

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
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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.