

Meeting

**NORTH WALES CORPORATE JOINT COMMITTEE**

Date and Time

**1.30 pm, FRIDAY, 11TH OCTOBER, 2024**

Location

**Virtual Meeting**

**(For public access to the meeting, please contact us)**

Contact Point

**Sioned Mai Jones**

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(DISTRIBUTED 07/10/24)

## **NORTH WALES CORPORATE JOINT COMMITTEE**

### **Council Members**

Cllr. Jason McLellan - Denbighshire County Council  
Cllr. Gary Pritchard - Isle of Anglesey County Council  
Cllr. Charlie McCoubury - Conwy County Borough Council  
Cllr. Mark Pritchard - Wrexham County Borough Council  
Cllr. Dave Hughes - Flintshire County Council  
Cllr. Dyfrig L Siencyn - Cyngor Gwynedd

### **Snowdonia Member**

Cllr. Edgar Wyn Owen – Snowdonia National Park Authority

### **Chief Officers**

Dafydd Gibbard - Cyngor Gwynedd  
Dylan Williams - Isle of Anglesey County Council  
Rhun ap Gareth - Conwy County Borough Council  
Neal Cockerton - Flintshire County Council  
Graham Boase - Denbighshire County Council  
Ian Bancroft - Wrexham County Borough Council  
Emyr Williams – Snowdonia National Park Authority

### **Statutory Officers**

Dewi Aeron Morgan – Chief Finance Officer  
Iwan G Evans – Monitoring Officer  
Alwen Williams - Interim Corporate Joint Committee Chief Executive

# **A G E N D A**

## **1. APOLOGIES**

To receive any apologies for absence.

## **2. DECLARATION OF PERSONAL INTEREST**

To receive any declaration of Personal Interest.

## **3. URGENT BUSINESS**

To note any items that are a matter of urgency in the view of the Chair for consideration.

## **4. MINUTES OF THE PREVIOUS MEETING 4 - 11**

The Chair shall propose that the minutes of the previous meeting held on the 6<sup>th</sup> of September, 2024 be signed as a true record.

## **5. CJC ESTABLISHMENT PROGRESS UPDATE 12 - 14**

Alwen Williams (Interim CJC Chief Executive) and Iwan Evans (Monitoring Officer) to present the report.

## **6. STRATEGIC TRANSPORT SUB-COMMITTEE - CO-OPTED MEMBERSHIP 15 - 22**

Iwan Evans (Monitoring Officer) to present the report.

## **7. REGIONAL TRANSPORT PLAN - INTEGRATED WELL-BEING APPRAISAL SCOPING REPORT 23 - 70**

Alwen Williams (Interim CJC Chief Executive) to present the report.

## **8. FLINTSHIRE AND WREXHAM INVESTMENT ZONES 71 - 75**

Alwen Williams (Interim CJC Chief Executive), Ian Bancroft (Chief Executive, Wrexham County Borough Council) and Neal Cockerton (Chief Executive, Flintshire County Council) to present the report.

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## NORTH WALES CORPORATE JOINT COMMITTEE 06/09/24

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**Present:** Chair: Councillor Dyfrig Siencyn (Cyngor Gwynedd)

**Councillors:** Gary Pritchard (Isle of Anglesey County Council), Dave Hughes (Flintshire County Council), Charlie McCoubrey (Conwy County Borough Council), Mark Pritchard (Wrexham County Borough Council) and Edgar Owen (Eryri National Park Authority).

**Chief Officers:** Dylan Williams (Isle of Anglesey County Council), Matthew Georgiou (Conwy County Borough Council), Neal Cockerton (Flintshire County Council), Linda Roberts (Wrexham County Borough Council) and Iwan Jones (Eryri National Park Authority).

### **Statutory Officers**

Dewi Morgan (Chief Finance Officer) and Iwan G Evans (Monitoring Officer).

### **Other officers present**

Alwen Williams (Interim Chief Executive of the CJC), David Hole (Corporate Joint Committee Implementation Programme Manager), Sian Pugh (Assistant Head of Finance), Iain Taylor (AMION Consulting Consultant), Claire Incledon (Solicitor), Jack Latkovic (Corporate Joint Committee Democracy Officer) and Sioned Mai Jones (Democracy Team Leader).

## **1. APOLOGIES**

Apologies were received from:-

- Councillor Jason McLellan (Denbighshire County Council)
- Dafydd Gibbard (Cyngor Gwynedd)
- Rhun ap Iarath (Conwy County Borough Council) with Matthew Georgiou deputising.

Councillor Dave Hughes, Flintshire County Council was welcomed to his first meeting of the Joint Committee. The Joint Committee expressed its appreciation to Ian Roberts, former Leader of Flintshire County Council for his contribution over the years and wished him well. A formal letter would be sent by the Interim CJC Chief Executive expressing the Joint Committee's best wishes to him.

## **2. DECLARATION OF PERSONAL INTEREST**

None to note.

## **3. URGENT ITEMS**

None to note.

## **4. MINUTES OF THE PREVIOUS MEETING**

The Chair signed the minutes of the previous meeting held on 21 June 2024 as a true record.

## 5. CJC ESTABLISHMENT UPDATE AND PROPOSED GOVERNANCE MODEL

The report was submitted by Alwen Williams, Interim CJC Chief Executive, and Iwan Evans, Monitoring Officer.

### RESOLVED:

1. **To accept the update on the progress made to prepare for the proposed transfer of the Growth Deal, its funding and the PMO to the CJC.**
2. **To support the suggested governance structure as a basis for discussion with partners pending a further report subject to revising the elected membership of the proposed Economic Well-being Sub-committee to Council Leaders representation.**

### DISCUSSION

David Hole, new Implementation Programme Manager for the Corporate Joint Committee was welcomed to the meeting. It was noted that the Joint Committee had the power rather than a duty to promote economic well-being in the region. He highlighted that the original in-principle decision had predicted that an Economic Ambition Board Sub-committee would be established, but since then the Corporate Joint Committee had adopted the North Wales Ambition brand. In light of this it was proposed to establish an Economic Well-being Sub-committee to support the Joint Committee's work and to carry out the functions of the Ambition Board.

It was noted that the key supporting arguments for adopting the structure were contained within the report, but briefly, developing the structure based on the proposed version would facilitate the Joint Committee's strategic role and would create the capacity to give the deserved attention and leadership to wider issues and opportunities than the Growth Deal through the Economic Well-being Sub-committee.

The Joint Committee was asked to accept the update on the progress made to establish the CJC, noting that this work included the transfer of the Growth Deal, the funding and the Portfolio Management Office to the CJC as an independent entity and to introduce the draft principles underpinning the proposed governance model for the CJC.

It was highlighted that the target date for transferring the Growth Deal which was a specific priority within the remit of the work to establish the CJC was 1 November. He reported that to achieve this was dependent on securing approval by the partners of the Ambition Board and the two Governments, as well as having a large number of operational matters in place.

He explained that the report also asked the Joint Committee to support the development of a proposed governance model that offered a first glimpse of the governance arrangements in order to facilitate discussions with partners on the Growth Deal. A revised version of the structure was presented, highlighting the main changes which were:

- The leaders of the six authorities to sit on the Economic Well-being Sub-committee
- The responsibilities of Monitoring Performance, delivery and risks and Approving Growth Deal FBC projects referred because of unusual risks to be placed on the Economic Well-being Sub-committee rather than the CJC. It was noted that these were functions associated with the CJC but could be referred down to the Economic Well-being Sub-committee.

The Monitoring Officer added that the aim was to garner support to the proposed model which would give confidence to partners that the fundamental model of the Economic Ambition Board will be kept on in the transfer to the CJC. He noted that there was no legal or constitutional reason not to have a Sub-committee with Leaders as members on it.

He expressed that the Leaders were keen to keep in touch with all the work of the Economic Ambition Board and were therefore happy to be members of the Economic Well-being Subcommittee as they were all familiar with the work. He believed that the report simplified the arrangements by providing better clarity of responsibilities. He noted that further discussions were due, and that a further report would be presented.

Members gave thanks for the work, acknowledging that the issue of transferring the responsibilities of the Economic Ambition Board and establishing the CJC had been a complex process.

## **6. CONSTITUTIONAL UPDATES**

The report was presented by Iwan Evans, Monitoring Officer.

### **RESOLVED:**

- 1. To adopt:**
  - i) Sections 1 – 3**
  - ii) the scheme of delegation**
  - iii) financial procedure rules**
- 2. To delegate to the Monitoring Officer the power to make the following minor variations to the Constitution:**
  - (a) legal or technical amendments that do not materially affect the Constitution;**
  - (b) changes required to be made to remove any inconsistency, ambiguity or typographical error;**
  - (c) wording so as to put into effect any decision of the CJC or its sub-committees or officer exercising delegated powers;**
  - (d) changes required to reflect any changes to job or role titles.**

### **DISCUSSION**

The report was presented, which provided an update on the process of creating a Constitution for the North Wales Corporate Joint Committee, stating that the CJC must have a comprehensive Constitution in place to carry out its functions. It was noted that this report set out the final key elements to be adopted. Claire Incedon was thanked for the work and for compiling the documentation. Attention was drawn to section 4.3 of the report, namely the table showing the progress made on the Constitution and the matters to be adopted.

Reference was made to the recommendation and the key document in terms of bringing the CJC into operation, namely the Scheme of Delegation which would allow officers to begin making decisions, and the Financial Procedure Rules report which contained the Chief Finance Officer's input.

It was explained that this was a further step in drawing up the Constitution, and should these matters be adopted today it would enable us to move ahead and publish an on-line Constitution for the CJC, which was an important step for the Body's governance and public image.

The officers were thanked for their work.

## 7. FLINTSHIRE AND WREXHAM INVESTMENT ZONE

The report was submitted by Alwen Williams, Interim CJC Chief Executive.

### RESOLVED:

1. **To authorise the Interim Chief Executive to continue to work collaboratively with the Welsh Government, UK Government, Flintshire and Wrexham Councils and local stakeholders to prepare the remaining Gateway documents in draft form, under the direction and advice of the proposed Investment Zone's Senior Responsible Officer, the CJC's Interim Chief Executive. The appointment of the SRO will be formalised in Gateway 3 which will be presented to the CJC in due course.**
2. **To support, in principle, the proposed Governance Model which sets out the proposed form of the decision-making structures for the Investment Zone.**
3. **To submit the proposed Gateway documentation for approval, by the CJC at its November meeting, prior to the formal submission to the UK and Welsh Governments.**

### DISCUSSION

The report was submitted which provided information on progress with the new investment Park in Flintshire and Wrexham which focused on Advanced Manufacturing. Iain Taylor, AMION Consulting Consultant, was welcomed to the meeting. It was noted that Iain had experience of working with the Liverpool City region on developing their case for an Investment Park.

It was explained that the process of developing Investment Zones was collaborative in nature and relied on the sharing of documentation for review across local stakeholders, the Welsh Government and the UK Government. Reference was made to the intention to share draft Gateway documents as they were prepared, for feedback and agreement as these developed.

The officer stated that the CJC had been identified as the accountable body for the Investment Zone, and highlighted the nature of the function, the duties and the responsibilities that the CJC would bear in developing and delivering the Investment Zone. She referred to the decisions that would be required by the CJC in developing the Investment Zone. She shared a model of the proposed governance structure (Appendix A of the report) as a basis for preparing for the process of taking the Gateways through the Governments and securing approval for the Investment Zone.

The AMION Consulting Consultant elaborated on the proposed Governance Structure, noting that the aim was for the structure to align with the established Governance structure to avoid duplication. He noted that the work was a combined effort and extended thanks to Flintshire and Wrexham Councils for their support, their work and their willingness to work together. He talked about the aim of increasing the number of Manufacturing jobs in north-east Wales, noting that the structure demonstrated how the Welsh and UK Governments were involved in the development of the process. He added that the CJC would be responsible for reporting on delivery and responsible for the grant investments.

The Leader of Wrexham County Council thanked the officers for their work and thanked Flintshire County Council for their cooperation, noting that this was a major scheme and investment. The Flintshire County Council representative reiterated similar comments, noting that they were looking forward to working jointly with Wrexham Council. The members expressed appreciation to the Interim CJC Chief Executive and her team for their work.

A member enquired whether the November deadline for submitting the proposal would be reached. In response, it was noted that the documentation required for submission to the Government was still being developed. It was reported that the Government would then review the gateway documents and provide feedback and confirm whether they met the requirements of the investment zone. It was added that after the Autumn Statement and confirmation of the budget on 30 October, the CJC were preparing to be in a position to submit the proposal as soon as possible. It was explained that the Government could not begin the process of officially reviewing the documents until after the budget. It was confirmed that the CJC were confident that they would be in a good position to make the submission in November.

A member enquired whether the CJC would be accountable if something went wrong. The progress was welcomed, but it was assumed that there was further work to be done in terms of the accountable Body's obligations, be it the Joint Committee or Wrexham and Flintshire. They elaborated that it made sense for Wrexham and Flintshire to make the decisions since these would be their projects, but there was concern that there was no definite clarity as regards who bore the responsibility for the decisions and possible outcomes.

In response, it was noted that corporate responsibility had been noted in the Memorandum of Joint Understanding. It was confirmed that there would be a further discussion on this aspect in November and details would be provided at that time on how the responsibilities assumed by the CJC would be borne in earnest by partners within the investment zone. It was reiterated that clear ownership and accountability were important as well as aspects such as challenge and scrutiny; we needed to be clear who was responsible for this.

It was agreed that this was an important issue, and that clarity was crucial for the Joint Committee members to be able to move forward as one. The members looked forward to receiving further details in November.

## **8. NORTH WALES CORPORATE JOINT COMMITTEE PROJECTED EXPENDITURE 2024/25**

The report was presented by Sian Pugh, Assistant Head of Finance.

**RESOLVED to accept the Corporate Joint Committee's projected expenditure for 2024/25 as submitted in *Appendix 1*.**

### **DISCUSSION**

The August 2024 financial review was submitted, and a table corresponding to Appendix 1 of the report was shown. It was explained that the budget was shown on the left-hand side and an outlook of the situation to the end of the financial year on the right-hand side, with the final column showing the over/under-spend per heading.

It was noted, based on the information currently available, that a net underspend of £200,000 was forecast by the end of the financial year. An underspend of £289,000 was projected against the Employees heading. It was noted that the anticipated expenditure included the costs of the Chief Executive's secondment, the support of the Executive Assistant plus the secondment costs of the Implementation Programme Manager, one planning position and a part-time Language Officer.

It was explained that although a net overspend of £54,000 was indicated against the supplies and services heading, the net position was a £26,000 underspend after taking into



account the grant income from the Welsh Government which funds the overspend on the external consultants heading.

It was reported that the underspend on the legal heading would be used to fund part of the overspend on the legal costs shown under Set-up Costs. The £83,000 expenditure on legal under this heading included the costs of an external law firm as well as two legal consultants who had been commissioned to provide specialist advice and support on the establishment of the Joint Committee. It was added that there was also expenditure of £103,000 on external consultants which related to the CJC's project management costs.

