee Crossing | Active Travel | AT1 | Flintshire | Medium-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 200 | Bagillt to Flint | Conduct a comprehensive review and enhancement of the Active Travel Route between Bagillt and Flint to improve safety, accessibility, and connectivity for pedestrians and cyclists. This scheme will focus on upgrading infrastructure, addressing safety concerns, and ensuring compliance with national active travel standards. The goal is to promote sustainable transportation, reduce dependency on motor vehicles, and encourage healthier lifestyles. | Active Travel | AT1 | Flintshire | Short-term | ■■■■ | ■■■■■■ | Welsh Regional Transport Fund | Flintshire County Council Core Budget | N/A | Medium |

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|------------|--|---|---------------|------------------|----------------------|--------------|----------------------------|---------------------------|-------------------------------|---|---|----------|
| 201 | Flint to Connahs Quay | Conduct a comprehensive review and enhancement of the Active Travel Route between Flint and Connah's Quay to improve safety, accessibility, and connectivity for pedestrians and cyclists. This scheme will focus on upgrading infrastructure, addressing safety concerns, and ensuring compliance with national active travel standards. The goal is to promote sustainable transportation, reduce dependency on motor vehicles, and encourage healthier lifestyles. | Active Travel | AT1 | Flintshire | Medium-term | ■■■ | ■■■■■ | Welsh Regional Transport Fund | Flintshire County Council Core Budget | N/A | Medium |
| 204 | Highway Improvements at Alexandra St in connection to Shotton Interchange Improvements | Implement highway related proposals to support the Development proposals at Shotton Station to create a high quality and fully accessible integration between the Wrexham-Liverpool Line and North Wales Main Line to improve active travel and public transport access. | Integration | IN1 | Flintshire | Aspirational | ■■■ | ■■■■■ | Welsh Regional Transport Fund | | Rail 1 - Access for all - programme of step free access; Abergavenny, Shotton, Newtown, Tenby, Flint, Cwmbran, Caerphilly, Ludlow, Llanelli, Barry, Treforest, Cathays (2022-2025 joint funded) | Medium |
| 219 | Bethel to Caernarfon Active Travel Route | Create a 2.1km multiuser path alongside an existing highway between Caernarfon bypass and Arfon Leisure Centre, Caernarfon. The scheme will complete the active travel route between Bethel and the designated settlement. | Active Travel | AT1 | Gwynedd | Medium-term | ■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 224 | Llanrug to Bethel Active Travel Route | Create an active travel route which connects Bethel and Llanrug. | Active Travel | AT1 | Gwynedd | Aspirational | ■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 225 | Nantlle to Penygroes Active Travel Route | Create an active travel route which connects communities along the Nantlle corridor with Caernarfon | Active Travel | AT1 | Gwynedd | Long-term | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 226 | Caeathro to Caernarfon Active Travel Route | Create an active travel route which connects Caeathro and Caernarfon. | Active Travel | AT1 | Gwynedd | Long-term | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 228 | Llanberis to Bangor Active Travel Route | Create an active travel route to completes the active travel offer between Llanberis and Bangor. | Active Travel | AT1 | Gwynedd | Aspirational | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 229 | Mynydd Llandygai Active Travel enhancement | Local Active Travel improvements in Mynydd Llandygai area | Active Travel | AT1 | Gwynedd | Long-term | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Medium |

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| 231 | Eder to Nefyn Active Travel Route | Create an active travel route between Eder and Nefyn | Active Travel | AT1 | Gwynedd | Long-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 235 | Pwllheli to Mynytho Active Travel Route | Create a walking a cycling route which connect Mynytho to the proposed Active Travel route between Llanbedrog and Pwllheli | Active Travel | AT1 | Gwynedd | Aspirational | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 236 | Efailnewydd to Pwllheli Route | Create a multiuser path between Efailnewydd and Pwllheli | Active Travel | AT1 | Gwynedd | Long-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 238 | A499 Pwllheli to Porthmadog Active Travel route enhancement and Improvement | Improve the existing walking and cycling route between Pwllheli and Porthmadog | Active Travel | AT1 | Gwynedd | Long-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 240 | Cricieth Active Travel Improvement | Improve and enhance active travel provision in Cricieth | Active Travel | AT1 | Gwynedd | Short-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 242 | Porthmadog to Llanfrothen Active Travel Route | Create a new 2K Muti user path which connects Y Garreg Llanfrothen with Penrhyndeudraeth along the A4085 and enhance the existing walking and cycling provision between Boston lodge and Minffordd. | Active Travel | AT1 | Gwynedd | Long-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 248 | Corris Uchaf to Corris Active Travel route | Improve and enhance existing active travel provision between Corris Uchaf and Corris | Active Travel | AT1 | Gwynedd | Aspirational | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 249 | Tywyn to Machynlleth Active Travel Route | Create a new 1. 3Km Multiuser path between Cwrt and Pennal and a 3Km Multiuser path between Esgairgoch and Machynlleth along the A493 to complete the walking and cycling route between Tywyn Machynlleth. | Active Travel | AT1 | Gwynedd | Aspirational | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 254 | Transport Interchange Newborough | Transport and Access Scheme in partnership with NRW | Integration | IN1 | Ynys Mon | Medium-term | ■■■■ | ■■■■ | Other | | NWM 3E1-3 - Development, design and delivery of further Public Transport Interchange hubs (2025-2027 and beyond) | Medium |

