Cyd-Bwyllgor Corfforedig
Gogledd Cymru
North Wales
Corporate Joint Committee

North Wales
Regional Transport Delivery Plan

July 2025








Regional Transport Delivery Plan Report

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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 care 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

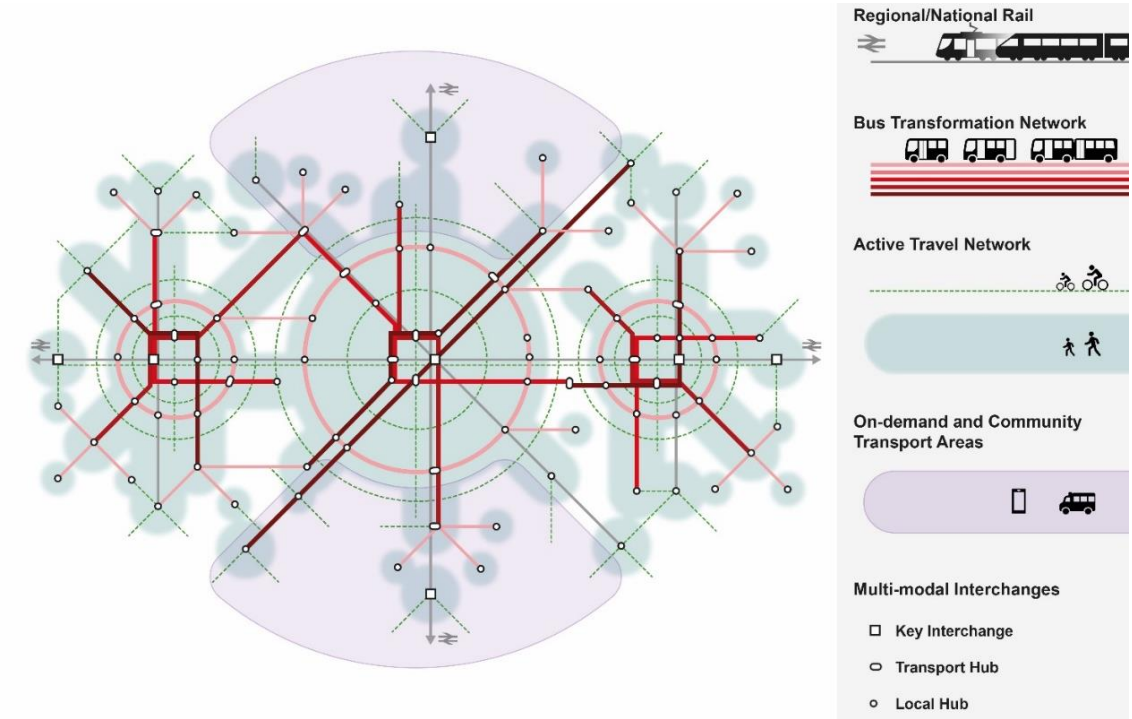
A network-based approach has been taken to our proposals, where the key focus is on providing all groups of people with more choice about how and when they travel. Interventions seek to respond to the varying geographies and populations of North Wales, considering both the more urban and rural parts 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 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 places 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 CJCs 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 (including innovative maintenance trials), 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
177	Dolgarrog 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
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	Chwilog 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
103	Regional rural bus and coach network, Flintshire	Bus and Coach	Flintshire	Short-term	Other	Higher

Scheme No.	Scheme Name	Policy Theme	Lead Local Authority	Timescale	Potential Funding Source	Priority
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
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

Scheme No.	Scheme Name	Policy Theme	Lead Local Authority	Timescale	Potential Funding Source	Priority
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
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

Scheme No.	Scheme Name	Policy Theme	Lead Local Authority	Timescale	Potential Funding Source	Priority
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 (£163.6m)
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