It was noted that there was a £100,000 expenditure on the Investment Zones, and it was hoped that this would be funded from the administration allowance of the Government's Investment Zone grant, but without formal confirmation, both Wrexham and Flintshire County Councils have between them underwritten £50,000 of this expenditure with the remaining £50,000 to be funded from the CJC's reserve.

The members gave thanks for the report. Further clarification was sought on the £54,000 overspend against the supplies and services heading. It was explained that the £54,000 included £81,000 of overspending on external consultants – this expenditure related to a grant that had been approved last year. In the income part we see the £81,000 Welsh Government grant which funded it, which then boils down to an underspend of £26,000.

## **9. REGIONAL TRANSPORT PLAN: PROGRESS UPDATE AND RECOMMENDATIONS**

The report was submitted by Alwen Williams, Interim CJC Chief Executive.

### **RESOLVED:**

- 1. To note that, in accordance with CJC approval given on 21 June 2024, the following have been appointed by the CJC Monitoring Officer as co-opted members of the Transport Sub-Committee:**
  - Cllr Goronwy Edwards (Conwy County Borough Council)
  - Cllr Barry Mellor (Denbighshire County Council)
  - Cllr Dave Hughes (Flintshire County Council)
  - Cllr Dafydd Meurig (Cyngor Gwynedd)
  - Cllr Dafydd Rhys Thomas (Isle of Anglesey County Council)
  - Cllr David A Bithell (Wrexham County Borough Council)
- 2. To note the update included in *Appendix 1* which includes a copy of the draft:**
  - North Wales Regional Transport Plan Vision statement
  - SMART objectives
  - Cross-cutting themes
- 3. To agree that the next phase of work to develop the RTP will be guided by the Transport Sub-committee and will include recommendations on the above and the following components required to progress the RTP:**
  - Detailed project plan (building on the RTP's Implementation Plan)
  - Integrated Well-being Appraisal (Statutory Assessments) Scoping Report
  - Stakeholder Engagement Plan
  - List of policies, programmes, and projects
  - Preparation for public consultation
- 4. To agree to hold the inaugural meeting of the CJC's Transport Sub-Committee on the 1st October. A comprehensive timetable and forward plan will be presented at this Sub-committee meeting. The Sub-Committee is responsible for key policy**

development and preparation of the RTP, which delivers a co-ordinated and integrated strategic transportation service in north Wales. The Sub-committee will report its recommendations regularly to the CJC on:

- steps taken to develop the Regional Transport Plan;
- timetable and progress towards its submission to Welsh Ministers for approval;
- development of policy aligned to the Wales Transport Strategy and the Regional Transport Delivery Plan for implementation by the local transport authorities;
- monitoring and review of the Regional Transport Plan and other strategic regional functions as set out in its terms of reference.

## DISCUSSION

The report was presented which gave a further update on the work to develop the Regional Transport Plan (RTP) which included establishing the necessary governance structures to enable the CJC to carry out its statutory duty.

Attention was drawn to Appendix 1 of the report which provided an update and included a draft copy of the North Wales Regional Transport Plan vision statement, the SMART objectives and the Cross-cutting themes. It was noted that there were four SMART objectives and five cross-cutting themes.

It was explained that the next key step was to present these items to the Transport Sub-committee, noting that members had already been nominated to this Sub-committee. It was explained that these three items, together with further items which were noted in part 2.3 of the report, would be included on the Agenda of the first meeting which would be held on 1 October. It was added that a comprehensive timetable and forward plan would be presented to the Transport Sub-committee at this meeting. It was noted that this Sub-committee would be responsible for key policy development and for preparing the transport plan, and that the Transport Sub-committee would be reporting regularly to the CJC.

Members gave thanks for the report, noting that this was an important step on the journey of establishing the Joint Committee.

## 10. THE WELSH LANGUAGE STANDARDS: COMPLIANCE NOTICE

The report was submitted by Alwen Williams, Interim CJC Chief Executive.

### RESOLVED:

1. To accept the Welsh Language Standards that have been set for the North Wales Corporate Joint Committee (CJC) (*Appendix 2*).
2. To request that the interim Chief Executive develops a proposal that sets out the options and costs to commission the officer resource required for implementation, monitoring and reporting on the Welsh Language standards.

## DISCUSSION

The report was presented which introduced the final Welsh Language Standards Compliance Notice for the Corporate Joint Committee. It was explained that the draft Compliance Notice had been submitted previously, and a period of consultation had followed. It was noted that no challenges or questions had been received from members regarding the standards that had been set for the Joint Committee. Nonetheless, it was

noted that the report did highlight a couple of standards that had been removed for all the Joint Committees nationally.

It was noted that the Joint Committee was a public body, therefore according to the regulations the CJC was required to accept and comply with the standards. The date set by the Language Commissioner for the CJC's compliance was the end of February 2025. It was noted that it was a requirement for the Interim CJC Chief Executive to submit a further report highlighting how the arrangements will be set out, and the options for supporting the Joint Committee to comply with the standards.

**11. INDEPENDENT REMUNERATION PANEL FOR WALES (IRPW) – REMUNERATION OF LAY MEMBERS OF CORPORATE JOINT COMMITTEES REVIEW**

The report was presented by Iwan Evans, Monitoring Officer.

**RESOLVED:**

- 1. To note the Determination of the Independent Remuneration Panel for Wales (IRPW).**
- 2. To adopt an hourly rate for the payment of claims by lay members.**

**DISCUSSION**

The report was presented, with the aim of updating the Members on the decision by the Independent Remuneration Panel for Wales in respect of remuneration for lay members of the Corporate Joint Committee. The officer noted that the report closed the gap in moving to establish a Standards Sub-committee and a Governance and Audit Sub-committee within the CJC. He highlighted that the report recommended adopting a system of paying an hourly rate to lay members rather than payment in blocks of four hours.

Concern was expressed about how attractive these arrangements would be in reality when attempting to attract a third of members to sit on the Governance and Audit Sub-committee, given how short some of the Committee meetings were.

Everyone was thanked for their contributions, noting that the meeting had been an important step in formalising the work of the Corporate Joint Committee.

The meeting commenced at 13:30 and concluded at 14:30.

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(Chair)

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**NORTH WALES CORPORATE JOINT COMMITTEE**

**11 October, 2024**

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**TITLE:** CJC Establishment Progress Update

**AUTHOR:** Alwen Williams, Interim Chief Executive  
Iwan Evans, Monitoring Officer

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**1. PURPOSE OF THE REPORT**

- 1.1. To update CJC members on progress made to establish the North Wales Corporate Joint Committee (CJC), which includes the transfer of the Growth Deal, its funding, and the Portfolio Management Office (PMO).

**2. DECISION SOUGHT**

- 2.1. The CJC accepts the update, progress made to prepare for the proposed transfer of the Growth Deal, its funding and the PMO into the CJC, but recognises the challenge and reasons outlined for delay, which will impact the current plans to transfer on 1<sup>st</sup> November, 2024.
- 2.2. Directs that a further report be submitted on setting out a revised transfer date and supported by a comprehensive risk assessment and detailed plan.

**3. REASON FOR THE DECISION**

- 3.1. The CJC will be a party to the agreements which will enable the transfer of the Growth Deal into its management. It needs to be advised of this programme and progress.

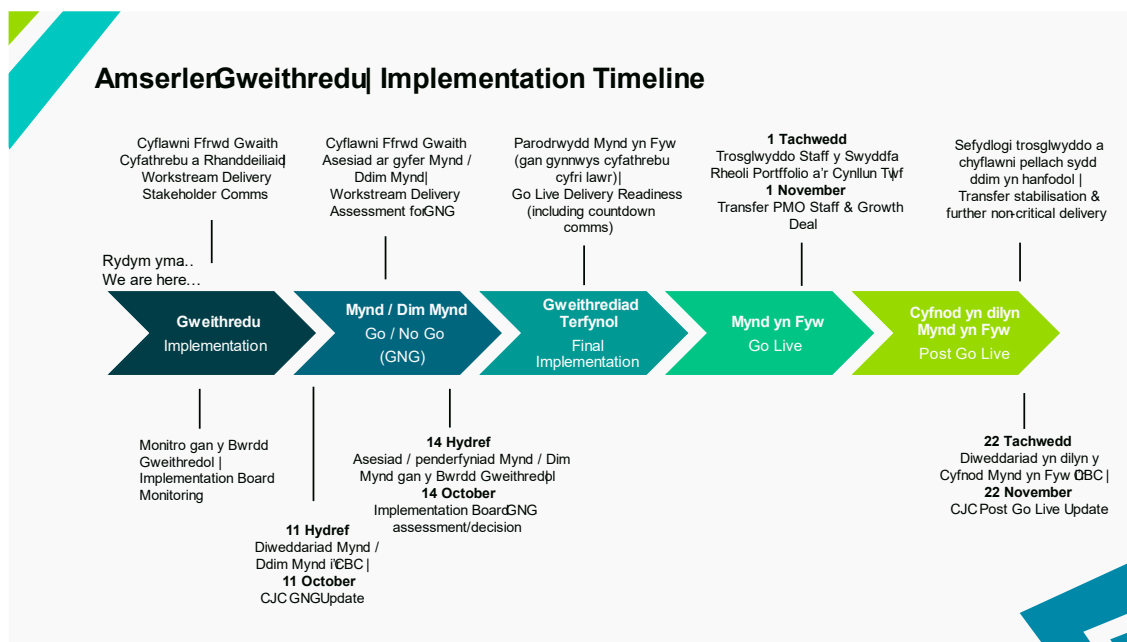
**4. BACKGROUND AND RELEVANT CONSIDERATIONS**

- 4.1. Between December 2021 and January 2022, the Cabinets and Executives in each of the six Local Authorities, agreed, in principle, that the functions of the North Wales Economic Ambition Board (NWEAB) should transfer, by means of a delegation agreement, to the CJC. It was explained that the decision of this report allowed for the transfer to begin and be completed – this is explained further in 4.3. It was explained that the statutory framework and the establishment of the CJC meant that the proposed transfer needed to be progressed.
- 4.2. The overall strategic impetus to transfer stemmed from the correlation in membership between the North Wales Economic Ambition Board (NWEAB) and the CJC, the wish to avoid a multiplicity of regional bodies with similar functions, and the various legal and operational advantages and efficiencies of the CJC being its own corporate entity.
- 4.3. The original decision was an in-principle decision as the legislation relating to CJC was continuing to develop and indeed the final set of initial Regulations came into force on 1 April, 2023. These regulations being of direct relevance and implication for the proposed transfer particularly around taxation and staffing. It is recognised that we were unable to secure some

anticipated statutory provisions particularly around delegation agreements. However, it is considered that the proposed transfer arrangements will provide a governance framework which will meet and address the matters raised albeit by a different pathway.

## 5. UPDATE ON PROGRESS TO ESTABLISH THE CJC

- 5.1. The Programme Lead and Implementation Board have continued to drive forward the programme plan relating to the proposed transfer of the Growth Deal, its funding and the PMO to identify and mitigate potential risk that could impact the transfer on 1<sup>st</sup> November, 2024. The timeline relating to 1<sup>st</sup> November is set out below.



- 5.2. As outlined at CJC on the 6<sup>th</sup> September 2024, to affect the transfer, there are key legal matters which are being developed:

- i. Agreement with the Governments on the transfer (novation) of the Growth Deal across to the CJC and the model for achieving this. The principle of the transfer has government support.
- ii. Formal decisions by the parties to GA2 and the CJC to agree to the transfer of the Growth Deal functions and the Accountable Body function to the CJC.
- iii. Creation of Joint Working Agreement between the parties to GA2 and the Corporate Joint Committee. The agreement will be a successor to GA2 and in many respects will reflect the current arrangements. However, the different corporate status of the CJC will mean that aspects of the agreement will need to be approached differently. These reflect the fact that GA2 created a Joint Committee of the Constituent Councils with delegated powers, whereas the CJC (notwithstanding its name) is a statutory corporation. The aim however is to reflect and seek to replicate the partnership arrangements within the “lift and shift” transfer model and provide a contractual framework to ensure delivery of the Growth Deal and continue with the financial commitments of the partners to the project.

- 5.3. The targeted transfer date for Go Live on 1<sup>st</sup> November 2024, which is dependent on receiving the required approvals for transfer, has identified challenges which will cause delay. Programme matters still to be finalised to achieve transfer go live include:

- agreement on the governance model with partners through decision making processes.
- circulation of the draft GA3 to codify arrangements.
- agree the novation agreement with WG and any other issues (agreement on way forward for transfer achieved).
- Completion of the GA3 partnership agreement.

5.4. Whilst it had been anticipated that the transfer could occur on 1 November it was contingent on getting all elements of the programme agreed and in place and in time. It is conceded that whilst significant progress has been made on most aspects of the project not all the governance and contractual elements could be progressed sufficiently to allow for the transfer to take place as intended.

5.5. This process will take longer than expected and contingency planning is underway to define if delivery of some elements of the transfer may be possible this year and what would transfer in 2025. It is critical that transition and change is managed in a safe and controlled way – with the focus on ensuring that delivery of the Growth Deal is unaffected and that the statutory obligations of the CJC can be met.

## 6. FINANCIAL IMPLICATIONS

6.1. The CJC implementation project is being supported by a number of contract resources targeted at supporting programme management, finance, legal and democratic services. This capacity will be required until the CJC has been established, including the transfer of the Growth Deal and the recruitment into permanent roles targeted at the CJC's statutory duties.

## 7. LEGAL IMPLICATIONS

7.1. The report sets out the legal and governance implications of the decision sought.

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### APPENDICES:

None

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### STATUTORY OFFICERS RESPONSE:

i. **Monitoring Officer:**

Joint author of the report.

ii. **Statutory Finance Officer:**

“Officers from the Finance Service continue to provide support to facilitate the further development of the CJC. The budgets and expenditure of both the CJC and the Growth Deal are the subject of regular review, and I am confident that the financial arrangements are robust, should the transfer of the Growth Deal into the CJC occur as planned on 1 November, or is delayed to a later date in the current financial year.”

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NORTH WALES CORPORATE JOINT COMMITTEE

11 October, 2024

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**TITLE:** Strategic Transport Sub-Committee – co-opted membership

**AUTHOR:** Iwan Evans, Monitoring Officer

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**1. DECISION SOUGHT**

1.1. To approve the appointment of the following co-optees (non-voting) to the Strategic Transport Sub-Committee of the CJC:

- Representative of the Eryri National Park
- Representative of Transport for Wales

**2. REASON FOR THE DECISION**

2.1. The CJC has statutory responsibility for strategic transportation policy development on a regional basis in respect of the area of each constituent council.

2.2. The Monitoring Officer is authorised to accept (and appoint as co-optees) any changes to membership of CJC sub-committees as notified, provided that these appointments are reported to the next meeting of the CJC.