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|--|---|--|------------------|----------------------|--------------|----------------------------|---------------------------|-------------------------------|--|----------------|----------|
| 259 | Active Travel Gaerwen | AT improvements that will provide improved opportunity for walking and cycling in the village and to outer settlements including Llanddaniel. The improvements will enable safer travel to school as well as more attractive routes through the industrial estate which is currently dominated by HGV travel. | Active Travel | AT1 | Ynys Mon | Medium-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | Isle of Anglesey County Council Highway Maintenance Revenue Budget | N/A | Medium |
| 260 | Active Travel Valley | Enable connectivity from RAF Valley Campus to Valley Train Station by incorporating key destinations along the route including primary schools at Caergeiliog and Llanfihangel-yn-Nhywyn. | Active Travel | AT1 | Ynys Mon | Medium-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | Isle of Anglesey County Council Highway Maintenance Revenue Budget | N/A | Medium |
| 261 | Active Travel Amlwch (Phase 1 and Phase 2 on B5111) | Improve connectivity from Amlwch Port to Amwch Secondary School and Leisure Centre and link to town centre | Active Travel | AT1 | Ynys Mon | Medium-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | Isle of Anglesey County Council Highway Maintenance Revenue Budget | N/A | Medium |
| 263 | Subsidised taxi rides in rural areas to fill "gaps" in public transport in Wrexham | Subsidised taxi services to fill gaps in service, as a back-up system that allows users to access taxis at a very low cost to cater for space and time "gaps". The gaps can be times of day when public transport is unavailable or remote rural areas not yet served by public transport. | Community, on demand transport and taxis | PT13 | Wrexham | Aspirational | ■■■■ | ■■■■ | Other | | N/A | Medium |
| 265 | Capacity and safety enhancements/ pinch point improvements: B5425/ Plas Acton Road junction capacity/ safety improvement, especially for active travel and buses | Junction improvement scheme to improve the overall capacity and safety. | Roads, Streets and Parking | RS4 | Wrexham | Long-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Medium |
| 266 | Capacity and safety enhancements/ pinch point improvements: Cemmaes to B5111 improvements | Improvements to Class 3 road between Cemmaes (Llanfechell/Rhosgoch) to B5111 Llanerch y Medd to Rhosybol Road | Roads, Streets and Parking | RS4 | Ynys Mon | Aspirational | ■■■■ | ■■■■ | Welsh Regional Transport Fund | Isle of Anglesey County Council Highway Maintenance Revenue Budget | N/A | Medium |
| 269 | Bastion Road, Station Road, Coronation Gardens, Prestatyn | Junction improvements and new sections of ATR | Active Travel | AT1 | Denbighshire | Short-term | ■■■■ | ■■■■ | Other | Denbighshire County Council Revenue Budget | N/A | Medium |

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|---|--|----------------------------|------------------|----------------------|-------------|----------------------------|---------------------------|-------------------------------|--|---|----------|
| 275 | B4501 to St David's Lane, Denbigh | Improvements to existing public footpath to make it accessible and suitable for active travel | Active Travel | AT1 | Denbighshire | Medium-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | N/A | Medium |
| 277 | Central Promenade accessibility improvement, Rhyl | Improvement of connections between the beach and the Town Centre for pedestrians and cyclists. Reconfiguration of carriageway layout to reduce crossing distances and reduce traffic speeds, whilst decluttering and improving quality of the public realm. | Active Travel | AT1 | Denbighshire | Short-term | ■■■■ | ■■■■ | UK Government Funding | Denbighshire County Council Revenue Budget | N/A | Medium |
| 278 | Improved links: Congestion and parking review in Wrexham | Review of paid for and free on and off-street parking arrangements in town centres to optimise the available resources, support and facilitate access and modal shift. | Roads, Streets and Parking | RS5 | Wrexham | Medium-term | ■■■■ | ■■■■ | Unknown | | S&P 8 - Continue to develop parking policies in that support equality and modal shift (2022-2025) | Medium |
| 279 | Road Safety Revenue: Educational Interventions | Educational interventions to primary school pupils to teach importance of road safety. Educational intervention to teach the next generation on life-skills in respect of safe walking and cycling. To be delivered by Road Safety Coordinator and Cycling Instruction | Active Travel | AT12 | Ynys Mon | Short-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | Isle of Anglesey County Council highways and transport | AT 10 - Develop and roll-out school/active travel plans (2022-2027 and beyond) | Medium |
| 280 | Road Safety Capital: Highway Incident Improvements | Highway improvements to overcome corridors that have a number of incidents including KSI and where reported problems are identified by NWP | Roads, Streets and Parking | RS4 | Ynys Mon | Short-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | Isle of Anglesey County Council Highway Maintenance Revenue Budget | N/A | Medium |
| 281 | Dolgellau Bus Interchange | Introduce a bus interchange facility at Dolgellau to improve safety, integration and co-ordination of bus services | Bus and Coach | PT4 | Gwynedd | Medium-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | NWM 3E3 - Delivery of further Public Transport Interchange hubs (2026-2027 and beyond) | Medium |
| 283 | Bridge Route South Active Travel (Connected to Wrexham Industrial Estate) | Routes 1-5, Byn Road, Cefn road and Bangor on Dee connections, as well as minor works at Bryn Estyn, Erlas and Redwither lanes, | Active Travel | AT1 | Wrexham | Medium-term | ■■■■ | ■■■■ | UK Government Funding | | N/A | Medium |
| 284 | Road Safety Revenue: Educational Interventions | Educational interventions to primary school pupils to teach importance of road safety. Educational intervention to teach the next generation on life-skills in respect of safe walking and cycling. To be delivered by Road Safety Coordinator and Cycling Instruction | Active Travel | AT12 | Wrexham | Short-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | AT 10 - Develop and roll-out school/active travel plans (2022-2027 and beyond) | Medium |