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	£10m	£0.5m-£1m	UK Government Funding		Rail 5 -Addition of lifts at Ruabon and Whitchurch, 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	£3m	£0.1m-£0.25m	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	£0.9m	£0.01m-£0.025m	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	£3m	£0.25m-£0.5m	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	£1m	£0.1m-£0.25m	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	£5m	£0.25m	Welsh Regional Transport Fund		N/A	Higher
68	Holt Road and Borras Road - Wrexham Active Travel	Holt - Wrexham Active Travel link	Active Travel	AT1	Wrexham	Aspirational	£5m	£0.25m	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	£1.748m	£1m-£5m	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	£0.5m	<£0.1m	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	£0.02m	<£0.1m	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	£0.8m	£0m	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	£0.25m	£0m	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	£0.75m	£0m	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	£0.75m	£0.006m	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	£1m	£0m	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	£10m	£1-£5m	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	£3m	£15m	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	£0.5m	£10m	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	£1m	£3m (assuming multiyear contracts)	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	£3m	3m	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	£0.5m	£0.1m-£0.25m	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. Funding will also support the Sherpa'r Wyddfa bus routes and the G23 service, which offers services along the Abermaw-Harlech-Porthmadog route.	Bus and Coach	PT11	Gwynedd	Short-term	£2.5m	£5m	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	£1m	£2.5m (assuming multi yr contracts)	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	£3m	£4m	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	£0.3m	£0.8m	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	£29.46m	£0.25m	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	£32m	£1m	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	£3m	£0.25m-£0.5m	Welsh Regional Transport Fund	Isle of Anglesey County Council Highway Maintenance Revenue Budget	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
159	Highway maintenance and improvements (including innovative maintenance trials), 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, flood risk alleviation, greener maintenance methods and active travel route improvements. Maintenance work presets significant costs to all local authorities in the region and Wrexham Council will trail methods of resurfacing which are greener and help us reduce our carbon contribution. This could help us address issues on rural roads which may get overlooked currently based on the need to prioritise strategic routes. Wrexham will also trial a jet-patcher, which will allow additional maintenance without having to do a full resurface scheme, which would allow more maintenance work within a typical year. These innovations, if successful, could bring efficiencies across the region, over and beyond the plan period.	Roads, Streets and Parking	RS2	Wrexham	Short-term	£50m	£5m-£10m	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	£15m	£5m	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	£0.356m	<£0.1m	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	£2.8m	£0.25m-£0.5m	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	£0.395m	£0.25m	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

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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	£1.7m	<£0.1m	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	£2m	£0.2m	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	£10m	£1m-£5m	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	£1m	<£0.1m	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	£1.3m	<£0.1m	Welsh Regional Transport Fund		N/A	Higher

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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	£0.1m	<£0.1m	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 Kinmel Bay.	Roads, Streets and Parking	AT4	Conwy	Medium-term	£5m	<£0.1m	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	£0m	<£0.1m	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	£0.75m	<£0.1m	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	£1.5m	<£0.1m	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	£17.4m	<£0.1m	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	£0.9m	£0.005m-£0.010m	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	£0.5m	<£0.1m	Welsh Regional Transport Fund		N/A	Higher

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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	£2.1m	<£0.1m	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	£0.5m	<£0.1m	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	£3m	£0.1m-£0.25m	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	£7.5m	<£0.1m	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	£5m	<£0.1m	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	£8.5m	<£0.1m	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	£0.325m	<£0.1m	Welsh Regional Transport Fund		N/A	Higher

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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	£1.6m	<£0.1m	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	£2.8m	£0.25m-£0.5m	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	£4m	£0.25m-£0.5m	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	£2.4m	£0.1m-£0.25m	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	£1.75m	£0.1m-£0.25m	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	£3m	£5m-£10m	Other		Bus 12 - Roll-out of a new bus network design across Wales (2026-2027 and beyond)	Higher

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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	£2m	£0.5m-£1m	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	£0.4m	£0m	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	£0.364m	£0.08m	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	£12m	£0.2m	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	£15m	<£0.1m	UK Government Funding		N/A	Medium
6	Holyhead Transport Masterplan	Bus & Train Interchange (TfW led Project) - modal shift	Integration	IN1	Ynys Mon	Medium-term	£75m	£1m-£5m	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	£10m	<£0.1m	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	£10m	<£0.1m	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	£2.8m	£0.25m-£0.5m	Welsh Regional Transport Fund	Isle of Anglesey County Council highways and transport	N/A	Medium