**3. BACKGROUND AND RELEVANT CONSIDERATIONS**

3.1. The Strategic Transport Sub-Committee, its membership, voting rights, Terms of Reference and Standing Orders are established following approval by the CJC. The CJC may co-opt one or more individuals as members of the CJC (a co-opted member) on such terms as it determines. Those terms must specify the functions of the CJC that the co-opted member may carry out, as set out in the co-option agreements (*Appendix 1*).

3.2. This report identifies those members to be co-opted onto the Strategic Transport Sub-Committee. At their inaugural meeting held on 1<sup>st</sup> October 2024, the Sub-Committee recommended the co-option of these two members to support the work of the Sub-Committee. They offer specific skill sets and specialist expertise in relation to the National Park, and nationally in regards to the functions of Transport for Wales, who are working closely with the CJC to develop the RTP. It is recommended that this be for an initial term until 31 March, 2025.

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**APPENDICES:**

**Appendix 1:** Co-option Agreement

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**STATUTORY OFFICERS RESPONSE:**

**i. Monitoring Officer:**

Author of the report.

**ii. Statutory Finance Officer:**

“No comments from the perspective of financial propriety.”



## Cytundeb Cyfethol

Yn unol â Rheoliadau Cyd-bwyllgor Corfforedig y Gogledd 2021 a Rheoliadau Cyd-bwyllgor Corfforedig (Cyffredinol) (Cymru) 2022, mae'r Cyd-bwyllgor Corfforedig wedi cytuno i benodi:

..... Aelod Cyfetholedig ar y telerau a ganlyn:

### 1. Pwyllgor/Is-bwyllgor:

Penodir yr Aelod Cyfetholedig i'r **Is-bwyllgor Trafnidiaeth Strategol**

### 2. Cyfnod

Penodir yr Aelod Cyfetholedig am gyfnod hyd at 31 Mawrth 2025

Daw'r cyfetholiad i ben os yw Aelod yn ymddiswyddo o'r is-bwyllgor neu os nad yw bellach yn gyflogedig gan / yn aelod o .....

Gall y CBC amrywio neu ddiddymu'r cytundeb cyfethol hwn.

### 3. Swyddogaethau

Dim ond mewn perthynas â'r swyddogaeth(au) a ganlyn y caniateir i'r Aelod Cyfetholedig weithredu:

Datblygu polisiau trafndiaeth rhanbarthol dan adran 108(1)(a) a (2A)(a) Rhan 2 Deddf Trafnidiaeth 2000, a gall wneud unrhyw beth i hwyluso neu'n sy'n gysylltiedig neu'n ffafriol i weithredu ei swyddogaethau.

### 4. Diben a Swyddogaethau

Penodir yr Aelod Cyfetholedig i'r diben(ion) yn 3 uchod ac i weithredu'r swyddogaethau a osodir yn y Cylch Gorchwyl ar gyfer yr Is-bwyllgor (gweler isod).

### 5. Hawliau Pleidleisio

Mewn perthynas â'r swyddogaethau uchod, ni fydd gan yr Aelod Cyfetholedig hawl i bleidleisio

## Co-option Agreement

In accordance with The North Wales Corporate Joint Committee Regulations 2021, and The Corporate Joint Committee (General)(Wales) Regulations 2022, the Corporate Joint Committee has agreed to appoint:

..... as a co-opted Member on the following terms:

### 1. Committee/Sub-Committee:

The co-opted Member is appointed to the **Strategic Transport Sub-Committee**

### 2. Term

The co-opted Member is appointed for the period until 31 March 2025.

Co-option ends if a Member resigns from the sub-committee or is no longer employed by /a member of .....

The CJC may vary or terminate the co-option agreement.

### 3. Functions

The co-opted Member may act only in relation to the following function(s):

Development of regional transportation policies under section 108 (1)(a) and (2A)(a) of Part 2 of the Transport Act 2000, and may do anything to facilitate or which is incidental or conducive to the exercise of its functions.

### 4. Purpose and Functions

The co-opted Member is appointed for the purpose of 3. above, and to carry out the functions as set out in the Terms of Reference for the Sub-Committee (see below).

### 5. Voting Rights

In respect of the above functions, the co-opted Member will not be entitled to vote

<p>6. <u>Cod Ymddygiad</u></p> <p>Mae'r Aelod Cyfetholedig yn cytuno i gydymffurfio â'r Cod Ymddygiad Aelodau fel y mabwysiadwyd gan y CBC.</p> <p>8. <u>Cymeradwyaeth</u></p> <p>Cytunir ar delerau'r Cytundeb Cyfethol hwn, a thrwy arwyddo mae'r aelodau'n cadarnhau nad ydynt wedi'u diarddel rhag bod yn aelod cyfetholedig ymhellach i reol.9A o Reoliadau Cyd-bwyllgor Corfforedig y Gogledd (Cymru) 2021</p>	<p>6. <u>Code of Conduct</u></p> <p>The co-opted Member agrees to abide by the Code of Conduct for Members as adopted by the CJC.</p> <p>8. <u>Approval</u></p> <p>The terms of this Co-Option Agreement are agreed, and by signing Members confirm that they are not disqualified from being a co-opted member further to reg.9A of the North Wales Corporate Joint Committee (Wales) Regulations 2021</p>
--	---

Llofnod: Signed .....

Enw'r Aelod Cyfetholedig:  
Co-Opted Member name: .....

Dyddiedig:  
Dated: .....

**IS-BWYLLGOR TRAFNIDIAETH STRATEGOL - CYLCH GORCHWYL**

**Rheoliadau'r Cyd-bwyllgorau Corfforedig**

Mae Rheoliadau Cyd-bwyllgor Corfforedig y Gogledd 2021 yn darparu y bydd y CBC yn gweithredu'r swyddogaethau o ddatblygu polisiâu dan adran 108 Deddf Trafnidiaeth 2000.

Mae'r Rheoliadau Cyd-bwyllgor Corfforedig (Swyddogaethau Trafnidiaeth)(Cymru) yn addasu Deddf Trafnidiaeth 2000 mewn perthynas â Chyd-bwyllgorau Corfforedig a sefydlir dan Ran 5 Deddf Llywodraeth Leol ac Etholiadau (Cymru) 2021, lle mae swyddogaethau datblygu polisiâu dan adran 108 Deddf Trafnidiaeth 2000 wedi'u cyflwyno i'r Cyd-bwyllgorau Corfforedig.

## **RÔL:**

gwneud argymhellion i'r Cyd-bwyllgor Corfforedig ar gymeradwyo ac adolygu Cynllun Trafnidiaeth Rhanbarthol a'i gyflwyno i Weinidogion Cymru i'w gymeradwyo.

gwneud argymhellion i'r Cyd-bwyllgor Corfforedig ar bolisiâu i'w gweithredu gan yr awdurdodau trafndiaeth lleol yn ei ardal o Strategaeth Drafnidiaeth Cymru.

cyngori a gwneud argymhellion ar wasanaeth trafndiaeth strategol integredig a chydgyssylltiedig yn y Gogledd; drwy fonitro ac adolygu Cynllun Trafnidiaeth Rhanbarthol.

cynllunio, cydlynu a chynghori ar ymatebion rhanbarthol i gynigion Gwella Trafnidiaeth Gyhoeddus Llywodraeth Cymru.

adrodd yn rheolaidd i'r Cyd-bwyllgor Corfforedig ar gynnydd, perfformiad, canlyniadau a gofynion adnoddau.

cadw ei gynlluniau a'i bolisiâu trafndiaeth rhanbarthol dan adolygiad ac argymell unrhyw newidiadau os yw'n ystyried ei bod hi'n briodol gwneud hynny.

ymgyrdd ag unrhyw weithgareddau sy'n ategol neu'n rhesymol gysylltiedig â chyflawni'r swyddogaethau hyn

bydd gan Gadeirydd yr is-bwyllgor rôl allweddol wrth ddarparu arweinyddiaeth a chysylltiadau allweddol gyda Llywodraeth Cymru a Llywodraeth y DU yng nghyswllt gwaith yr Is-bwyllgor a'i rôl ymgynghorol wrth ddatblygu'r Cynllun Trafnidiaeth Rhanbarthol.

cyngorir yr Is-Bwyllgor gan Swyddogion y CBC a'i Swyddogion Statudol neu eu cynrychiolwyr neu ddirprwyon a benodir yn briodol.

## **Strategol**

cydlynu gweithgarwch Awdurdodau Lleol a phartneriaid eraill fel y byddai dull rhanbarthol strategol yn ei le yn y maes polisi perthnasol;

darparu cyngor strategol perthnasol i'r Cyd-bwyllgor Corfforedig;

cefnogi'r Cyd-bwyllgor Corfforedig i ddylanwadu ar bolisiâu cenedlaethol a rhaglenni ariannu;

gweithredu penderfyniadau'r Cyd-bwyllgor Corfforedig; Bydd y Cyd-bwyllgor Corfforedig yn rhoi cyfarwyddyd ac yn comisiynu'r Is-bwyllgorau i ymgymryd â thasgau allweddol.

## **Rheoli Prosiectau a Rhaglenni**

cydlynu cynllunio, datblygu a chyflawni Rhaglen(ni)/Prosiect(au) perthnasol o fewn y Cylch Gorchwyl hwn;

monitro ac adolygu cynnydd ac effaith y Rhaglen(ni)/Prosiect(au) perthnasol, a chyflwyno unrhyw argymhellion i'r Cyd-bwyllgor Corfforedig.

Monitro ac adolygu lefel a defnydd adnoddau gan gynnwys staff a lle mae'n ystyried yn briodol, gwneud argymhellion i'r CBC mewn perthynas â'r materion hyn.

#### **Rheoli Adnoddau**

Monitro ac adolygu lefel a defnydd adnoddau gan gynnwys staff a lle mae'n ystyried yn briodol, gwneud argymhellion i'r CBC mewn perthynas â'r materion hyn.

#### **Rheoli Perfformiad**

Cydlynu adrodd am berfformiad i'r Cyd-bwyllgor Corfforedig o leiaf yn chwarterol.

#### **CYFRIFOLDEBAU A'R HYN SYDD I'W GYFLAWNI:**

##### **Cyfathrebu a Chodi Ymwybyddiaeth**

Bydd yr Is-bwyllgor Trafnidiaeth yn paratoi adroddiad chwarterol ar ei waith ar gyfer y Cyd-bwyllgor Corfforedig a fydd yn cynnwys:

Cynnydd ar weithredu'r Cynllun Trafnidiaeth Rhanbarthol yn cynnwys Rhaglenni a Phrosiectau unigol.

Perfformiad Ariannol y Pwyllgor

Datblygiadau sydd ar y gweill.

Bydd yr adroddiad yn ffurfio rhan o brotocol craffu cytûn a bydd ar ffurf a fydd yn hwyluso ei chyflwyno i drefniadau Craffu neu drefniadau llywodraethu eraill fel y pennir gan y Cyd-bwyllgor Corfforedig.

##### **CWORWM:**

Rhaid i ddim llai na 5 aelod fod yn bresennol.

##### **ADOLYGU**

Bydd yr Is-bwyllgor Trafnidiaeth yn cynnal hunan-asesiad blynyddol o'i weithgareddau o dan y Cylch Gorchwyl hwn ac yn adrodd unrhyw gasgliadau ac argymhellion i'r Cyd-bwyllgor Corfforedig ac, fel rhan o'r asesiad hwn, bydd yn ystyried a yw'n derbyn cefnogaeth ddigonol a phriodol ai peidio wrth gyflawni ei rôl ac a yw ei gynllun gwaith blynyddol yn hylaw ai peidio.

Bydd y Pwyllgor yn adolygu ei Gylch Gorchwyl yn flynyddol a gall argymhell i'r Cyd-bwyllgor Corfforedig unrhyw ddiwygiadau i'w Gylch Gorchwyl.

## **STRATEGIC TRANSPORT SUB-COMMITTEE - TERMS OF REFERENCE**

### **The Corporate Joint Committees Regulations**

The North Wales Corporate Joint Committee Regulations 2021 provide that the CJC is to exercise the functions of developing policies under section 108 of the Transport Act 2000.

The Corporate Joint Committee (Transport Functions)(Wales)Regulations modify the Transport Act 2000 in relation to Corporate Joint Committees established under Part 5 of the Local Government and Elections (Wales) Act 2021, where the functions of developing policies under section 108 of the Transport Act 2000 have been conferred on Corporate Joint Committees.

**ROLE:**

to make recommendations to the Corporate Joint Committee on the approval and revision of a Regional Transport Plan and its submission to Welsh Ministers for approval.

to make recommendations to the Corporate Joint Committee on policies for the implementation by the local transport authorities in its area of the Wales Transport Strategy.

to advise and make recommendations on a co-ordinated joined-up and integrated strategic transportation service in North Wales; through the monitoring, and review of a Regional Transport Plan.

to plan, co-ordinate and advise on regional responses to the Welsh Government Improving Public Transport proposals.

to report regularly to the Corporate Joint Committee on progress, performance, outcomes, and resource requirements.

keeping its regional transport plans and policies under review and recommend any alterations it if it considers it appropriate to do so.

to undertake any activities which are ancillary or reasonably incidental to the achievement of these functions

the chairperson of the sub-committee will play a key role in providing leadership and key relations with Welsh Government and the UK Government with regard to the work of the Sub-Committee and its advisory role in the development of the Regional Transport Plan.

the Sub Committee will be advised by Officers of the CJC and its Statutory Officers or their duly appointed representatives or deputies.

**Strategic**

to co-ordinate Local Authority and other partner activity so that a strategic regional approach takes place in the relevant policy area.

to provide relevant strategic advice to the Corporate Joint Committee.

to support the Corporate Joint Committee to influence national policies and funding programmes.

to enact the decisions of the Corporate Joint Committee. The Corporate Joint Committee will provide direction and commission the Sub-Committees to undertake key tasks.

**Programme & Project Management**

to co-ordinate the planning, development and delivery of relevant Programme(s) / Project(s) within these Terms of Reference.

to monitor and review progress and impact of relevant Programme(s) / Project(s), and to put forward any recommendations to the Corporate Joint Committee.

To monitor and review the level and deployment of resources including staff and where it deems appropriate make recommendations to the CJC in relation to these matters.

### **Resource Management**

To monitor and review the level and deployment of resources required including staff and where it deems appropriate make recommendations to the CJC in relation to these matters.

### **Performance Management**

To co-ordinate the reporting of performance to the Corporate Joint Committee at least quarterly.

### **RESPONSIBILITIES and DELIVERABLES:**

#### **Communication and Awareness Raising**

The Transport Sub-Committee will prepare a quarterly report on its work for the Corporate Joint Committee which shall include:

Progress on implementation of the Regional Transport Plan including individual Programmes and Projects.

The Financial Performance of the Committee

Forthcoming developments.