A.3 Lower priority schemes

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|---|--|--------------|------------------|----------------------|--------------|----------------------------|---------------------------|-------------------------------|---|---|----------|
| 1 | Shotton Integration Improvements | Develop and implement proposals at Shotton Station to create a high quality and fully accessible integration between the Wrexham-Liverpool Line and North Wales Main Line to improve active travel and public transport access. | Integration | IN1 | Flintshire | Medium-term | ■■■■■ | ■■■■■ | UK Government Funding | | NWM 7A1 - Shotton Integrated Station Outline Design (2023-2025 joint funded) NWM - 7A2 - Shotton Integrated Station Detailed design and construction (2024 - 2027 and beyond joint funded) Rail 3 - Changing places toilet and tactile paving installations to be installed at Shotton (2022-2025 joint funded) | Lower |
| 4 | Bangor Gateway Station Area transport integration | TfW have identified an opportunity at Bangor Station to improve the welcome into the city of Bangor and improve interchange with onward modes of transport. | Integration | IN1 | Gwynedd | Medium-term | ■■■■■ | ■■■■■ | Other | | NWM 3B1 - Bangor Gateway Station Area transport integration Development (2022 - 2025) NWM 3B2 - Bangor Gateway Transport integration Delivery (2024-2027) | Lower |
| 12 | Integration with strategic public transport services: Public transport infrastructure improvements in Gwynedd | Ongoing bus infrastructure improvements, including bus priority measures, bus boarding improvements, signage, bus stops and shelter provision. | Integration | IN2 | Gwynedd | Medium-term | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 13 | Integration with strategic public transport services: Public transport infrastructure improvements in Wrexham | Ongoing bus infrastructure improvements, including bus priority measures, bus boarding improvements, signage, bus stops and shelter provision. | Integration | IN2 | Wrexham | Short-term | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 16 | Chirk Railway Interchange Hub | Chirk Railway station as a potential interchange hub - especially for more rural communities that could link by Fflecsi/ local bus/ active travel/ community transport | Integration | IN1 | Wrexham | Aspirational | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | NWM 3E3 - Delivery of further Public Transport Interchange hubs (2026-2027 and beyond) | Lower |
| 18 | Integration with strategic public transport services: Llandudno Junction Station transport integration | Proposed improvements to provide an overall more accessible station with better passenger facilities, including improved car parking, cyclist provision and extended footbridge from station to create a new link to employment and leisure sites to the south of the station. | Integration | IN1 | Conwy | Long-term | ■■■■■ | ■■■■■ | Third party funding | | NWM 3E3 - Delivery of further Public Transport Interchange hubs (2026-2027 and beyond) | Lower |

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|--|--|--------------|------------------|----------------------|--------------|----------------------------|---------------------------|-------------------------------|---|--|----------|
| 20 | Introduce a free tourist/visitors public transport | The Konus card giving free public transport to tourists/visitors and paid for (partly) by a tourist tax | Integration | IN4 | Gwynedd/ Conwy | Aspirational | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 21 | Mobility Hub in Wrexham | A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets | Integration | IN1 | Wrexham | Aspirational | ■■■■ | ■■■■■■■■ | UK Government Funding | | NWM 3E1-3 - Development, design and delivery of further Public Transport Interchange hubs (2025-2027 and beyond) | Lower |
| 22 | Mobility Hub in Rhyl | A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets | Integration | IN1 | Denbighshire | Aspirational | ■■■■ | ■■■■■■■■ | Welsh Regional Transport Fund | Local Transport Fund (LTF) | NWM 3E1-3 - Development, design and delivery of further Public Transport Interchange hubs (2025-2027 and beyond) | Lower |
| 25 | Mobility Hub in Prestatyn | A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets | Integration | IN1 | Denbighshire | Aspirational | ■■■■ | ■■■■■■■■ | Welsh Regional Transport Fund | Local Transport Fund (LTF) | NWM 3E1-3 - Development, design and delivery of further Public Transport Interchange hubs (2025-2027 and beyond) | Lower |
| 26 | Mobility Hub in Buckley | A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets | Integration | IN1 | Flintshire | Aspirational | ■■■■ | ■■■■■■■■■■ | Other | | NWM 3E1-3 - Development, design and delivery of further Public Transport Interchange hubs (2025-2027 and beyond) | Lower |
| 27 | Mobility Hub in Llangefni | A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets | Integration | IN1 | Ynys Mon | Aspirational | ■■■■ | ■■■■■■■■■■ | Welsh Regional Transport Fund | Isle of Anglesey County Council Highways and transport | NWM 3E1-3 - Development, design and delivery of further Public Transport Interchange hubs (2025-2027 and beyond) | Lower |
| 28 | Mobility Hub in Connah's Quay | A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets | Integration | IN1 | Flintshire | Aspirational | ■■■■ | ■■■■■■■■■■ | Other | | NWM 3E1-3 - Development, design and delivery of further Public Transport Interchange hubs (2025-2027 and beyond) | Lower |
| 29 | Mobility Hub in Bangor | A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets | Integration | IN1 | Gwynedd | Aspirational | ■■■■ | ■■■■■■■■ | Welsh Regional Transport Fund | | NWM 3E1-3 - Development, design and delivery of further Public Transport Interchange hubs (2025-2027 and beyond) | Lower |
| 30 | Mobility Hub in Holyhead | A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets | Integration | IN1 | Ynys Mon | Aspirational | ■■■■ | ■■■■■■■■■■ | Welsh Regional Transport Fund | Isle of Anglesey County Council highways and transport | NWM 3E1-3 - Development, design and delivery of further Public Transport Interchange hubs (2025-2027 and beyond) | Lower |

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|---|--|---------------|------------------|----------------------|--------------|----------------------------|---------------------------|-------------------------------|---|--|----------|
| 31 | Mobility Hub in Menai Bridge | A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets | Integration | IN1 | Ynys Mon | Aspirational | ■ | ■ ■ | Welsh Regional Transport Fund | Isle of Anglesey County Council highways and transport | NWM 3E1-3 - Development, design and delivery of further Public Transport Interchange hubs (2025-2027 and beyond) | Lower |
| 32 | Mobility Hub in Flint | A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets | Integration | IN1 | Flintshire | Aspirational | ■ | ■ ■ | Other | | NWM 3E1-3 - Development, design and delivery of further Public Transport Interchange hubs (2025-2027 and beyond) | Lower |
| 35 | Deeside Industrial Park | Development of new railway station with connecting bus route | Integration | IN1 | Flintshire | Long-term | ■ | | UK Government Funding | | NWM 6A - Deeside Station Detailed Design and Construction (2022-2026 joint funded) | Lower |
| 37 | Improved access to Rhyl Rail and Bus station | Improve active travel links, cycle parking and storage, integrated car park ticketing | Integration | IN1 | Denbighshire | Short-term | ■ | ■ | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | NWM 2A2-2C3 - Active Travel to Stations (Local Connectivity) Phases 1, 2 & 3 (2023-2027 funded by others) | Lower |
| 38 | Improved access to Prestatyn Rail Station | Improve active travel links, cycle parking and storage, integrated car park ticketing | Integration | IN1 | Denbighshire | Medium-term | ■ | ■ | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | NWM 2A2-2C3 - Active Travel to Stations (Local Connectivity) Phases 1, 2 & 3 (2023-2027 funded by others) | Lower |
| 39 | Develop the NCN Route 85/84 and the rural network of active travel routes to connect with NCN route 5 and an inter-urban route between Deeside and Wrexham. | Develop the NCN 84/85 as well as routes connecting to the NCN 5. This includes planning and developing the rural network of routes that connect with National Cycle Network Route 5 on the north coast, and an inter-urban route between Deeside and Wrexham. Cycle route infrastructure through WCBC from Trevor to Lavister (and onward to Chester) as well from Shropshire to Mold, Flintshire. Associated facilities and parking strategy at key interchanges including urban centres, railway stations and bus stations | Active Travel | AT1 | Wrexham | Aspirational | ■ | ■ | Welsh Regional Transport Fund | | AT 12 - Enhance cycle parking provision across Wales and Cross Borders network (2022-2027 and beyond) | Lower |