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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	£0.1m	<£0.1m	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	£1.87m	£0.2m	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	£3m	£0.25m-£0.5m	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 Penyffodd Railway Station with access to Wrexham-Liverpool Line for travel to/from the DIP, Wrexham and Liverpool for employment.	Integration	IN5	Flintshire	Long-term	£3m	£0.1m-£0.25m	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	£0.5m	<£0.1m	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	£0.1m	<£0.1m	Welsh Regional Transport Fund		N/A	Medium

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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	£0.9m	<£0.1m	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	£3m	£0.5m-£1m	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	£0.5m	£0.1m-£0.25m	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	£2m	£0.5m-£1m	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	£10m	£0.1m-£0.25m	Welsh Regional Transport Fund		N/A	Medium
58	Rhostyllen area active travel	Rhostyllen area active travel improvements	Active Travel	AT1	Wrexham	Medium-term	£1.5m	£0.25m-£0.5m	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	£3m	£0.5m-£1m	UK Government Funding		N/A	Medium
60	Moss Valley Active Travel	Moss Valley AT Improvements	Active Travel	AT1	Wrexham	Medium-term	£10m	£0.1m-£0.25m	Welsh Regional Transport Fund		N/A	Medium
62	Chester Road	Chester Road Active travel routes	Active Travel	AT1	Wrexham	Aspirational	£3m	£0.25m	Welsh Regional Transport Fund		N/A	Medium
63	Kingsmill Road	Kingsmill Road active travel routes	Active Travel	AT1	Wrexham	Aspirational	£3m	£0.25m	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	£1m	£0.25m-£0.5m	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	£0.5m	£0.005m-£0.010m	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	£3m	£0.25m-£0.5m	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	£1.5m	£0m	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	£10m	£0.5m-£1m	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	£068	£0m	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	£1.6m	£0m	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	£0.9m	£0m	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	£1.5m	£0.003m	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	£0.2m	£0m	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	£3m	£0.01m	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	£0.5m	£0.01m	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	£0.849m	£0.01m	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	£1.5m	£0.01m	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	£0.5m	£1.25m (over 5 years)	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 fflecsi 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	£0.5m	£0.5m-£1m	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	£0.5m	£5m	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	£0.5m	£0.5m	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	£3m	£0.5m-£1m	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	£0.2m	£0.8m	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	£5m	£2.5m	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	£3m	<£0.1m	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	£5m	<£0.1m	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	£3m	<£0.1m	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	£0.5m	<£0.1m	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	£2m	£1m-£5m	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	£32.5m	£0.1m-£0.25m	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	£1m	£0.05m	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	£5m	£0.25m	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	£0.5m	£1m	Unknown		S&P 8 - Continue to develop parking policies in that support equality and modal shift (2022-2025)	Medium
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	£10m	£0.1m-£0.25m	Other	s.106 with Wylfa Newydd Developer	N/A	Medium

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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	£3m	<£0.1m	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	£16m	£0.25m-£0.5m	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	£4.9m	£0.05m	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	£3.5m	<£0.1m	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	£3m	£0.25m-£0.5m	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	£3m	£0.5m-£1m	Other		N/A	Medium

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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	£0.5m	<£0.1m	Welsh Regional Transport Fund		N/A	Medium
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	£3m	<£0.1m	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	£6m	<£0.1m	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	£10m	<£0.1m	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	£3.5m	<£0.1m	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	£5m	<£0.1m	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	£0.1m	<£0.1m	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	£0.5m	<£0.1m	Welsh Regional Transport Fund		N/A	Medium

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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	£3m	<£0.1m	Welsh Regional Transport Fund		N/A	Medium
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	£0.1m	<£0.1m	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	£0.1m	<£0.1m	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	£0.75m	<£0.1m	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	£0.5m	<£0.1m	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	£0.5m	<£0.1m	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	£0.9m	£0.005m-£0.010m	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	£0.9m	£0.005m-£0.010m	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	£3m	<£0.1m	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	£3m	<£0.1m	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	£3m	<£0.1m	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	£0.5m	<£0.1m	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	£0.5m	<£0.1m	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	£2.5m	<£0.1m	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	£0.25m	<£0.1m	Welsh Regional Transport Fund		N/A	Medium