The report shall form part of an agreed scrutiny protocol, and shall be in a format which will facilitate its submission into Scrutiny or other governance arrangements as determined the Corporate Joint Committee.

#### **QUORUM:**

No fewer than 5 of the members must be present.

#### **REVIEW**

The Transport Sub-Committee shall conduct an annual self-assessment of its activities under these Terms of Reference and report any conclusions and recommendations to the Corporate Joint Committee and, as part of this assessment, shall consider whether or not it receives adequate and appropriate support in fulfilment of its role and whether or not its annual plan of work is manageable.

The Committee shall annually review its Terms of Reference and may recommend to the Corporate Joint Committee any amendments to its Terms of Reference.

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**NORTH WALES CORPORATE JOINT COMMITTEE**

**11 October, 2024**

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**TITLE:** Regional Transport Plan: Integrated Wellbeing Appraisal Scoping Report

**AUTHOR:** Alwen Williams, Interim Chief Executive

---

**1. PURPOSE OF THE REPORT**

- 1.1. The purpose of this report is to present the work to develop the Integrated Wellbeing Appraisal (IWBA) Scoping Report which is a requirement for the Regional Transport Plan (RTP) to enable the CJC to execute its statutory duty.

**2. DECISION SOUGHT**

- 2.1. To accept and approve the IWBA Scoping Report, including technical appendices (available on request), which must be prepared in support of the RTP, as recommended by the Strategic Transport Sub-Committee.

**3. REASON FOR THE DECISION**

- 3.1. The North Wales CJC is required to produce a Regional Transport Plan (RTP) and Regional Transport Delivery Plan (RTDP) in accordance with the Welsh Government guidance by the 31<sup>st</sup> March, 2025. The second element of the RTP includes the IWBA. To achieve this, the Strategic Transport Sub-Committee have considered developing components of the draft RTP to guide the work towards final approval, including agreeing the required steps and documentation for public consultation.
- 3.2. The IWBA is at a critical stage in the roadmap plan, and the Strategic Transport Sub-Committee at its meeting on the 1<sup>st</sup> October, have adopted the IWBA Scoping report, including appendices and recommends that the CJC approves the steps to take the work forward into the scoping consultation period.

**4. BACKGROUND AND RELEVANT CONSIDERATIONS**

- 4.1. An IWBA is a process for assessing the potential social, cultural, economic, and environmental impacts of a plan and aims to place sustainable development at the centre of decision making. IWBA is a valuable tool that can help influence plan development, aligning it with the Welsh Transport Strategy and demonstrating application of the principles of sustainable development whilst also meeting the following legislative requirements:

- Environmental Assessment of Plans and Programmes Regulations (SI 2004/1656) (Strategic Environmental Assessment (SEA) Regulations)
- Well-being of Future Generations (Wales) Act 2015
- Welsh Language (Wales) measure 2011 and Standards

- Children’s Rights Impact Assessment (CRIA), as required by the Rights of Children and Young Persons (Wales) Measure 2011
  - Equalities Impact Assessment (EqIA), as required by the Equality Act (2010)
  - Sustainable Management of Natural Resources (SMNR) and the Natural Resources Policy (NRP) as required by the Environment (Wales Act (2016)
  - Habitat Regulations Assessment, as required by the Conservation of Habitats and Species Regulations 2017 as amended (known as the Habitats Regulations 2017).
- 4.2. IWBA is also used to incorporate the non-legislative requirements of assessments relating to: rural proofing, health effects, and climate change.
- 4.3. It is a legal requirement for responsible authorities to undertake SEA and HRA of plans and programmes that are subject to preparation and/or adoption by an authority at a local, regional or national level and which are required by legislative, regulatory or administrative provisions.
- 4.4. The function of developing a North Wales Regional Transport Plan (NWRTP) is a power to be discharged by the CJC further to its Establishment Regulations. The SEA process has been used as a basis for the IWBA because it is a recognised and systematic process for evaluating the environmental consequences of plans and programmes. By expanding the assessment to include the requirements of other assessments (as listed above), the IWBA delivers one cohesive assessment using a collaborative approach across the different facets of sustainability, facilitating shared knowledge and identifying the intersectionality between the topics considered. This approach removes unnecessary repetition whilst allowing for a robust and transparent assessment which identifies sustainable development issues and opportunities that can be iteratively fed back into the development of the NWRTP.
- 4.5. The Scoping Report sets out the scope of the IWBA and provides information to allow consultation with the statutory bodies (Natural Resources Wales and Cadw) on the scope and level of detail to be considered within the assessment. It sets the context, identifies relevant sustainability objectives for the assessment framework, and establishes the baseline.
- 4.6. It is also intended to share the Scoping Report with non-statutory bodies including the North Wales local authorities, Welsh Government and Transport for Wales, to provide the opportunity for feedback during the consultation with the statutory bodies.

## 5. FINANCIAL IMPLICATIONS

- 5.1. The development of the RTP is one of the core duties of the CJC, for which a budget is in place.

## 6. LEGAL IMPLICATIONS

- 6.1. The legal implications are referenced in the body of the report.

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### APPENDICES:

- Appendix 1:** RTP IWBA Scoping Report  
*[appendices available on request]*



**STATUTORY OFFICERS RESPONSE:**

**i. Monitoring Officer:**

“I have no objections to the recommendation in this report from a legal perspective. Without the IWBA scoping report the CJC would not be able to fulfil its statutory responsibility in developing its RTP.”

**ii. Statutory Finance Officer:**

“The development of a Regional Transport Plan is one of the core duties of the Corporate Joint Committee. The Integrated Wellbeing Appraisal Scoping Report is an important step in this work, and I have no objections to the decision sought from the perspective of financial propriety.”

**North Wales Corporate Joint Committee**

## North Wales Regional Transport Plan

Integrated Well-being Appraisal (Statutory Assessments) Scoping Report

Reference:

Issue 01 | 10 July 2024

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This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 302106

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# Document Verification

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Revision	Date	Filename	RTP ISA Scoping Report		
P01	14/05/24	<b>Description</b>	Draft issue		
			<b>Prepared by</b>	<b>Checked by</b>	<b>Approved by</b>
		<b>Name</b>	Rowena Ekermawi	Allan Pitt	Ben Pritchard
		<b>Signature</b>			
P02	05/07/24	<b>Filename</b>	NWRTP IWBA Scoping Report		
		<b>Description</b>	Update following client presentation to reflect IWBA rather than a ISA.		
			<b>Prepared by</b>	<b>Checked by</b>	<b>Approved by</b>
		<b>Name</b>	Rowena Ekermawi	Allan Pitt	Ben Pritchard
		<b>Signature</b>			
Issue 01	10/07/24	<b>Filename</b>	RTP IWBA Scoping Report Issue		
		<b>Description</b>			
			<b>Prepared by</b>	<b>Checked by</b>	<b>Approved by</b>
		<b>Name</b>			
		<b>Signature</b>			

Issue Document Verification with Document

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No table of figures entries found.

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No table of figures entries found.

## Photographs

No table of figures entries found.

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No table of figures entries found.

## Appendices

Appendix A: Policy, Plan and Sustainability Objectives

Appendix B: Baseline

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Appendix D: HRA Pre-Screening Report



## 1.2 What is sustainable development?

Sustainable development is defined by the United Nations<sup>3</sup> as development that “*meets the needs of the present, without compromising the ability of future generations to meet their own needs.*” Underpinning sustainable development is the need to balance economic growth, social inclusion, and environmental protection. The balancing of these three elements is required to support the long-term wellbeing of individuals and society. The Welsh Government’s Well-being of Future Generations (Wales) Act 2015<sup>7</sup> includes seven well-being goals to guide sustainable development, and which must be considered when developing new policy. These are:

- A prosperous Wales
- A Resilient Wales
- A More Equal Wales
- A Healthier Wales
- A Wales of Cohesive Communities
- A Wales of Vibrant Cultural and Thriving Welsh Language
- A Globally Responsible Wales

Sustainable development promotes the building of an inclusive, sustainable, and resilient future for both people and the planet. This includes creating inclusive and equitable economic growth, creating opportunities for all, reducing inequalities, and promoting integrated and sustainable management of natural resource and ecosystems

## 1.3 What is an Integrated Well-being Appraisal?

The Guidance to Corporate Joint Committees on Regional Transport Plans<sup>4</sup> sets out that an Integrated Well-being Appraisal (IWBA) is required for the RTP, and supporting information should include more detailed statutory impact assessments, technical studies, consultation and engagement summaries, or other information that have been used to inform the development of the RTP or IWBA. It explains how current guidance on IWBA is set out in the new draft WelTAG guidance<sup>5</sup>.

WelTAG sets out that integrated well-being appraisal is a rigorous, structured approach to understanding the impact of a programme or project on well-being, using quantitative and qualitative information. Every transport programme, policy or project funded by Welsh Government must include an integrated well-being appraisal that shows how it will contribute to well-being in Wales including our four well-being ambitions and our specific targets for transport. The IWBA should be tailored to the needs of the project, programme or policy. WelTAG explains the requirement for IWBA does not replace the need for statutory impact assessments and an IWBA may need to be supported by the relevant statutory and regulatory impact assessments.

An IWBA is a process for assessing the potential social, cultural, economic, and environmental impacts of a plan and aims to place sustainable development at the centre of decision making. IWBA is a valuable tool that can help influence plan development, aligning it with the Welsh Transport Strategy and demonstrating application of the principles of sustainable development whilst also meeting the following legislative requirements:

---

<sup>3</sup> Report of the World Commission on Environment and Development: Our Common Future. United Nations, 1987. Available online at <https://sustainabledevelopment.un.org/content/documents/5987our-common-future.pdf> [Accessed 30 April 2024]

<sup>4</sup> Regional transport plans: guidance for Corporate Joint Committee. Available online at <https://www.gov.wales/regional-transport-plans-guidance-corporate-joint-committees>

<sup>5</sup> Welsh transport appraisal guidance (WelTAG). Available online at: <https://www.gov.wales/welsh-transport-appraisal-guidance-weltag>

- Environmental Assessment of Plans and Programmes Regulations (SI 2004/1656) (Strategic Environmental Assessment (SEA) Regulations)<sup>6</sup>
- Well-being of Future Generations (Wales) Act 2015<sup>7</sup>
- Welsh Language (Wales) measure 2011 and Standards<sup>8</sup>
- Children’s Rights Impact Assessment (CRIA), as required by the Rights of Children and Young Persons (Wales) Measure 2011<sup>9</sup>
- Equalities Impact Assessment (EqIA), as required by the Equality Act (2010)<sup>10</sup>
- Sustainable Management of Natural Resources (SMNR) and the Natural Resources Policy (NRP) as required by the Environment (Wales Act (2016)<sup>11</sup>
- Habitat Regulations Assessment, as required by the Conservation of Habitats and Species Regulations 2017 as amended (known as the Habitats Regulations 2017).

IWBA is also used to incorporate the non-legislative requirements of assessments relating to: Rural proofing, Health effects, and Climate change. More detail of the statutory and non-statutory assessments is provided in Section 1.3.2 and 1.3.3 below.

It is a legal requirement for responsible authorities to undertake SEA of plans and programmes that are subject to preparation and/or adoption by an authority at a local, regional or national level and which are required by legislative, regulatory or administrative provisions. The North Wales Transport Plan is a plan that is required by legislative provisions (CJC Regulations<sup>12</sup> post the Local Government and Elections (Wales) Act 2021<sup>13</sup>) and the SEA process has been used as a basis for the IWBA because it is a recognised and systematic process for evaluating the environmental consequences of plans and programmes. By expanding the assessment to include the requirements of other assessments (as listed above), the IWBA delivers one cohesive assessment using a collaborative approach across the different facets of sustainability, facilitating shared knowledge and identifying the intersectionality between the topics considered. This approach removes unnecessary repetition whilst allowing for a robust and transparent assessment which identifies sustainable development issues and opportunities that can be iteratively fed back into the development of the NWRTP.

### 1.3.1 Stages of the IWBA process

Guidance produced by the UK Government<sup>14</sup> sets out a relatively prescribed set of stages for SEA. These same stages have been adopted for the IWBA in order to meet the legal requirements of the SEA Regulations, but with inclusion of the wider assessments required. Figure 1-2 sets out the main stages of the IWBA as it aligns with the development of the NWRTP.

<sup>6</sup> The Environmental Assessment of Plans and Programmes (Wales) Regulations 2004. Available online at: <https://www.legislation.gov.uk/wsi/2004/1656/contents/made> [Accessed 22/04/24]

<sup>7</sup> Well-being of Future Generations (Wales) Act (2015). Available online at <https://www.legislation.gov.uk/anaw/2015/2/contents/enacted> [Accessed on 11/04/24]

<sup>8</sup> Welsh Language (Wales) Measure 2011. Available online at: <https://www.legislation.gov.uk/mwa/2011/1/contents> [Accessed 11/04/24]

<sup>9</sup> Rights of Children and Young Persons (Wales) Measure 2011. Available online at: <https://www.legislation.gov.uk/mwa/2011/2/contents> [Accessed 11/04/24]

<sup>10</sup> Equality Act 2010. Available online at: <https://www.legislation.gov.uk/ukpga/2010/15/contents> [Accessed 11/04/24]

<sup>11</sup> Environment (Wales) Act 2016. Available online at: [https://www.legislation.gov.uk/anaw/2016/3/pdfs/anaw\\_20160003\\_en.pdf](https://www.legislation.gov.uk/anaw/2016/3/pdfs/anaw_20160003_en.pdf)

<sup>12</sup> Consultation on the Corporate joint committees: draft statutory guidance, 2021. Welsh Government. Available online at: <https://www.gov.wales/consultation-corporate-joint-committees-draft-statutory-guidance-html> [Accessed 14/05/24]

<sup>13</sup> Local Government and Elections (Wales) Act 2021. Available online at: <https://www.legislation.gov.uk/asc/2021/1/contents> [Accessed 14/05/24].