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|--|---|---------------|------------------|----------------------|--------------|----------------------------|---------------------------|-------------------------------|---|----------------|----------|
| 47 | Improved links to employment: A547 Active Travel, Safety and Capacity Improvements | Provision of Active Travel Route and capacity enhancement along Gors Road, Towyn (1.5 miles) linking the A548 and the A547, linking to other walking and cycling provision along the A547 and beyond including Rhuddlan Road (3.5 miles) to Towyn and Kinnel Bay, and Rhuddlan to Borth Roundabout, complementing other active travel routes being promoted by Denbighshire County Council. | Active Travel | AT1 | Conwy | Long-term | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 54 | Scheme Development: Wrexham Industrial Estate Routes 1 to 5 and surrounding area | Routes 1-5, Byn Road, Cefn road and Bangor on Dee connections, as well as minor works at Bryn Estyn, Erlas and Redwither lanes, | Active Travel | AT1 | Wrexham | Medium-term | ■■■■■ | ■■■■■ | UK Government Funding | | N/A | Lower |
| 56 | Cefn Mawr active travel | Cefn Mawr active travel improvements | Active Travel | AT1 | Wrexham | Medium-term | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 57 | Cefn Road Active Travel | Cefn Road Active Travel improvements | Active Travel | AT1 | Wrexham | Medium-term | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 64 | Coedpoeth to Wrexham | Coedpoeth to Wrexham Active travel routes | Active Travel | AT1 | Wrexham | Aspirational | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 66 | Stansty Road Active Travel Route | Stansty Road Active Travel Route improvements | Active Travel | AT1 | Wrexham | Aspirational | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 67 | Wrexham - Gwersyllt via Rhosrobin | Wrexham - Gwersyllt via Rhosrobin Active travel pedestrian corridor | Active Travel | AT1 | Wrexham | Short-term | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 69 | Wrexham Active travel Southern Routes | Active Travel route improvements linking Wrexham-Rhostyllen-Johnstown-Ruabon (links to Rhosllannerchrugog and Penycae) and onward to Cefn Mawr/ Trevor. | Active Travel | AT1 | Wrexham | Aspirational | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 70 | Chirk to Trevor Active travel route | Chirk to Trevor Active travel route development | Active Travel | AT1 | Wrexham | Aspirational | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Lower |

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|--|---|----------------------------|------------------|----------------------|--------------|----------------------------|---------------------------|-------------------------------|---|---|----------|
| 78 | Vale of Clwyd Sustainable Transport Package (continuation) | Provide a continuous active travel route between Ruthin and St Asaph, thereby providing a continuous route from Ruthin to Rhyl where it will connect to the existing coastal route, (National Cycle Network Route 5) and a continuous active travel route of 19 miles from Rhyl to Ruthin. Strengthening of existing bus services along the Vale including connections to employment and residential centres. | Active Travel | AT1 | Denbighshire | Aspirational | | | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | AT 12 - Enhance cycle parking provision across Wales and Cross Borders network (2022-2027 and beyond) | Lower |
| 95 | Ronaldsway Active Travel route, Bodelwyddan | Route between Rhuddlan and Borth Roundabout, connecting to St Asaph Avenue AT route | Active Travel | AT1 | Denbighshire | Aspirational | | | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | N/A | Lower |
| 106 | Regional rural bus and coach network Wrexham | Introduce a network of regional rural Fflecsi services with an hourly service frequency extending into the evenings that link rural settlements and are operated by a fleet of Fflecsi bus,coaches and community transport vehicles that are comfortable for longer journeys. | Bus and Coach | PT11 | Wrexham | Aspirational | | | Other | | Bus 24 - Evaluate the current ongoing Fflecsi pilots taking place across Wales and produce guidance and delivery framework for further schemes, which will support future franchising plans. Expand Fflecsi services in areas where they will deliver greatest benefit. (2022-2025) Bus 25 - Introduce additional fflecsi services where appropriate based on pilot findings and developing delivery framework (2024-2027 and beyond). | Lower |
| 116 | Car Clubs | Local Authorities will collaborate to regionally coordinate and promote car sharing clubs across North Wales. This may involve a joined up approach working with the Welsh Government and external providers for example utilising platforms like Lift share and TrydaN. TFW will support in the delivery of this scheme. | Roads, streets and parking | RS12 | All | Medium-term | | | Welsh Regional Transport Fund | | Third 10 - develop frameworks for car clubs and other shared mobility solutions to be used by community groups (2022 - 2025) | Lower |

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|------------|---|--|----------------------------|------------------|----------------------|-------------|----------------------------|---------------------------|-------------------------------|---|----------------|----------|
| 120 | Capacity and safety enhancements/ pinch point improvements: Collision Cluster sites, Flintshire | The proposed scheme involves an annual analysis of collision data to identify cluster sites and corridors in order to identify any need for future individual schemes to reduce the number of accidents at these sites and overall, within the region. Specific focus should be on locations with disproportionate numbers of casualties, specifically schemes that target vulnerable groups as identified in the Welsh Government's road safety framework. Specific schemes should include interactive signing and the alleviation of flood risk on connections where access to employment and services are impacted. | Roads, Streets and Parking | RS4 | Flintshire | Short-term | | | Welsh Regional Transport Fund | Flintshire County Council Core Budget | N/A | Lower |
| 123 | Capacity and safety enhancements/ pinch point improvements: Collision Cluster sites Wrexham | The proposed scheme involves an annual analysis of collision data to identify cluster sites and corridors in order to identify any need for future individual schemes to reduce the number of accidents at these sites and overall, within the region. Specific focus should be on locations with disproportionate numbers of casualties, specifically schemes that target vulnerable groups as identified in the Welsh Government's road safety framework. Specific schemes should include interactive signing and the alleviation of flood risk on connections where access to employment and services are impacted. | Roads, Streets and Parking | RS4 | Wrexham | Medium-term | | | Welsh Regional Transport Fund | | N/A | Lower |