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231	Edern to Nefyn Active Travel Route	Create an active travel route between Edern and Nefyn	Active Travel	AT1	Gwynedd	Long-term	£0.35m	<£0.1m	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	£1.3m	<£0.1m	Welsh Regional Transport Fund		N/A	Medium
236	Efailnewydd to Pwhelli Route	Create a multiuser path between Efailnewyd and Pwllheli	Active Travel	AT1	Gwynedd	Long-term	£0.325m	<£0.1m	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	£0.95m	<£0.1m	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	£0.5m	<£0.1m	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	£0.675m	<£0.1m	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	£0.5m	<£0.1m	Welsh Regional Transport Fund		N/A	Medium
249	Tywyn to Machynlleth Active Travel Route	Create a new 1. 3Km Multiuser path between Cwrt andPennal 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	£10m	<£0.1m	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	£3m	£0.5m-£1m	Other		NWM 3E1-3 - Development, design and delivery of further Public Transport Interchange hubs (2025-2027 and beyond)	Medium

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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	£2.5m	£0.1m-£0.25m	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	£3m	£0.1m-£0.25m	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	£3m	£0.1m-£0.25m	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	£3m	£1m-5m	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	£1m	£0.5m-£1m	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	£0.5m	£0.1m-£0.25m	Welsh Regional Transport Fund	Isle of Anglesey County Council Highway Maintenance 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
269	Bastion Road, Station Road, Coronation Gardens, Prestatyn	Junction improvements and new sections of ATR	Active Travel	AT1	Denbighshire	Short-term	£0.25m	£0.002m	Other	Denbighshire County Council Revenue Budget	N/A	Medium
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	£0.6m	£0.005m	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	£6m	£0.02m	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	£0.5m	£0.5m-£1m	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	All Local Authorities	Short-term	£3m (approx. £0.5m per Local Authority)	£0.1m-£0.25m	Welsh Regional Transport Fund		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	£3m	£0.1m-£0.25m	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	£1m	<£0.1m	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	£10m	£0.5m-£1m	UK Government Funding		N/A	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	£32.5m	£0.5m-1m	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	£10m	£0.25m	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	£1.5m	<£0.1m	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	£19m	£1m-£5m	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	£3m	£0.25-£0.5m	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	£10m	<£0.1m	Third party funding		NWM 3E3 - Delivery of further Public Transport Interchange hubs (2026-2027 and beyond)	Lower

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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	£0.5m	£5m	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	£3m	£0.5-£1m	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	£3m	£0.2m	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	£2.5m	£0.2m	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	£0.5m	£0.1m-£0.25m	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	£3m	£0.1m-£0.25m	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	£0.5m	£0.1m-£0.25m	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	£1.5m	£0.5m	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	£3m	£0.1m-£0.25m	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	£3m	£0.1m-£0.25m	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	£0.5m	£0.1m-£0.25m	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	£32.5m		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	£1.25m	£0.1m	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	£0.5m	£0.1m	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	£32.5m	£0.5m-1m	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 Kinmel Bay, and Rhuddlan to Borth Roundabout, complementing other active travel routes being promoted by Denbighshire County Council.	Active Travel	AT1	Conwy	Long-term	£0.1m	<£0.1m	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	£10m	£0.5m-£1m	UK Governme nt Funding		N/A	Lower
56	Cefn Mawr active travel	Cefn Mawr active travel improvements	Active Travel	AT1	Wrexham	Medium-term	£1m	£0.5m-£1m	Welsh Regional Transport Fund		N/A	Lower
57	Cefn Road Active Travel	Cefn Road Active Travel improvements	Active Travel	AT1	Wrexham	Medium-term	£3m	£0.5m-£1m	Welsh Regional Transport Fund		N/A	Lower
64	Coedpoeth to Wrexham	Coedpoeth to Wrexham Active travel routes	Active Travel	AT1	Wrexham	Aspirational	£10m	£0.5m-£1m	Welsh Regional Transport Fund		N/A	Lower
66	Stansty Road Active Travel Route	Stansty Road Active Travel Route improvements	Active Travel	AT1	Wrexham	Aspirational	£3m	£0.5m-£1m	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	£0.5m	£0.25m-£0.5m	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	£3m	£0.5m-£1m	Welsh Regional Transport Fund		N/A	Lower
70	Chirk to Trevor Active travel route	Chrik to Trevor Active travel route development	Active Travel	AT1	Wrexham	Aspirational	£3m	£0.5m-£1m	Welsh Regional Transport Fund		N/A	Lower