<sup>14</sup> Gov.uk, 2005. A Practical guide to the Strategic Environmental Assessment Directive. Available online at: <https://www.gov.uk/government/publications/strategic-environmental-assessment-directive-guidance> [Accessed 23/04/24]



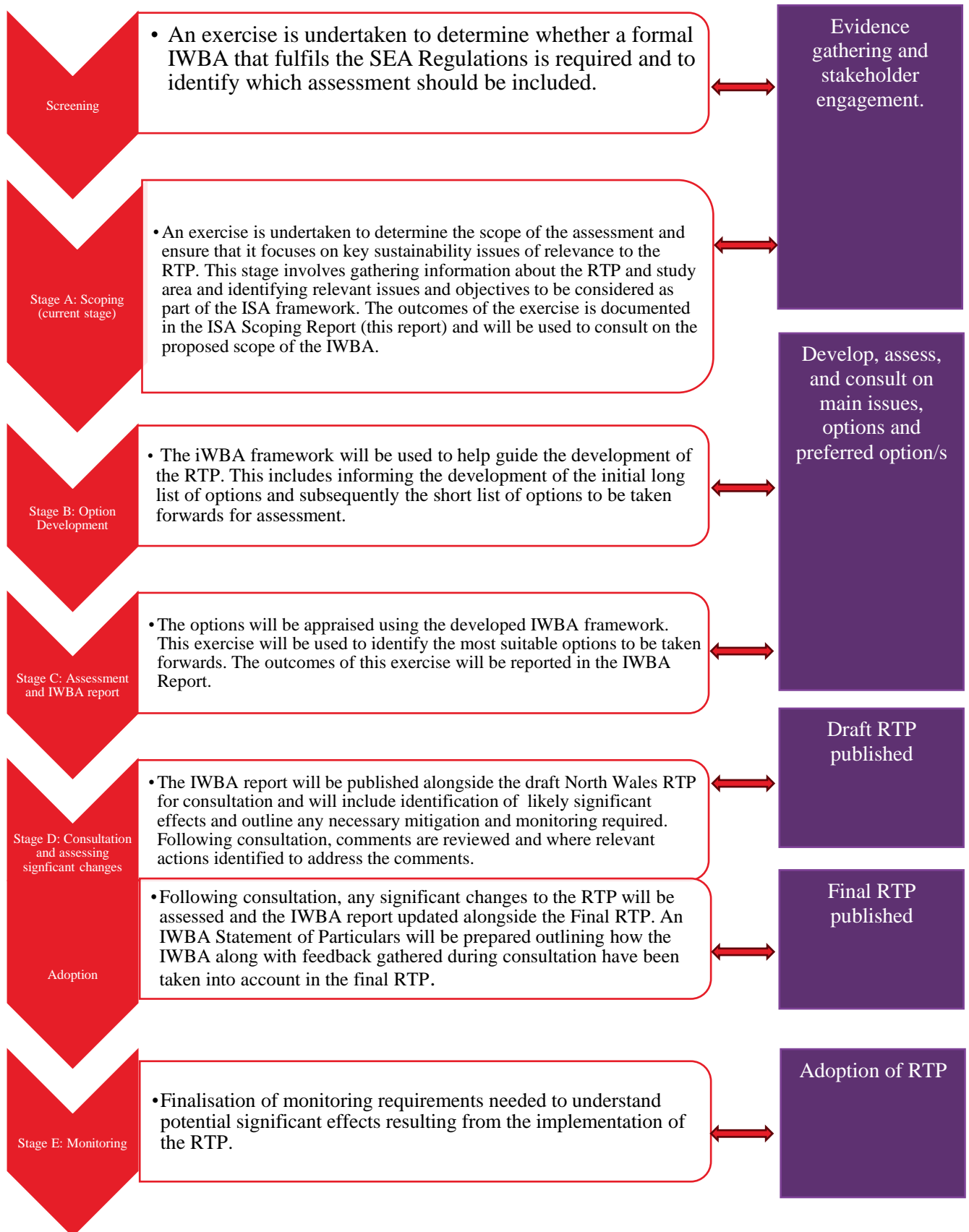


Figure 1-2 IWBA stages and alignment with RTP development

### 1.3.2 Statutory impact assessments

The following impact assessments are a statutory requirement and will be integrated into the IWBA:

**Welsh Language Impact Assessment** – The Welsh Language (Wales) measure 2011 and Standards require that consideration is given to whether the RTP would have an effect (positive or negative) on the opportunities for people to use the Welsh language, or on the requirement to treat the Welsh language no less favourably than the English language.

**Children’s Rights Impact Assessment** – the Rights of Children and Young persons (Wales) Measure 2011 embeds consideration of the United Nations convention on the Rights of the Child (UNCRC)<sup>15</sup> and the optional protocols into Welsh law. The main duty within the Measure, under Section 1, requires Ministers to have due regard to the UNCRC when exercising any of their functions.

The process of having due regard can range from thinking about the impact of decisions on children in the course of day-to-day work, to a formal impact assessment with an accompanying record of the outcome.

**Equalities Impact Assessment (EqIA)** – the Equality Act (2010)<sup>16</sup> places a general duty on public bodies to have ‘due regard’ to the need to eliminate unlawful discrimination, harassment and victimisation, as well as to advance the equality of opportunity and to foster good relations between people who share protected characteristics and those who do not. Protected characteristics (as defined by the Equality Act) are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. In Wales there is also a socio-economic duty on the public sector to consider how proposals are likely to affect levels of socioeconomic disadvantage of individuals and communities.

An EqIA is a systematic analysis of the potential effects of a project, plan or policy on groups of people who share protected characteristics. It considers whether protected characteristic groups could be affected disproportionately or differentially, and the assessment informs the identification of actions to address any adverse effects whilst also supporting the delivery of any beneficial effects. An EqIA helps to demonstrate that the duties under the Equality Act (Public Sector Equality Duty) are being met and provides evidence that equality issues have been considered in decision making.

**Habitat Regulations Assessment (HRA)** - The Conservation of Habitats and Species Regulations 2017 as amended (known as the Habitats Regulations 2017) sets out the stages of assessment which must be undertaken to determine if a development project or plan could significantly harm the designated features of a European site. As part of the Habitats Regulations 2019 amendment, a National Site Network (NSN) has been created (as UK sites no longer form part of the EU’s Natura 2000 ecological network) on land and sea and include inshore and offshore marine areas in the UK. The NSN includes existing Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and new SACs and SPAs designated following the creation of the NSN.

The Habitats Regulations 2017 states that any plan or project not directly connected with, or necessary to, the management of an internationally important site, but which would be likely to have a significant effect on such a site, either individually or in combination with other plans or projects, must be subject to appropriate assessment of its implications for the internationally important site in view of its conservation objectives.

### 1.3.3 Welsh Government required assessments

In addition to the statutory impact assessments Welsh Government also requires further impact assessments to ensure that policies and plans consider a wide range of potential impacts at the earliest stages of their development:

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<sup>15</sup> United Nations Convention on the Rights of the Child. Available online at <https://www.unicef.org.uk/what-we-do/un-convention-child-rights/> [Accessed 24/04/24].

<sup>16</sup> Equality Act 2010. Available online at: <https://www.legislation.gov.uk/ukpga/2010/15/contents> [Accessed 11/04/24]

**Rural proofing impact assessment** – rural proofing is a policy commitment by both the UK Government and the Welsh Government. A rural proofing assessment aims to consider how a policy or plan may positively or negatively affect rural areas which often have different needs and priorities to urban areas.

**Health impact assessment (HIA)** – The Public Health (Wales) Act 2017 (Part 6) places a duty on Welsh Ministers to make regulations which require public bodies to carry out HIA in specified circumstances. Whilst this duty has not yet been enacted, it is mandated within the Welsh Transport Appraisal Guidance Process (WelTAG). HIA considers factors which influence population health and well-being (health determinants) may be impacted by a proposed action, policy or plan, and how these changes may lead to changes in health and well-being outcomes. Consideration of how different groups of people within a population may be impacted differently (distributional impacts and health inequalities) are also considered.

**Climate change assessment** – a climate change assessment considers how the proposed NWRTP may potentially contribute to climate change, alongside how resilient proposals are considered to be to the known effects of existing and future climate change.

### 1.3.4 Screening of assessments for inclusion in IWBA

A brief screening exercise has been carried out to determine whether the NWRTP is likely to have any impacts relevant to each of the impact assessments listed above. The outcome of this exercise is summarised in Table 1-1 and confirms that all of the impact assessments have been screened in and therefore integrated into the ISA. The IWBA framework, and particularly the IWBA objectives, have been developed to capture requirements of all the assessments.

**Table 1-1 ISA screening outcomes**

Impact Assessment	Screening outcome
Welsh language	Transport can play an important part in connecting people and places, which includes opportunities for engaging with the Welsh language and Welsh culture. Conversely, poorly developed or implemented transport can place barriers to engagement with the language. Objectives covering Welsh language have been incorporated into the IWBA framework.
Children’s rights	Transport has the potential to affect children in several ways, e.g. through facilitating access to education, healthcare and other social infrastructure, creating healthy travel options (such as active travel), reducing air quality impacts from transport emissions, allowing safe spaces for play and recreation, and providing safe travel options to stay socially connected with friends and family. The Articles within the UNCRC have been reviewed and the following Articles are identified as being most relevant to the NWRTP: Article 12 (respect for the views of the child); Article 15 (freedom of association); Article 23 (children with a disability); Article 24 (health and health services); Article 27 (adequate standard of living); Article 28 (right to an education); Article 30 (children from minority or indigenous groups); Article 31 (leisure, play and culture). Objectives which are relevant to the rights of children have been incorporated into the IWBA framework.
Equalities	Transport and the NWRTP is likely to have potential disproportionate and/or differential impacts on protected characteristic groups. At this stage all protected characteristic groups, with the exception of marriage and civil partnership, have been screened into the assessment. Consideration of socioeconomic disadvantage is also screened into the assessment. The inclusion of these groups is based on the different needs and vulnerabilities that each protected characteristic group has in relation to transport, for example ease of access, actual and perceptions of safety, economic barriers, journey planning requirements, physical capability. Objectives covering equity have been incorporated into the IWBA framework.

Impact Assessment	Screening outcome
HRA	Transport can have impacts on land use which could lead to impacts on protected habitats. For this reason, consideration is given to how the RTP may impact on natural habitats and ecosystems. A separate HRA pre-screening has been undertaken for this stage of NWRTP development, with IWBA objectives incorporating consideration of biodiversity and the natural environment (Appendix D)
Rural proofing	There are large areas of North Wales that are rural and therefore the NWRTP is likely to have the potential to impact on rural communities. Access to services, education and employment, in addition to the economic development within and between rural and urban areas is likely to be impacted by the choices being put forward in the developing NWRTP. Objectives which are relevant and applicable to the rural context have been incorporated into the IWBA framework.
Health	Transport planning can have large scale implications for population health and well-being because the way in which people are able to move about influences many factors which contribute to maintaining good physical and mental health. Effectively planned active travel provision enables people to have realistic accessible choices for engaging in walking and cycling which therefore contribute to maintaining and improving physical and mental health. Accessibility to services, education, employment and social networks via transport provision is known to be a determinant of health and IWBA objectives which seek to draw out potential impacts on health outcomes and reflect the Public Health Wales indicators for health have been incorporated into the IWBA framework.
Climate change	Changes in the climate are likely to affect the way that people choose (or need to) travel and therefore the NWRTP will need to consider how it will be able to adapt to the changing climate, whilst also minimising the impact transport systems can have on the climate. Objectives which consider the impact of the NWRTP on climate and its resilience to climate change have been incorporated into the IWBA framework.

## 1.4 What is the Scoping stage of the IWBA?

This Scoping Report sets out the scope of the IWBA and provides information to allow consultation with defined statutory bodies on the scope and level of detail to be considered within the assessment. It sets the context, identifies relevant sustainability objectives for the assessment framework, and establishes the baseline. Table 1-2 below sets out what information is required for the scoping stage (to meet the requirements of the SEA Regulations) and where this is including in this report.

**Table 1-2 ISA scoping requirements**

Scoping requirement	Where the information is provided
Identify other relevant plans, programmes and objectives	Section 3 and Appendix A
Collect baseline information	Section 4 and Appendix B
Identify environmental issues (and opportunities)	Section 4
Develop the SEA framework	Section 5
Consult the statutory (Cadw and Natural Resources Wales (NRW)) and non-statutory consultees on the scope of the SEA report	Section 6

### 1.4.1 Scoping Report structure

The remainder of this IWBA Scoping Report is set out as follows:

- **Section 2: North Wales Regional Transport Plan** – this section provides an overview of the NWRTP, its purpose and objectives.
- **Section 3: Relevant Plans, Programmes and Sustainability Objectives** – this section outlines the key plans, programmes and sustainability objectives that are of relevance to the NWRTP.
- **Section 4: Baseline Context and identification of key sustainability issues and opportunities** – this section provides an overview of the sustainability context of the NWRTP and outlines the themes and issues specific to the NWRTP.
- **Section 5: Appraisal process and ISA framework** – this section presents how the proposed options for the NWRTP will be assessed.
- **Section 6: Next Steps** – this section outlines what the next stages are of the IWBA process and how consultees can submit views and feedback on the scope of the IWBA.

## 2. North Wales Regional Transport Plan

### 2.1 How does the NWRTP fit with the Wales Transport Strategy?

The Wales Transport Strategy (WTS) sets out the vision for Wales to provide an accessible, sustainable and efficient transport system that is fit for future generations and which tackles climate change. The vision set out in the WTS is supported by four long-term ambitions with supporting objectives. The long-term ambitions are to deliver a transport system that is good for:

- People and communities (equality, health, safety and confidence)
- The environmental (transport emissions, biodiversity and waste)
- Places and the economy (place making and innovation, job creation, affordability and reducing socioeconomic disadvantage)
- Culture and the Welsh language (including arts, sport, and the historic environment).

The three short-term priorities include:

- bringing services to people in order to reduce the need to travel.
- allowing people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
- encouraging people to make the change to more sustainable forms of transport.

The NWRTP must include policies to support the vision and ambitions of the WTS with an emphasis on delivering on the three short-term priorities through a series of clearly articulated actions. The NWRTP must also deliver on the following:

- Include policies and actions to make best use of existing transport infrastructure.
- Where new infrastructure is needed the NWRTP must follow the sustainable transport hierarchy (i.e. in order of importance: walking and cycling, public transport, ultra-low emissions vehicles, other private motor vehicles).
- Identify barriers to sustainable travel for different groups of people using the COM-B model of behaviour change (this includes the premise that for change to happen there must be individual capability, motivation and opportunity).
- Include policies and actions for a range of behaviour change projects.
- Include policies to support cross-cutting pathways (this includes decarbonisation, equality, integrated journeys, and rural pathways).
- Include policies and actions which maximise contribution to the measures in the WTS Monitoring Framework.
- Be developed using the five ways of working of the Well-being Act (i.e. long term, prevention, integration, collaboration, and involvement).

## 2.2 How does it fit with other land use plans?

RTPs provide a good platform for better integration with land use planning. RTPs must take account of:

- Future Wales: the National Plan 2040<sup>17</sup>
- Planning Policy Wales<sup>18</sup>
- the Wales Infrastructure Investment Plan<sup>19</sup>
- work undertaken to produce existing and new Local Development Plans (LDPs) and emerging work on their Strategic Development Plans (SDPs).

CJCs must also take account other policies and plans, including:

- Local Authority well-being assessments and well-being plans
- Town Centre First<sup>20</sup>
- Regional Economic Frameworks (North Wales Regional Economic Framework)<sup>21</sup>
- Net Zero Wales<sup>22</sup>
- A Healthier Wales<sup>23</sup>
- Clean Air Plan for Wales: Healthy Air, Healthy Wales<sup>24</sup>
- Noise and Soundscape Plan for Wales<sup>25</sup>

Paragraph 1.4.6 of the RTP Guidance<sup>26</sup> sets out CJCs must comply with their statutory duties, listing some of the relevant legislative requirements and considerations. Whilst the RTP Guidance is not explicit, there are associated legislative and regulatory procedures and requirements, including but not limited to consultation, associated with those duties.