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|---|--|----------------------------|------------------|----------------------|--------------|----------------------------|---------------------------|-------------------------------|---|----------------|----------|
| 125 | Capacity and safety enhancements/ pinch point improvements: Collision Cluster sites Denbighshire | The proposed scheme involves an annual analysis of collision data to identify cluster sites and corridors in order to identify any need for future individual schemes to reduce the number of accidents at these sites and overall, within the region. Specific focus should be on locations with disproportionate numbers of casualties, specifically schemes that target vulnerable groups as identified in the Welsh Government's road safety framework. Specific schemes should include interactive signing and the alleviation of flood risk on connections where access to employment and services are impacted. | Roads, Streets and Parking | RS4 | Denbighshire | Aspirational | | | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | N/A | Lower |
| 126 | Capacity and safety enhancements/ pinch point improvements: street lighting renewal | The renewal of street lighting columns across the region, making them suitable to be fitted with new low energy LED lanterns | Roads, Streets and Parking | RS4 | All | Medium-term | | | Other | | N/A | Lower |
| 130 | Improved links to employment: Coastal Denbighshire access to employment | Improve access to employment in North Denbighshire and adjacent areas of Conwy, including improvements to junction capacity on the A547 near Rhuddlan, and links between deprived areas such as West Rhyl and employment areas such as St Asaph Business Park, Tir Llwyd Industrial Estate in Kimmel Bay | Roads, Streets and Parking | RS1 | Denbighshire | Aspirational | | | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | N/A | Lower |
| 132 | Abergele link road | Construction of a link road from the Rhuddlan Road roundabout (A55 J24) to St George Road. This will provide access to land allocated for employment and housing purposes in the Local Development Plan (LDP) as well as direct links to the trunk road junction. Funding for development work required. | Roads, Streets and Parking | RS1 | Conwy | long-term | | | Welsh Regional Transport Fund | | N/A | Lower |

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|------------|---|--|----------------------------|------------------|----------------------|--------------|----------------------------|---------------------------|-------------------------------|---|----------------|----------|
| 133 | Improved links to employment: Rhyl Town Centre accessibility improvements | Improve traffic management within Rhyl Town Centre with the purpose of improving the flow of traffic through the town centre, including the ease with which traffic navigates to parking spaces and other destinations such as tourist attractions. It will also include improved bus transport links to the Royal Alexandra Hospital on East Parade which is due to be redeveloped. There is potential for improvements as part of future regeneration projects | Roads, Streets and Parking | RS1 | Denbighshire | Medium-term | ■■■■■ | ■■■■■ | Other | Denbighshire County Council Revenue Budget | N/A | Lower |
| 134 | Access to Services: Access to Glan Clwyd Hospital | To improve the resilience and ease of bus, taxi and emergency vehicle access to the main hospitals. As an example, measures for Wrexham Maelor Hospital would include infrastructure improvement schemes: Additional vehicular access/egress points from the network to the main car parks, junction control measures to improve existing vehicular access and egress to the site, additional walking and cycling infrastructure to improve sustainable access/egress. This scheme can be phased to address key hospitals in the first instance then Minor Injury Units such as Holywell, in the future. | Roads, Streets and Parking | RS1 | Denbighshire | Medium-term | ■■■■■ | ■■■■■ | Other | Denbighshire County Council Revenue Budget | N/A | Lower |
| 138 | Access to Services: Access to Denbigh Community Hospital | To improve the resilience and ease of bus, taxi and emergency vehicle access to the main hospitals. As an example, measures for Wrexham Maelor Hospital would include infrastructure improvement schemes: Additional vehicular access/egress points from the network to the main car parks, junction control measures to improve existing vehicular access and egress to the site, additional walking and cycling infrastructure to improve sustainable access/egress. This scheme can be phased to address key hospitals in the first instance then Minor Injury Units such as Holywell, in the future. | Roads, Streets and Parking | RS1 | Denbighshire | Aspirational | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | N/A | Lower |

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|---|--|----------------------------|------------------|----------------------|--------------|----------------------------|---------------------------|-------------------------------|---|----------------|----------|
| 139 | Access to Services: Access to Ruthin Community Hospital | To improve the resilience and ease of bus, taxi and emergency vehicle access to the main hospitals. As an example, measures for Wrexham Maelor Hospital would include infrastructure improvement schemes: Additional vehicular access/egress points from the network to the main car parks, junction control measures to improve existing vehicular access and egress to the site, additional walking and cycling infrastructure to improve sustainable access/egress. This scheme can be phased to address key hospitals in the first instance then Minor Injury Units such as Holywell, in the future. | Roads, Streets and Parking | RS1 | Denbighshire | Aspirational | | | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | N/A | Lower |
| 140 | Access to Services: A499 to Nefyn Link (B4417) | Road improvements to the B4417 between the town of Nefyn and the A499 at Llanaelhaearn. Scheme to include road widening and realignment which would provide improved safer links, vehicular and active travel, for Nefyn and also the community of Llithfaen to the A499. | Roads, Streets and Parking | RS1 | Gwynedd | Medium-term | | | Other | | N/A | Lower |
| 141 | Access to Services: A4086 Ciblyn to Pontrug Road Improvements | Improvements to the A4086 between Llanrug and Caernarfon. The scheme would comprise of road widening, alignment and junction improvement. This would provide improved connectivity to the proposed Caernarfon by-pass scheme for the outlying villages. | Roads, Streets and Parking | RS1 | Gwynedd | Aspirational | | | Welsh Regional Transport Fund | | N/A | Lower |
| 142 | Access to Services: Dinas Dinlle Link to A499 | Upgrade of the existing Class III road which forms a link between Caernarfon airport and the A499 which in conjunction with the Allt Goch proposal would create an improved transport link from the A487(T) nr Penygroes. The scheme would consist of road widening and re-alignment with junction improvement on the A499. | Roads, Streets and Parking | RS1 | Gwynedd | Medium-term | | | Welsh Regional Transport Fund | | N/A | Lower |
| 145 | Warren Hall (mixed use development site) | Mixed use development site | Roads, Streets and Parking | RS1 | Flintshire | Aspirational | | | Other | | N/A | Lower |