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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	£20m	£0.02m	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	£1.5m	£0.005m	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	£3m	£1m-£5m	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	£3m	£1m-£5m	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

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
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	£0.425m	£0.005m-£0.010m	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	£5m	£1m-£5m	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	£0.9m	£0m	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	£32.5m	£5-£10m	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	£2m	£0.005m	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	£0.1m	<£0.1m	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	£2.5m	£0.01m	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	£3m	£0.05m	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	£1.5m	£0.03m	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	£2m	£0.03m	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	£33.75m	<£0.1m	Other		N/A	Lower
141	Access to Services: A4086 Cibyn 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	£8.5m	<£0.1m	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	£3m	<£0.1m	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	£0.5m	<£0.1m	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	£1m	£0.5m-£1m	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 Mon	Short-term	£3m	£0.1m-£0.25m	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	£32.5m	<£0.1m	Uknown		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	£0.6m	<£0.1m	Welsh Regional Transport Fund		N/A	Lower
183	Penmaenmawr & Llanfarfechan 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	£0.1m	<£0.1m	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	£30m	<£0.1m	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	£7m	<£0.1m	Welsh Regional Transport Fund		N/A	Lower
222	Caernarfon to Rhyd ddu Active Travel Route	Create an active travel route which connects Rhydd ddu to Caernarfon, part of Eryri Access Improvement	Active Travel	AT1	Gwynedd	Aspirational	£9m	<£0.1m	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	£2m	<£0.1m	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	£1.5m	<£0.1m	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	£2.25m	<£0.1m	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	£0.125m	<£0.1m	Welsh Regional Transport Fund		N/A	Lower
233	Sarn Mellteryn Active Travel Route	Create a multiuser path, which connects a rural housing estate with the centre of the Sarn Mellteryn Village	Active Travel	AT1	Gwynedd	Long-term	0.125m	<0.1m	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	£1.125m	<£0.1m	Welsh Regional Transport Fund		N/A	Lower
237	A499 Caenrnarfon 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	£3.5m	<£0.1m	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	£0.5m	<£0.1m	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	£45m	<£0.1m	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	£0.5m	<£0.1m	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	£9m	<£0.1m	Welsh Regional Transport Fund		N/A	Lower
246	Rhos y Gwaliau to Bala Active Travel Route	Enhance the existing active travel provision between Rhos y Gwailiau and Bala	Active Travel	AT1	Gwynedd	Aspirational	£0.5m	<£0.1m	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	£10m	<£0.1m	Welsh Regional Transport Fund		N/A	Lower
251	Tywyn to Llanegryn Active Travel Route	Create a 3Km multiuser path between Llanegryn and Bryncrug to enhance the existing active travel provision in the area.	Active Travel	AT1	Gwynedd	Aspirational	£1m	<£0.1m	Welsh Regional Transport Fund		N/A	Lower
252	Gaerwen Indsutrial 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	£0.6m	£0.25m-£0.5m	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	£3m	£0.5m-£1m	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	£1m	£0.5m-£1m	Welsh Regional Transport Fund		N/A	Lower
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	£10m	£0.5m-£1m	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
270	Upper Denbigh Road, St Asaph	Introduction of controlled crossing and footway widening	Active Travel	AT1	Denbighshire	Medium-term	£0.3m	£0.006m	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	£0.25m	£0.002m	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	£0.5m	£0m	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	£0.8m	£0.1m-£0.25m	Other	Local Transport Fund (LTF)	N/A	Lower

Appendix B - Delivery Plan Priority Diagrams (available as interactive dashboards)

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)	22 (£50.38m)	**33** **(£163.58m)**
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)	19 (£70.24m)	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%)	£43.53m (86.4%)	**£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%)	£54.65m (77.8%)	£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.