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<sup>17</sup> Future Wales – The National Plan 2040. Welsh Government. Available online at: [www.gov.wales/sites/default/files/publications/2021-02/future-wales-the-national-plan-2040.pdf](http://www.gov.wales/sites/default/files/publications/2021-02/future-wales-the-national-plan-2040.pdf) [Accessed 08/05/24].

<sup>18</sup> Planning Policy Wales Edition 12, February 2024. Welsh Government. Available online at: [www.gov.wales/sites/default/files/publications/2024-02/planning-policy-wales-edition-12\\_1.pdf](http://www.gov.wales/sites/default/files/publications/2024-02/planning-policy-wales-edition-12_1.pdf) [Accessed 08/05/24].

<sup>19</sup> Wales infrastructure investment plan: project pipeline March 2021. Welsh Government. Available online at: <https://www.gov.wales/wales-infrastructure-investment-plan-project-pipeline-2021> [Accessed 08/05/24].

<sup>20</sup> Town Centres: position statement, 2 May 2023. Welsh Government. Available online at: [www.gov.wales/sites/default/files/pdf-versions/2024/2/4/1708619381/town-centres-position-statement.pdf](http://www.gov.wales/sites/default/files/pdf-versions/2024/2/4/1708619381/town-centres-position-statement.pdf) [Accessed 08/05/24].

<sup>21</sup> North Wales Regional Economic Framework. Ambition North Wales. Welsh Government, 2022. Available online at: [www.gov.wales/sites/default/files/publications/2023-02/north-wales-regional-economic-framework.pdf](http://www.gov.wales/sites/default/files/publications/2023-02/north-wales-regional-economic-framework.pdf) [Accessed 08/05/24].

<sup>22</sup> Net Zero Wales, October 2021. Welsh Government. Available online at: <https://www.gov.wales/net-zero-wales> [Accessed 08/05/24].

<sup>23</sup> A healthier Wales: Our plan for health and social care. June 2018. Welsh Government. Available online at: [www.gov.wales/sites/default/files/publications/2021-09/a-healthier-wales-our-plan-for-health-and-social-care.pdf](http://www.gov.wales/sites/default/files/publications/2021-09/a-healthier-wales-our-plan-for-health-and-social-care.pdf) [Accessed 08/05/24].

<sup>24</sup> Clean Air Plan for Wales: Healthy Air, Healthy Wales. August 2020. Welsh Government. Available online at: <https://www.gov.wales/clean-air-plan-wales-healthy-air-healthy-wales> [Accessed 08/05/24].

<sup>25</sup> Noise and Soundscape Plan for Wales 2023-2028 (consultation draft). June 2023. Welsh Government. Available online at: [www.gov.wales/sites/default/files/consultations/2023-06/draft-noise-and-soundscape-plan-for-wales.pdf](http://www.gov.wales/sites/default/files/consultations/2023-06/draft-noise-and-soundscape-plan-for-wales.pdf) [Accessed 08/05/24].

<sup>26</sup> Guidance to corporate Joint Committees on Regional Transport Plans, 2023. Welsh Government. Available online at: <https://www.gov.wales/sites/default/files/publications/2023-07/guidance-to-corporate-joint-committees-on-regional-transport-plans-2023.docx> [Accessed 08/05/24].

## 2.3 Prioritised list of transport interventions

A prioritised list of transport interventions for the draft NWRTP has been developed which have been based on detailed analysis and review of RTP smart objectives, identification of cross cutting themes, identification of focus areas, and carbon assessment considerations. In summary, draft policies, programmes and projects will be identified for each of the focus areas, which seek to align to the Wales Transport Strategy mini-plans where appropriate, and include:

- Active travel
- Bus and coach
- Rail
- Behaviour change
- Community transport, on-demand taxis
- Integration
- Digital connectivity
- Land use and planning
- Freight and logistics
- Roads, streets and parking
- Surface access to aviation
- Ports and maritime



# 3. Relevant Plans, Programmes and Sustainability Objectives

## 3.1 Introduction

The NWRTP could be influenced in different ways by other existing plans, programmes and sustainability objectives set out in existing policy or laid down in legislation. It is important to understand the relationship between these policies and the NWRTP in order to maximise opportunities and address any conflicts or inconsistencies.

Schedule 2 of the SEA Regulations require the following in relation to the relevant plans and programmes to be considered:

*“1. An outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes...”*

*5. The environmental protection objectives, established at international, community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation”.*

The review of existing plans, programmes and sustainability objectives to inform the IWBA process and subsequently influence the development of the NWRTP has included:

- Identifying any social, environmental, cultural or economic objectives that should be mirrored in the IWBA framework.
- Identifying any issues that might influence the preparation of the NWRTP.
- Identifying any objectives or aims that would contribute positively to the development of the NWRTP.
- Identifying any potential conflicts or challenges between other identified plans, programmes or sustainability objectives and the emerging NWRTP.

## 3.2 Scope of review

The NWRTP will set the policies for implementing the existing national-scale Wales Transport Strategy (WTS) within the North Wales Region. The North Wales RTP must therefore be consistent with the WTS and support its vision and ambitions. The WTS itself, and the national, UK or international-scale plans, programmes and sustainability objectives identified in relation to the WTS, have therefore been identified as the key top-level strategies which must be taken into account. It is considered that all the national, UK or international plans, programmes and sustainability objectives identified for the WTS are also applicable to the North Wales RTS. These have therefore been reviewed for this IWBA in relation to the NWTP and a gap analysis carried out to identify any changes, updates or additions that need to be included.

Table 3-1 summarises the document types reviewed. The full review of plans, programmes and sustainability objectives is included in Appendix A with the focus primarily being on the review of the relevant **regional and local level** plans, programmes and sustainability objectives. Identified key sustainability themes that need to be woven into the ISA framework are identified in Table 3-2.

**Table 3-1 Summary of document types reviewed**

Level	Summary
International and European	Key International Conventions and European Directives were previously reviewed for the national-level WTS and relevant interactions have been brought forward for to the North Wales RTP. European Directives are transposed into national legislation in each individual Member State and, therefore, there should be a trickle-down effect of the key principles and an application to the relevant national planning documents. Whilst the UK is no longer a Member State the legislative requirements from when it was, mostly remain in place.

Level	Summary
UK-wide	Key UK-wide plans and programmes were previously reviewed for the national-level WTS and relevant interactions have been brought forward for the North Wales RTP. The objectives of these plans, as well as some of the challenges they raise need to be taken into consideration.
Wales	Wales national level plans and programmes were previously reviewed for the national-level WTS and relevant interactions have been brought forward for the North Wales RTP.  Many of these documents are produced by Welsh Government and specifically address strategic issues such as the economy; health; safety; sustainable communities; housing; employment; and environmental protection.
Regional	A review has been undertaken of plans produced at the regional level of North Wales. This includes regional plans related to the natural environment, economic development, transport planning, landscape management, energy plans, and tourism.
Local	A review was undertaken of plans produced at the local level. This includes plans within the following local authority areas: <ul style="list-style-type: none"> <li>• Isle of Anglesey County</li> <li>• Conwy County Borough</li> <li>• Denbighshire County</li> <li>• Flintshire County</li> <li>• Eryri (Snowdonia) National Park Authority</li> <li>• Wrexham County Borough</li> <li>• Gwynedd County</li> </ul>

### 3.3 Key themes

The key themes identified from the review previously undertaken for the national-level WTS<sup>27</sup>, the review of international and national PPO identified since the national-level WTS, and the review of regional and local PPO within the North Wales Region are outlined in Table 3-2.

<sup>27</sup> Welsh Government (2020) Consultation Document Wales Transport Strategy: scoping report. Date of issue: 5 May 2020. Available online: <https://www.gov.wales/wales-transport-strategy-scoping-report>

**Table 3-2 Key Themes applicable to the North Wales RTP**

IWBA Topic	Key Themes from the review of the regional and local plans, programmes and sustainability objectives
Population (communities)	<p>Improvement of the connectivity between, and integration of, communities</p> <p>Better planning and design of communities</p> <p>Promotion of greater equality of opportunity for all citizens.</p> <p>Creation of safe, sustainable, balanced and cohesive communities, in both rural and urban areas.</p> <p>Provision of equitable access to high quality outside/green space.</p> <p>Reducing the isolation of rural communities</p> <p>Creating more inclusive public transport and access to it.</p> <p>Enabling flexible working so that people can work from home if desired.</p>
Human health	<p>Improvement of the physical and mental health and well-being of the population</p> <p>Reduction in health inequalities (across all health determinants) to create a healthier Wales</p>
Biodiversity	<p>Maintenance and enhancement of biodiversity, habitats and species with healthy functioning and resilient ecosystems, including connected networks of green infrastructure throughout rural and urban areas.</p> <p>Enhancement of ecosystem services provided by green infrastructure to take advantage of climate change resilience &amp; mitigation, enhancements to biodiversity, geodiversity and soils and filtering air and water.</p>
Land use and landscape	<p>Establishment of a strong tourist economy, sensitively capitalising on environmental, heritage, and leisure assets.</p> <p>Protection and enhancement of the distinctiveness of landscapes and their settings.</p> <p>Protection of Areas of Outstanding Natural Beauty (AONBs)</p> <p>Creation of a new National Park in North Wales.</p>
Cultural heritage	<p>Protection and enhancement of the distinctiveness of the historic environment, historic assets and their settings.</p> <p>Protection, enhancement and promotion of the Welsh language, culture and heritage.</p>
Ground conditions (geology and soils)	<p>Conservation of soil resources to control soil erosion and maintain their quality.</p>
Water environment	<p>Reduction in the risk of flooding (river, surface water and coastal).</p> <p>Promotion of protection of floodplains or areas of managed realignment.</p> <p>Protection and improvement in the quality and quantity of water resources.</p>
Climatic factors	<p>Sustainable management of natural resources.</p> <p>Addressing the underlying transport factors contributing to climate change.</p> <p>Creation of a climate-resilient transport network, including both new and existing infrastructure. This includes resilience to weather events as well as the long-term impacts of future climate change.</p>
Air quality	<p>Reduction in air pollution.</p> <p>Improvements in air quality contributing to a healthier Wales.</p>

IWBA Topic	Key Themes from the review of the regional and local plans, programmes and sustainability objectives
Noise	<p>Reduction in transport related noise.</p> <p>Alignment with the Soundscape Plan for Wales.</p> <p>Maintenance of tranquillity where applicable and practicable.</p>
Infrastructure	<p>Improvement of the connectivity between, and integration of, communities to improve access to services and reduce isolation, particular in rural communities.</p> <p>Provisioning of inclusive and equitable public transport and access to it.</p>
Transport	<p>Promotion of sustainable patterns of mobility and enhancement of sustainable transport provision to improve air quality, physical health and support the economy.</p> <p>Future proofing planned transport infrastructure in terms of how its use may change over time and therefore affect demand. For example, changes in relation to the international connectivity of regional ports and airports that facilitate international connectivity (e.g. Holyhead Port).</p>
Resources and waste	<p>Management of mineral extraction and minimisation of waste generation</p> <p>Increasing levels of reuse and recycling to achieve more sustainable waste management and reduce landfill.</p> <p>Increasing energy efficiency, stimulating investment and innovation, and promoting the sustainable use of national renewable energy resources to relieve pressure on natural resources.</p> <p>Sustainably manage natural resources and tackle the causes of climate change</p>
Economy	<p>Promotion of quality employment opportunities and economic activity.</p> <p>Promotion of sustainable economic growth, diversity and business competitiveness.</p> <p>Establishment of a strong tourist economy, sensitively capitalising on environmental, heritage, and leisure assets.</p>

## 4. Baseline information and identification of key sustainability issues and opportunities

### 4.1 Introduction

The initial baseline data collected at this stage serves as the groundwork for identifying potential environmental, social, economic, and cultural issues and opportunities relevant to the study area. This information, combined with the themes extracted from the plans, program, and sustainability objectives review, is used to formulate the IWBA objectives within the assessment framework. These objectives guide the iterative assessment of the RTP options as they are developed, and, if necessary, provide recommendations for any required modifications or alternative approaches.

This IWBA is focused on the study area defined by the North Wales Transport Plan, i.e. the local authority areas of Isle of Anglesey, Wrexham, Conwy, Flintshire, Denbighshire and Gwynedd (Figure 1-1). Where data is not available at the regional level (e.g. climatic factors) national data is utilised.

The appraisal topics that are considered as part of baseline include:

Population	Human health	Biodiversity	Landuse and landscape
Cultural heritage	Ground conditions	Water environment	Climatic Factors
Air quality	Noise	Infrastructure	Transport
	Resources and waste	Economy	

Baseline information has been sourced from publicly available baseline datasets available from open data sources, in addition to information reported in published documents and reports. All data sources are referenced and primarily are sourced from Welsh Government, National Resources Wales, Stats Wales and Office of National Statistics. The baseline is presented in Appendix B, and it should be noted that information relevant to each of the integrated assessments has been collated and included within the topic headings listed above. Where mapping of data adds value to the presentation and understanding of the baseline, figures have been prepared and are included.

The SEA Regulations require that ‘material assets’ are included in the assessment. In this context, material assets refer to a range of assets within the study area that are valuable, for example cultural heritage, social services such as schools and hospitals, in addition to good quality agricultural land, cultural heritage assets and valued landscapes. This IWBA considers material assets across the topics identified above.

## 4.2 Scoping of key sustainability issues and opportunities

This main environmental, social and economic issues that are of relevance to the NWRTP have been identified using information gathered from the review of relevant plans, programmes and sustainability objectives (outlined in Section 1 above and Appendix A), the baseline review (Appendix B), and the current understanding of the overarching scope of the NWRTP.

The anticipated environmental, economic, and social trends (assuming the NWRTP is not implemented) have been determined by analysing existing plans, programs, and sustainability objectives, in conjunction with the current baseline data and historical patterns. These trends will serve as the ‘future baseline’ against which the NWRTP will be evaluated.

Additionally, opportunities for the NWRTP to positively contribute to sustainability have been identified. These issues and opportunities will serve as guidance for the development of the NWRTP, ensuring that negative effects are minimized and opportunities for maximizing benefits are integrated into the plan. Given the strategic nature of the NWRTP, the identified opportunities and issues are currently at a high level. As the Plan progresses and more details become available, they will be further developed and refined. However, they already reflect the broader benefits that can be achieved through collaboration across sectors and jurisdictions.

Sustainability issues and opportunities that require consideration during the development of the NWRTP are outlined in Table 4-1 below. None of the IWBA topics have been scoped out of the assessment. This is because transport planning has a wide range of likely significant effects, across all topics. Additionally, due to the integrated assessment approach, which includes certain statutory assessments, scoping out specific topics is not feasible.