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|---|---|----------------------------|------------------|----------------------|--------------|----------------------------|---------------------------|-------------------------------|---|----------------|----------|
| 149 | B5102/ B5373 Crown Crossroads, Llay | Scheme identified as part of a supporting scheme for the improvements to strategic transport network | Roads, Streets and Parking | RS1 | Wrexham | Medium-term | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 169 | Surface access improvements and associated works to overcome Transport constraints to access to the Anglesey Freeport Sites, Ynys Môn | Schemes to identify and progress surface access improvements and associated works to Anglesey Freeport Sites, including but not limited to works to address transport constraints on development on the Rhosgoch site as well as other Freeport locations including Llangefni, Gaerwen and Holyhead." | Ports | PF2 | Ynys Môn | Short-term | ■■■■■ | ■■■■■ | UK Government Funding | Isle of Anglesey County Council highways maintenance revenue budget | N/A | Lower |
| 174 | Improvements to infrastructure in the vicinity of Junction 4 and Western Gateway | Infrastructure improvements and associated behaviour change to ensure maximisation of sustainable travel in the area. | Roads, Streets and Parking | RS1 | Wrexham | Medium-term | ■■■■■ | ■■■■■ | Unknown | | N/A | Lower |
| 182 | Llysfaen Active Travel | Improved AT links from Llysfaen to Colwyn Bay schools including new route on Clobryn Road which links the village to the A547 | Active Travel | AT1 | Conwy | Short-term | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 183 | Penmaenmawr & Llanfairfechan Active Travel | Improved AT links in Penmaenmawr and Llanfairfechan, focussing on schemes already developed by the cancelled A55 J15-J16 project | Active Travel | AT1 | Conwy | Medium-term | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 206 | Upper Bangor Access Improvements | Review opportunities to re-establish a multi modal link between the A487 and Belmont Avenue to improve access for local and longer distance travel options and mitigate congestion. | Active Travel | AT1 | Gwynedd | Aspirational | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 221 | Rhosgadfan to Caernarfon Active Travel Route | Create an active travel route which connects Rhosgadfan with the wider active travel network | Active Travel | AT1 | Gwynedd | Aspirational | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 222 | Caernarfon to Rhydduddu Active Travel Route | Create an active travel route which connects Rhydduddu to Caernarfon, part of Eryri Access Improvement | Active Travel | AT1 | Gwynedd | Aspirational | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 223 | Llanberis to Nant Peris Active Travel Route | Create an active travel route which connects Nant Peris to Llanberis, part of Eryri Access Improvement | Active Travel | AT1 | Gwynedd | Aspirational | ■■■■■ | ■■■■■ | Welsh Regional Transport Fund | | N/A | Lower |

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|---|--|---------------|------------------|----------------------|--------------|----------------------------|---------------------------|-------------------------------|---|----------------|----------|
| 227 | Rhiwlas to Bangor Active Travel Route | Create an active travel route which connects Rhiwlas and Bangor. | Active Travel | AT1 | Gwynedd | Aspirational | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 230 | Pistyll to Nefyn Active travel route | Create an active travel route between Pistyll and Nefyn | Active Travel | AT1 | Gwynedd | Long-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 232 | Aberdaron Active travel Route | Create a local active travel route in Aberdaron | Active Travel | AT1 | Gwynedd | Long-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 233 | Sarn Mellterryn Active Travel Route | Create a multiuser path, which connects a rural housing estate with the centre of the Sarn Mellterryn Village | Active Travel | AT1 | Gwynedd | Long-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 234 | Pwllheli to Abersoch Active Travel Route | Create a multiuser path along the A499 between Abersoch and Llanbedrog and an off-road walking and cycling provision between Llanbedrog and Pwllheli | Active Travel | AT1 | Gwynedd | Long-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 237 | A499 Caernarfon to Pwllheli active Travel Route | Create a 11Km Multiuser path along the A499 to complete the 32Km Walking and cycling route between Caernarfon and Pwllheli. | Active Travel | AT1 | Gwynedd | Medium-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 241 | Beddgelert Active Travel improvement | Improve and enhance active travel provision in Beddgelert | Active Travel | AT1 | Gwynedd | Medium-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 243 | Ardudwy Green Corridor Active Travel Routes | Create a walking and cycling route which connects the communities along the A496 corridor between Penrhyndeudraeth and Barmouth | Active Travel | AT1 | Gwynedd | Aspirational | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 244 | Trawsfynydd Active Travel Route | Improve walking and cycling provision in Trawsfynydd | Active Travel | AT1 | Gwynedd | Medium-term | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 245 | Frongoch to Bala Active Travel Route | Create a new walking and cycling route which connects the White-water centre at Frongoch with Bala along the old railway line | Active Travel | AT1 | Gwynedd | Aspirational | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Lower |
| 246 | Rhos y Gwailiau to Bala Active Travel Route | Enhance the existing active travel provision between Rhos y Gwailiau and Bala | Active Travel | AT1 | Gwynedd | Aspirational | ■■■■ | ■■■■ | Welsh Regional Transport Fund | | N/A | Lower |