**Table 4-1 Proposed scope of IWBA**

IWBA Topic	Issues relevant to the Regional Transport Plan	Regional Transport Plan Opportunities
<p><b>Population (communities)</b></p>	<ul style="list-style-type: none"> <li>Decreasing regional population size could impact the effectiveness or financial viability of some of the NWRTP options.</li> <li>There is an aging population in North Wales which will impact transport needs, such as travel and commuting patterns.</li> <li>There is lower diversity of ethnicities, religions, languages and LBGTQ+ populations than average, the NWRTP will need to ensure that it makes provision for these groups.</li> <li>There is a high apprenticeship level and a relatively strong educational attainment across the region, therefore the NWRTP needs to ensure that the travel needs of young people are appropriately accommodated.</li> <li>There is an existing lack of rural connectivity.</li> </ul>	<ul style="list-style-type: none"> <li>Help reduce isolation of rural communities through providing appropriate transport links to connect more remote communities, both to each other and to urban hubs and services.</li> <li>Develop an integrated and efficient transport system which meets needs of all citizens, promotes equal opportunity, and supports projected population changes.</li> <li>Develop transport initiatives which support the creation of safe, sustainable, balanced and cohesive communities.</li> <li>Provide transport services that support changes in lifestyles and travel patterns in a post-pandemic society.</li> <li>Creation of more inclusive transport options which also provide more equitable access to services and places.</li> </ul>
<p><b>Human health</b></p>	<ul style="list-style-type: none"> <li>Increased need for development of transport services to support an aging population.</li> <li>The way in which transport availability impacts on mental health needs to be considered.</li> <li>Increases in traffic can have an adverse impact on the physical and mental health and wellbeing on residents. This can be through severance, air quality issues, reductions in tranquillity (noise).</li> <li>Health inequalities are prevalent throughout the region which can be exasperated as a result of poor transport options (especially for people experiencing socio-economic disadvantage).</li> </ul>	<ul style="list-style-type: none"> <li>Improve the connectivity of communities and key health services to reduce prevalence of isolation and loneliness; improving traffic safety.</li> <li>Creating more accessible public transport and providing public amenity (such as public benches and shelters).</li> <li>Include health promotion measures such as those that promote physical activity (e.g. active travel, walking and cycling infrastructure) and social cohesion (e.g. improved access to services and community facilities).</li> <li>Opportunities to enhance the transport network and infrastructure for the population with physical impairment / sensory loss, neurodiversity and disability needs (inclusive design).</li> </ul>

IWBA Topic	Issues relevant to the Regional Transport Plan	Regional Transport Plan Opportunities
		<ul style="list-style-type: none"> <li>• There is the opportunity for the NWRTP to address socio-economic disadvantages (including issues of unemployment, lower educational attainment, housing insecurity and financial insecurity) through promoting the delivery of an inclusive, cost sensitive, sustainable transport network and infrastructure that connects employment opportunities to areas of higher deprivation to promote better mental and physical health.</li> </ul>
<b>Biodiversity</b>	<ul style="list-style-type: none"> <li>• Designated sites present through the catchment that could be impacted by the placement of interventions, including through habitat loss and degradation.</li> <li>• Protected and priority habitats and species could be impacted by the placement of interventions, including through changes to habitat, disturbance.</li> </ul>	<ul style="list-style-type: none"> <li>• Built interventions could incorporate measures to restore, recover, reconnect, and enhance existing habitats to help minimise further biodiversity loss and habitat fragmentation and deliver a Net Benefit for Biodiversity.</li> <li>• There is opportunity to use a natural capital approach to help inform the development of interventions.</li> <li>• Built interventions could contribute to creating habitats that are more resilient to climate change.</li> </ul>
<b>Land use and landscape</b>	<ul style="list-style-type: none"> <li>• Any intervention within the study area will need to be cognisant of landscape character and designations, such as Eryri National Park, Anglesey AONB, Llŷn AONB, and Clwydian Range and Dee Valley AONB to minimise any detrimental impact.</li> </ul>	<ul style="list-style-type: none"> <li>• Sympathetic and community-led design can offer the opportunity to further enhance the landscape and character of different areas and change the way communities interact with them.</li> <li>• Reduce the negative impact of traffic on the setting of landscape designations through including measures to improve public transport and active travel infrastructure to access key assets such as Eryri National Park.</li> <li>• Enhance access to rural landscape through active travel networks; cycle/PROW network and public transport.</li> <li>• Protect and conserve soil resources.</li> </ul>



IWBA Topic	Issues relevant to the Regional Transport Plan	Regional Transport Plan Opportunities
<b>Cultural heritage</b>	<ul style="list-style-type: none"> <li>• Potential for cultural heritage assets to be directly and indirectly impacted by physical changes to the built environment. This includes potential adverse impacts to the setting of heritage assets due to changes in the volumes and composition of traffic experienced in their locality.</li> <li>• High proportion of Welsh language speakers and a strong cultural identity.</li> </ul>	<ul style="list-style-type: none"> <li>• Enhance bi-lingual aspects of the NWRTP and its proposals.</li> <li>• Connect Welsh speaking communities, strengthening the cultural belonging and linguistic ties within the region.</li> <li>• Enhance and integrate the network across the region and improve its resilience for the future to enable better and more inclusive access to significant cultural sites.</li> <li>• Encourage the preservation and enhancement of the historic environment, including the setting of heritage assets.</li> <li>• Avoid works which would alter the character or physical survival of heritage assets (including archaeology).</li> </ul>
<b>Ground conditions (soils and geology)</b>	<ul style="list-style-type: none"> <li>• Geological hazards, such as coastal erosion, have the potential to disrupt and damage transport infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>• Protect and improve the quality and quantity of groundwater resources.</li> </ul>
<b>Water environment</b>	<ul style="list-style-type: none"> <li>• Interventions associated with the NWTP could contribute to the deterioration in WFD status of waterbodies (including groundwater), such as through changes to build infrastructure and drainage from the transport network.</li> <li>• Transport infrastructure could be adversely impacted from flooding (river, surface water and coastal) and coastal erosion.</li> </ul>	<ul style="list-style-type: none"> <li>• Opportunities to meet the objectives for protected areas and achieving good overall Water framework Directive (WFD) status for surface and groundwaters should be explored, including mitigating adverse impacts of the transport sector. This should align with the local measures outlined in River Basin Management Plans and the catchment summaries of the opportunity catchments within the study area (i.e. Ynys Mon/Anglesey, Conwy, Clwyd and Dee).</li> <li>• Where possible the NWTP should seek to implement measures to restore and work with natural processes to maximise wider water environmental benefits and outcomes.</li> </ul>

IWBA Topic	Issues relevant to the Regional Transport Plan	Regional Transport Plan Opportunities
<b>Climatic factors</b>	<ul style="list-style-type: none"> <li>• Future climate change is likely to increase the severity and frequency of extreme weather events including flooding and droughts and cause hotter summers and wetter winters. This has the potential to adversely impact transport infrastructure and cause travel disruption.</li> <li>• Changes in climate are likely to affect travel choices people make. For example, wetter winters may deter people from choosing public transport options if there is no shelter available for waiting or if the services are unreliable.</li> </ul>	<ul style="list-style-type: none"> <li>• Opportunity to reduce emissions from transport by implementing low-carbon or zero-carbon solutions including reducing car trips, transition to zero-emission fleet and creating resilient and efficient transport networks.</li> <li>• Incorporate measures to ensure that the transport network is resilient to the impacts of future climate change.</li> </ul>
<b>Air quality</b>	<ul style="list-style-type: none"> <li>• Air quality is generally good and not a major issue in the NWTP area given that it is predominantly rural in nature.</li> <li>• Promotion of a transition to electric vehicles can support reductions in air pollution associated with carbon dioxide, carbon monoxide and nitrous oxides (such as NO<sub>2</sub>). However electric vehicles still release particular matter pollution (PM<sub>10</sub> and PM<sub>2.5</sub>) associated with wear from tyres and breaks.</li> <li>• There is a risk that new development in the area (such as the Anglesey Freeport and Wrexham Investment Zone) could increase the volume of freight travelling in the locality, leading to increase air pollution and worsening of local air quality</li> </ul>	<ul style="list-style-type: none"> <li>• In order to have the greatest impact on air quality, interventions should focus on reducing the number of vehicles on the road by supporting the transition to active travel and public transport wherever possible.</li> <li>• Creation of active travel links that are sufficiently separated from road traffic can help reduce the amount of pollution that walkers and cyclists are exposed to and increase uptake in active travel through creating safe active travel options.</li> <li>• The NWRTP should include relevant transport initiatives for businesses (e.g. promotion of transportation of goods by rail, and e-cargo bikes for small businesses in main towns) to ensure that the health of local communities and habitats are not detrimentally impacted.</li> </ul>
<b>Noise</b>	<ul style="list-style-type: none"> <li>• Noise pollution associated with roads is a key concern in the NWRTP area, particularly along major routes such as the A55.</li> <li>• There is a risk that new development in the area (such as the Anglesey Freeport and Wrexham Investment Zone) could increase the volume of freight travelling in the locality, leading to increase in noise pollution and impact on local residents.</li> </ul>	<ul style="list-style-type: none"> <li>• The NWRTP has an opportunity to help reduce noise pollution experienced by local communities by reducing the number of vehicles on the roads (through promoting a transition to use of public transport and active travel) and supporting the transition to electric vehicles.</li> </ul>

IWBA Topic	Issues relevant to the Regional Transport Plan	Regional Transport Plan Opportunities
		<ul style="list-style-type: none"> <li>• The NWRTP should include relevant transport initiatives (e.g. promotion of transportation of goods by rail) to ensure that the health of local communities are not detrimentally impacted.</li> <li>• Reducing road traffic noise (and ensuring that this does not increase) around Eryri National Park can help maintain and improve the tranquillity of the area and support health and wellbeing of users.</li> <li>• The NWRTP should align with the Soundscape Plan for Wales where possible.</li> </ul>
<b>Infrastructure</b>	<ul style="list-style-type: none"> <li>• Over 1,000 new dwellings may need to be provided in North Wales each year to meet housing demand.</li> <li>• House building rates vary across North Wales, with Denbighshire, Conwy and Isle of Anglesey having the highest completion rates and Gwynedd the lowest.</li> <li>• Future hydrogen infrastructure, including production centres and transmission networks, are planned for North Wales that will link to Northwest England.</li> <li>• Two locations within North Wales have been identified for large scale on-shore wind energy development.</li> <li>• North Wales offers a variety of higher and further education institutes, including Bangor University.</li> </ul>	<ul style="list-style-type: none"> <li>• Holyhead Port plays an essential role in the international movement of imports and exports and also as a cruise port and the NWRTP should include appropriate interventions to support this asset.</li> <li>• Enhancement of public transport connectivity of the higher and further educational establishments, health facilities, and other social infrastructure (e.g. libraries, social, religious, and leisure facilities) to local and regional communities.</li> </ul>
<b>Transport</b>	<ul style="list-style-type: none"> <li>• There are rural parts of North Wales that are more reliant on private car use and have less opportunity to benefit from other modes of public transport and active travel initiatives.</li> <li>• A very small proportion of people in North Wales live close to rail stations with frequent services.</li> <li>• There are limited freight services on the rail network.</li> </ul>	<ul style="list-style-type: none"> <li>• To enhance rail services, the key priorities for improvements are the Borderlands Line, increasing capacity at Chester Station, and increased service levels on the North Wales Main Line. Consideration should be given to the importance of connections to key centres such as London, Cardiff, Manchester (including the airport), Liverpool, Crewe, and Warrington (for Northern</li> </ul>

IWBA Topic	Issues relevant to the Regional Transport Plan	Regional Transport Plan Opportunities
	<ul style="list-style-type: none"> <li>• Incidents on the Menai Crossings to Anglesey have an adverse impact on connectivity, journey reliability and crossing times.</li> <li>• Long distances to key services, resulting in high rates of car ownership and low levels of walking and cycling.</li> <li>• There is currently little provision in North Wales for road freight operators seeking a switch to cleaner fuels.</li> <li>• Car parking is a contentious issue at key beauty spots including within Eryri National Park.</li> </ul>	<p>Powerhouse Rail). Consideration should also be given to sustainable travel links to interchange facilities at rail stations.</p> <ul style="list-style-type: none"> <li>• Influence bus services to see that timetables, routes and fares better meet local needs and demand.</li> <li>• Support initiatives to decarbonise the freight and logistics networks in North Wales, e.g. through increasing the proportion of freight carried on the North Wales Main Line.</li> <li>• The NWTP can help implement measures to increase provision and use of public transport and active travel.</li> <li>• Future proofing planned transport infrastructure.</li> <li>• The NWTP should include interventions to support and improve public transport links with Chester as this is an important gateway for North Wales and key link for the north-east Wales economy.</li> <li>• Improvements to public transport and active travel access to tourist attractions.</li> </ul>
<b>Resources and waste</b>	<ul style="list-style-type: none"> <li>• There are existing mineral reserves within Wales, however some areas will experience shortfalls in material available in the future unless new allocations are identified. Built infrastructure required as part of the NWTP should resource material as locally as possible to reduce emissions, freight and support the local economy.</li> </ul>	<ul style="list-style-type: none"> <li>• Support the transition of waste collection fleets to EV.</li> <li>• The NWRTP should incorporate circular economy principles. This includes reducing the need to build infrastructure in the first place, reusing recycled materials and reducing use of raw materials.</li> <li>• The NWRTP should support the creation of appropriate transport networks and facilities to enable recycling and waste to be collected, transport, sorted and managed to help meet Welsh targets to achieve zero waste by 2050.</li> <li>• Improve on energy efficiency across the transport network.</li> </ul>

IWBA Topic	Issues relevant to the Regional Transport Plan	Regional Transport Plan Opportunities
<b>Economy</b>	<ul style="list-style-type: none"> <li>• Lack of transport infrastructure and links between key destinations in North Wales impacts opportunities to attract tourists and inward economic investment. This includes links between east Wales and northwest England, as well as links between North and South Wales.</li> <li>• Many tourist locations including Eryri National Park are hard to reach without access to a car.</li> <li>• Gross Value Added (GVA) per head in North Wales is lower than the Welsh average, however this varies between local authorities.</li> <li>• High proportions of second homes and holiday lets within the housing stock are an issues in parts of North Wales, including Gwynedd and Anglesey.</li> </ul>	<ul style="list-style-type: none"> <li>• Increased public transport options would be beneficial to access key attractions and to reduce the volume of traffic and parking on rural roads and near beauty spots.</li> <li>• Ensure infrastructure is sufficient to support Freeport and investment zones, including for freight and workers.</li> <li>• Implement appropriate transport initiatives and infrastructure that promotes sustainable economic growth and access to quality employment opportunities for all.</li> </ul>

## 5. Appraisal process and IWBA framework

### 5.1 Appraisal process

This section outlines the proposed IWBA framework, which will be used to identify, describe, analyse, and compare the impacts and effects of the NWRTP. Given the wide range of programmes and plans (options) likely to be proposed, the implementation of the NWRTP has the potential to significantly affect various environmental, social, economic, and cultural topic areas considered in the IWBA. To appropriately assess these effects, a set of IWBA objectives have been developed to guide the development and assessment of the NWRTP. Additionally, specific questions have been formulated to guide the assessment process.