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|--|---|----------------------------|------------------|----------------------|--------------|----------------------------|---------------------------|-------------------------------|--|----------------|----------|
| 247 | Llandderfel to Bala Active Travel Route | Create a new Active Travel route which connects Llandderfel with Bala | Active Travel | AT1 | Gwynedd | Aspirational | ■ | ■ | Welsh Regional Transport Fund | | N/A | Lower |
| 251 | Tywyn to Llanegryn Active Travel Route | Create a 3Km multiuser path between Llanegryn and Brynchrug to enhance the existing active travel provision in the area. | Active Travel | AT1 | Gwynedd | Aspirational | ■ | ■ | Welsh Regional Transport Fund | | N/A | Lower |
| 252 | Gaerwen Industrial Estate Road | Strategic re-routing of HGVs on the A5, Gaerwen to provide improved access / exit to and from Gaerwen Industrial Estate (largest industrial estate on the Island) | Roads, Streets and Parking | RS6 | Ynys Mon | Long-term | ■ | ■ | Welsh Regional Transport Fund | Isle of Anglesey County Council Highway Maintenance Revenue Budget | N/A | Lower |
| 255 | Access to Freeport sites (including Rhosgoch) | Transport and Access Scheme | Ports and Freight | PF1 | Ynys Mon | Aspirational | ■ | ■ | UK Government Funding | Isle of Anglesey County Council Highway Maintenance Revenue Budget | N/A | Lower |
| 264 | Capacity and safety enhancements/ pinch point improvements: A5152 Smithfield Road junction capacity and safety improvements, in particular for active travel and bus | Alterations to the existing roundabout junction to improve safety and traffic throughout by making more efficient use of the available road space. | Roads, Streets and Parking | RS4 | Wrexham | Long-term | ■ | ■ | Welsh Regional Transport Fund | | N/A | Lower |

| Scheme No. | Scheme Name | Scheme Description | Policy Theme | Policy Alignment | Lead Local Authority | Timescale | Estimated CAPEX Cost Level | Estimated OPEX Cost Level | Potential Funding Source | How revenue costs are/met be met (where information is available) | NTDP Alignment | Priority |
|------------|---|---|----------------------------|------------------|----------------------|--------------|----------------------------|---------------------------|-------------------------------|---|----------------|----------|
| 267 | Improved links to employment: Improved access to Llay Industrial Estate | To improve the overall accessibility of Llay Industrial Estate, whilst mitigating as far as is practicable the impacts of HGV movements on local communities. Measures will include: New infrastructure connecting the estate with the existing wider network walking and cycling network, improvements to the existing Crown Crossroads junction to improve capacity and provision for sustainable walking and cycling movements, and traffic and speed management measures to mitigate the impacts on local communities of HGV movements between the estate and strategic network | Roads, Streets and Parking | RS1 | Wrexham | Aspirational | | | Welsh Regional Transport Fund | | N/A | Lower |
| 270 | Upper Denbigh Road, St Asaph | Introduction of controlled crossing and footway widening | Active Travel | AT1 | Denbighshire | Medium-term | | | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | N/A | Lower |
| 271 | Park Street, St David's Lane, Denbigh | Junction improvements and new sections of ATR | Active Travel | AT1 | Denbighshire | Medium-term | | | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | N/A | Lower |
| 273 | Ysbyty Glan Clwyd, Bodelwyddan | Junction improvements and new sections of ATR | Active Travel | AT1 | Denbighshire | Aspirational | | | Welsh Regional Transport Fund | Denbighshire County Council Revenue Budget | N/A | Lower |
| 282 | Improve public transport connectivity and travel options for St Asaph Business Park | A package of measures to improve the connectivity and accessibility of public transport options for St Asaph Business Park to support the Council's emerging Economic Strategy. | Bus and Coach | PT4 | Denbighshire | Medium-term | | | Other | Local Transport Fund (LTF) | N/A | Lower |

Appendix B - Delivery Plan Priority Diagrams (REDACTED)

Higher priority schemes

The diagrams show that there is a larger cluster of 33 higher priority short-term schemes, focused on low to high cost active travel improvements, bus, freight and roads and streets schemes. Schemes are spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund, UK Government sources and other sources.

The diagrams show there is a medium cluster of 20 higher priority medium-term schemes, focused on low to medium cost active travel schemes, complemented by bus, roads and streets, and integration schemes, spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund, UK Government and other sources, and sources not yet defined.

The diagrams show there is a small cluster of 2 higher priority long-term schemes, focused on low to medium cost active travel schemes, spread across Wrexham and Gwynedd authority areas. Funding sources connect to the Welsh Government Regional Transport Fund.

The diagrams show there is a small cluster of 7 higher priority aspirational schemes, focused on low to medium cost bus schemes, complemented by roads and streets, taxi and private hire, and active travel schemes, spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund and other sources.

Medium priority schemes

The diagrams show that there is a medium cluster of 22 medium priority short-term schemes, focused on low to medium cost active travel improvements, complemented by roads and streets, taxi and private hire, and integration schemes, spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund and UK Government or other sources.

The diagrams show there is a large cluster of 49medium priority medium-term schemes, focused on low to high cost active travel schemes, roads and streets, bus and integration schemes, spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund UK Government and other sources.

The diagrams show there is a medium cluster of 14 medium priority long-term schemes, focused on low to medium cost active travel schemes, complemented by roads and streets, and bus schemes, spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund and sources yet to be defined.

The diagrams show there is a medium cluster of 20 medium priority aspirational schemes, focused on low to medium cost active travel schemes, complemented by roads and streets, taxi and private hire and bus schemes, spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund, third party, other or and sources yet to be defined.

The diagrams show there is a small cluster of 3 medium priority shelved schemes, which may come forward during the plan period, focused on low to medium cost roads and streets, and bus schemes, spread across Flintshire (1) and Ynys Mon (2) authority areas, connected to other funding sources.

Lower priority schemes

The diagrams show that there is a small cluster of 6 lower priority short-term schemes, focused on low to medium cost active travel improvements, bus, freight and roads and streets schemes, spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund and UK Government sources.

The diagrams show that there is a larger cluster of 23 lower priority medium-term schemes, focused on low to medium cost active travel improvements, bus, freight and roads and streets schemes, spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund, UK Government sources and sources yet to be defined

The diagrams show there is a small cluster of 20 lower priority long-term schemes, focused on low to medium cost active travel schemes, complemented by roads and streets, and integration schemes, spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund, third party and UK Government sources.

The diagrams show there is a larger cluster of 39 lower priority aspirational schemes, focused on low to high cost active travel and integration schemes, complemented by roads and streets, freight and bus schemes, spread across North Wales authority areas. Funding sources connect across to these modes, focused on the Welsh Government Regional Transport Fund, UK Government and other sources.

- B.1 Priority Diagram – Total Perspective
- B.2 Priority Diagram – Local authority delivery perspective
- B.3 Priority Diagram – Funding source perspective
- B.4 Priority Diagram – Customer perspective

Appendix C Schemes and costs over time

Our priorities (and their estimated Capex over the plan period) are distributed over time as follows:

| Priority level / Timescale | Lower | Medium | Higher |
|-----------------------------------|-----------------|-----------------|------------------|
| Short term no. (FY 2026/27) | 6 (£24.78m) | 23 (£48.35m) | 33 (£163.08m) |
| Medium term no. (FYs 2027-30) | 23 (£182.2m) | 47 (£234.4m) | 20 (£96.9m) |
| Long term no. (FY 2030/31) | 10 (£47.93m) | 14 (£9.35m) | 2 (£9.5m) |
| Aspirational no. (FY 2031/32+) | 39 (£243.9m) | 20 (£79.3m) | 7 (£16.3m) |
| Shelved no. | 0 | 3 (£45.5m) | 0 |

Of the Capex totals presented above, the following table provides the anticipated amount of Welsh Government regional transport funding required to meet the overall Capex figures set out above:

| Priority Level / Timescale | Lower | Medium | Higher |
|-------------------------------|-----------------|-----------------|------------------|
| Short term (FY 2026/27) | £21.78m (87.9%) | £41.5m (85.8%) | £113.51m (69.6%) |
| Medium term (FYs 2027-30) | £23.15m (12.7%) | £93.35m (39.8%) | £28.9m (29.8%) |
| Long term (FY 2030/31) | £5.43m (11.3%) | £8.85m (94.6%) | £9.25m (97.3%) |
| Aspirational (FY 2031/32+) | £232.9m (95.5%) | £63.71m (80.3%) | £8m (49%) |
| Shelved | 0 | 0 | 0 |

Annex 1 The approach to appraisal using the prioritisation tool

Step 1: Define Scheme objectives and measures

Based on the four Regional Transport Plan (SMART) objectives, relevant metrics have been chosen to help enable GIS analysis to be undertaken for each scheme. Table 0-1 shows the metrics selected and applied.

Table 0-1: Metrics for Regional Transport (SMART) Objectives

| Objective | Objective Description | Measures | | |
|-----------|--|--|---|---|
| OB1 | Improve digital connectivity and local services | Broadband Speed (Ofcom ²) | Distance Travelled to Work (Census ³) | Mode type for work travel (Census) |
| OB2 | Improved accessibility and transport choice | Access to Health (WIMD ⁴) | Access to Employment (WIMD) | Access to Services (WIMD) |
| OB3 | Enable decarbonisation through transition to a zero-emission fleet | Levels of air pollution from the transport sector (Transport for Wales data) | Existing levels of EV Infrastructure (ZapMap ⁵) | Levels of ultra-low emission ownership (UK Government data) |
| OB4 | Enable sustainable economic growth | Access to Employment (WIMD) | Mode type for work travel (Census) | Economic Activity status (Census) |

Step 2: Fill out the scheme description and summary

Descriptions and summaries of each scheme are added to the Scheme description & Screening sheet using the appropriate dropdowns in each column. The sheet will contain the scheme number and description alongside details within the categories including:

- Summary of work undertaken to date
- Scheme interdependencies
- Connectivity
- Anticipated delivery timescale
- Local Authority (lead / others)
- Transport Modes
- Capital expenditure (CapEx) Cost level
- Operating expenses (OpEx) Cost Level
- Potential Funding Source/s

Estimated scheme capital and ongoing operating costs are added during this step. The estimated costs are not used as a direct metric to inform the overall prioritisation, however it is considered that the impact of more expensive and complex schemes will be reflected in the appraisal against the deliverability criteria in Step 5.

Step 3: First High Level Sift

This step is used to sift out schemes that may have a large adverse impact on the objectives or be undeliverable due to environmental or legal constraints. Schemes are scored at this stage using professional judgement informed by the evidence inputs, with further details provided in the justification column.

² Ofcom is the regulator for the communications services.

³ The census is an official periodic count of a population including general demographic information.

⁴ The Welsh Index of Multiple Deprivation (WIMD) is the Welsh Government’s official measure of relative deprivation for small areas in Wales.

⁵ Zapmap is a UK-wide map of electric car charging points.

Step 4: GIS analysis and objective appraisal

Step 4 involves the carrying out of GIS analysis of the quantitative metrics identified for each of the four objectives identified in Step 1.

Each intervention is appraised against each objective. The appraisal is supported by data where it is relevant, and an overall written justification is provided to accompany the scores using a seven-point scale, as is a familiar method applied in Welsh Transport Appraisal Guidance (WelTAG).

The datasets and GIS analysis are used to supplement an appraisal justification score. The application of the data is optional on a scheme-by-scheme basis depending on whether spatial analysis is appropriate for different types of schemes, for example it may not be for schemes that do not involve development that can cordoned to points, lines or polygons. Where GIS cannot be applied, qualitative appraisal is undertaken based on professional judgement.

Maintaining a consistent approach to all schemes within the tool is important and a peer-review process is used to compare and validate similar appraisal scores to maintain consistency.

Step 5: Deliverability appraisal

The deliverability appraisal sheet is used to appraise each scheme using key deliverability criteria. The same is used in Step 3 *First High Level Shift*; the key difference between Step 5 and Step 3 is that clear justification of the score is required to complete the Deliverability tab.

Criteria include:

- Environmental Impact/issues
- Land issues
- Planning Consent and legal
- Stakeholder acceptability
- Consultation
- Constructability
- Disruption

Step 6: Prioritisation of schemes

A summary of the appraisal scores is included in an Appraisal Summary sheet. Separate scores are provided for objectives and deliverability performance. These can be used to inform a prioritised list of schemes. The resultant prioritisation score is supported by a justification that summaries the overall appraisal.

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