The IWBA will predominantly be qualitative in nature and be undertaken alongside the development of the options for the NWRTP. This will ensure that negative effects are avoided and minimised, whilst also maximising opportunities for positive effects to be incorporated. Whilst the NWRTP is transport focused it has the potential to support wider targets and have far reaching benefits including increasing physical activity of the population, habitat creation, improving equity of access to education and employment, stimulation of economic activity and boosting tourism. One of the primary functions of the IWBA is therefore to capture these wider benefits and integrate them into the development of the NWRTP. The draft IWBA Report, which will be published alongside the draft NWRTP will be used to document the outcome of this process and to communicate how the IWBA supports sustainable development.

### 5.2 Geographical scope of the IWBA

The geographical scope of the IWBA is dictated by the geographical scope of the NWRTP, i.e. the local authority areas of Isle of Anglesey, Wrexham, Conwy, Flintshire, Denbighshire, and Gwynedd. The geographical scope of some baseline topics will be closely related to neighbouring areas of England, in particular Chester and Liverpool as there is significant migration both ways across the border in relation to employment, services (e.g. health) and education. The coastal areas of the study area also means that both terrestrial and marine effects (up to the mean low water mark) are possible and will need to be considered in the IWBA.

### 5.3 Temporal Scope of the IWBA

The NWRTP sets the 5-year plan for the region (2025-2030) and therefore the IWBA will reflect this timescale. In the circumstance that effects would last longer than this timescale, this will be noted in the assessment.

### 5.4 Assessment of alternatives

The identification, assessment, and comparison of ‘reasonable alternatives’ is a requirement of the SEA process and is therefore included within the IWBA framework. The IWBA will be used to help guide and influence the development of the NWRTP. This will help avoid potential adverse effects and facilitate integration of measures into the Plan that provide wider sustainability benefits to the environment, society, and economy.

In the context of the NWRTP alternatives will include different programmes and plans, developed under each policy focus area. The IWBA framework will be used to assess an initial ‘long list’ of options which will feed into a wider screening process that ‘screens out’ a number of options for reasons such as viability or having unacceptable sustainability impacts. This will leave a ‘shortlist’ of options that will be appraised as part of the IWBA. The outcomes of the IWBA will be used within the overall process of identifying the ‘preferred option’ that will form the basis of the NWRTP. The assessment of the alternatives will be reported in the IWBA Report (known as the Environmental report in the SEA process).

## 5.5 Secondary, cumulative and synergistic effects

It is a requirement of the SEA Regulations that secondary (indirect), cumulative, and synergistic effects are identified. Definitions of these terms are given below, and these will be considered in the IWBA:

- **Secondary (indirect) effects:** These are effects which are not a direct result of the Plan but occur as a result of a complex pathway.
- **Cumulative effects:** These are effects which arise because the impacts from more than one project or strategy combine to have an effect on a receptor that may be larger than their individual effects considered separately.
- **Synergistic effects:** This is when several individual effects of a project or strategy (e.g. air quality and noise) have a combined effect on a receptor (e.g. health of a population) that is greater than each individual effect.

## 5.6 IWBA objectives

The IWBA Framework encompasses a set of objectives that have been developed to assess to the sustainability of the options being proposed for the NWRTP. These objectives, listed in Table 5-1, align with both the well-being priorities and ambitions outlined in the Welsh Transport Appraisal Guidance (WelTAG)<sup>28</sup>. Table 5-1 also lists the questions that will be asked of the NWRTP to assist in the assessment against each of the objectives, along with which IWBA topics the objectives relate to.

All these factors connect in the following ways:

- **Wales Transport Strategy:** The WTS sets out the vision and goals for transportation in Wales. It aims to enhance well-being, promote sustainable development, and improve the Welsh transport system.
- **Well-being Goals:** The WTS's well-being priorities and well-being ambitions are closely tied to the goals of the Well-being of Future Generations Act 2015. This legislation emphasizes long-term well-being, environmental protection, and social progress.
- **NWRTP Context:** The objectives within the IWBA Framework were developed based on key issues and opportunities identified as being of particular relevance to the NWRTP. This context has been identified through establishment of the baseline (Section 4 and Appendix B) and review of existing plans, programs, and sustainability objectives (as detailed in Section 3).
- **Statutory assessments – the IWBA Framework must also encompass the requirements of the statutory assessments outlined in 1.3.2.**

In summary, the IWBA Framework provides a structured approach to ensure that the NWRTP aligns with broader well-being goals and contributes to sustainable development in North Wales.

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<sup>28</sup> Welsh Transport Appraisal Guidance (WelTAG). Welsh Government, February 2024

The Welsh Transport Strategy Priorities and Ambitions are listed below and are also aligned to each of the objectives in Table 5-1:

### Priorities





- 1** Bringing services to people in order to reduce the need to travel
- 2** Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
- 3** Encourage people to make the change to more sustainable transport.

### Ambitions








- 1** Good for people and communities
- 2** Good for the environment.
- 3** Good for the economy and places in Wales
- 4** Good for culture and the Welsh language









Table 5-1 IWBA objectives and alignment with Well-being goals

IWBA Objective	How will we test if the objective has been met? Will the NWTP.....	Relevant IWBA Topic	Relevant Priorities of the Wales Transport Strategy	Relevant Ambitions of the Wales Transport Strategy
1. Support the delivery of housing and local services to meet the needs of local communities	<ul style="list-style-type: none"> <li>Support the creation of communities which offer viable and sustainable transport options within and between locations?</li> <li>Improve access to local services?</li> </ul>	Population Human health Infrastructure Economy		
2. Reduce inequality and promote community cohesion	<ul style="list-style-type: none"> <li>Improve environmental conditions and quality of life for the most deprived communities?</li> <li>Support the needs of members of society who have protected characteristics?</li> <li>Improve the accessibility of public transport and active travel for all members of society?</li> <li>Engage with stakeholders, partners and local communities?</li> <li>Create opportunities for community participation?</li> <li>Support the transport needs of children?</li> </ul>	Population Human health Cultural heritage Transport Economy		

IWBA Objective	How will we test if the objective has been met? Will the NWTP.....	Relevant IWBA Topic	Relevant Priorities of the Wales Transport Strategy	Relevant Ambitions of the Wales Transport Strategy
<p>3. Improve the health and wellbeing of the local population, including with respect to physical and mental health</p>	<ul style="list-style-type: none"> <li>• Encourage uptake in active travel?</li> <li>• Improve connectivity between local communities, particularly within rural areas?</li> <li>• Reduce social isolation?</li> <li>• Reduce physical damage and improve the safety of transport services and infrastructure?</li> <li>• Improve access to key health services?</li> <li>• Improve access to recreation activities?</li> <li>• Improve public access to green spaces?</li> </ul>	<p>Population Human health Land use and landscape Air quality Noise Economy</p>	<p>1 2 3</p>	<p>1 2 3</p>
<p>4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.</p>	<ul style="list-style-type: none"> <li>• Cause harm or any deterioration in the condition of any designated sites?</li> <li>• Result in the loss of valuable habitats?</li> <li>• Deliver opportunities to restore or create semi-natural habitats?</li> <li>• Deliver net benefit for biodiversity and contribute to ecosystem resilience?</li> </ul>	<p>Biodiversity Ground conditions Water environment</p>	<p>3</p>	<p>2</p>

IWBA Objective	How will we test if the objective has been met? Will the NWTP.....	Relevant IWBA Topic	Relevant Priorities of the Wales Transport Strategy	Relevant Ambitions of the Wales Transport Strategy
5. Protect and enhance local landscape character, designations and visual amenity	<ul style="list-style-type: none"> <li>• Cause harm to any designated or protected landscapes?</li> <li>• Result in the enhancement to the condition and character of any protected or designated landscapes?</li> <li>• Reduce the adverse impacts of road traffic and parking on landscapes and designations?</li> <li>• Result is loss of amount of Best and Most Versatile (BMV) land?</li> <li>• Contribute to the efficient management of travel in tourist areas during peak periods?</li> </ul>	Land use and landscape Cultural heritage Economy	None	
6. Protect and enhance the local cultural heritage, including the Welsh language	<ul style="list-style-type: none"> <li>• Cause direct or indirect harm to designated heritage assets?</li> <li>• Enhance the condition or setting of designated heritage assets?</li> <li>• Provide measures to avoid and/or mitigate harm to non-designated heritage assets?</li> <li>• Support Welsh speaking communities?</li> <li>• Include initiatives to implement and encourage use of Welsh language?</li> </ul>	Population Cultural heritage	None	
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	<ul style="list-style-type: none"> <li>• Have a negative impact on water resources used for water abstraction?</li> <li>• Have a negative impact on the quality of water resources?</li> <li>• Have a negative impact on the general health of waterbodies?</li> <li>• Help to achieve the WFD water body measures and support WFD waterbodies achieve 'good' ecological status?</li> </ul>	Ground conditions Water environment	None	
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	<ul style="list-style-type: none"> <li>• Help meet Wales targets to be 'net zero' by 2050?</li> <li>• Increase modal shift from private cars to public transport and active travel.</li> <li>• Include opportunities to support decarbonisation of the transport section?</li> <li>• Support an uptake in the use of cleaner fuels for transport, including electric vehicles?</li> <li>• Include measures to increase the resilience of existing and new infrastructure to the effects of climate change?</li> <li>• Reduce the impact of extreme weather events on the transport network?</li> <li>• Reduce the need to travel to access key amenities and services?</li> </ul>	Climatic factors Transport		
9. Protect and enhance local air quality.	<ul style="list-style-type: none"> <li>• Improve air quality for communities?</li> <li>• Cause any deterioration in air quality?</li> <li>• Include initiatives to encourage the uptake of active travel and public transport?</li> </ul>	Human health Air quality		

IWBA Objective	How will we test if the objective has been met? Will the NWTP.....	Relevant IWBA Topic	Relevant Priorities of the Wales Transport Strategy	Relevant Ambitions of the Wales Transport Strategy
10. Reduce disturbance from transport related noise and vibration to local communities.	<ul style="list-style-type: none"> <li>• Improve the local soundscapes?</li> <li>• Result in a reduction in noise pollution?</li> <li>• Include initiatives to encourage the uptake of active travel and public transport?</li> </ul>	Human health Noise		
11. Incorporate circular economy principles to reduce the use of raw materials.	<ul style="list-style-type: none"> <li>• Use sustainably sourced materials and ensure materials and resources are used efficiently?</li> <li>• Include transport initiatives and infrastructure that enable recycling and waste to be collected, transported, sorted and managed effectively?</li> <li>• Support the transition of waste collection fleets to cleaner fuels, such as use of EV?</li> <li>• Encourage use of locally sourced material?</li> </ul>	Resources and waste Economy		
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	<ul style="list-style-type: none"> <li>• Increase the land available for employment development?</li> <li>• Support equitable access to employment, education and training opportunities?</li> <li>• Improve the reliance and resilience of the transport network to better support businesses and workers?</li> <li>• Encourage regeneration and investment, particularly in more deprived areas?</li> <li>• Improve access between England and North Wales and improve access between North and South Wales?</li> <li>• Encourage sustainable access to tourist facilities and attractions?</li> <li>• Support the rural economy?</li> <li>• Protect and enhance the natural beauty of the area?</li> </ul>	Population Economy Transport		

### 5.6.1 Testing compatibility of IWBA objectives

It is important to identify where there are any potential conflicts between the IWBA objectives so that these can be captured and addressed during the options development and appraisal. Table 5-2 below provides a high-level review of the objectives against each other, and where a potential tension may arise, this is identified by marking the box with an x. No detailed analysis is given at this stage; however, it is evident that there may be tension between land use and development objectives and their potential impact on the natural environment. This will be further explored during the assessment.

**Table 5-2 Testing IWBA objective compatibility.**

1.	Support the delivery of housing and local services to meet the needs of local communities																			
2.	Reduce inequality and promote community cohesion																			
3.	Improve the health and wellbeing of the local population, including with respect to physical and mental health																			
4.	Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	x																		
5.	Protect and enhance local landscape character, designations and visual amenity	x																		
6.	Protect and enhance the local cultural heritage, including the Welsh language																			
7.	Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	x																		
8.	Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.					x	x													
9.	Protect and enhance local air quality.	x																		
10.	Reduce disturbance from transport related noise and vibration to local communities.	x																		
11.	Incorporate circular economy principles to reduce the use of raw materials.																			
12.	Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.					x														
<b>IWBA Objective</b>		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>							

## 5.7 Assessing significance

The IWBA objectives will be used to help guide the development of the NWRTP and will also be used to understand how it is performing in terms of sustainability. The NWRTP options will be assessed against the IWBA objectives using the corresponding questions identified in Table 5-1. A score will be assigned to each objective using the criteria outlined in Table 5-3 depending on the type and level of effect that the NWRTP is likely to have on the objective. The scoring will be presented in a matrix in the IWBA Report alongside a commentary that will provide a justification and supporting evidence for the scoring. Where appropriate this will include quantitative information, such as percentage carbon sequestered, or area of habitat created.

**Table 5-3 IWBA scoring criteria**

IWBA Score	Definition
++	Likely significant positive effect
+	Likely minor positive effect
0	Likely negligible effect
-	Likely minor negative effect
--	Likely significant negative effect
?	Likely effect uncertain
+/-	Likely to be a mix of positive and negative effects

## 6. Next steps

### 6.1 Overview

The IWBA Scoping report is published for consultation, and feedback gathered will be taken forward to the assessment.- Statutory consultees include NRW, Cadw, and the North Wales CJC, Local and National Park Authorities.

The IWBA Framework will guide the development of the NWRTP and inform the process of developing and appraising options. Throughout this process, additional consultation and engagement will take place with partners and stakeholders to help inform the development of the NWRTP. The findings from the IWBA will be presented in an IWBA Report, which will accompany the draft NWRTP for consultation.

The IWBA Report will include the following information:

- Updated environmental, social, cultural, and economic baseline information of relevance to the NWRTP.
- An updated list of plans, programmes and sustainability objectives and description of how these have been considered within the appraisal.
- The methodology that has been following for the IWBA and how it has been used to inform the development of the NWRTP.
- Information on the proposed NWRTP, why the option or options have been selected and the alternative options that were been considered.
- The likely environmental, social, cultural and economic effects of the NWRTP (capturing all assessments required and/or screened into the IWBA).
- Proposed mitigation that will be undertaken to reduce any significant negative effects of the NWRTP and increase the benefits it provides.
- Proposed monitoring that will be undertaken to help manage and evaluate the impact of the NWRTP.

There will be opportunity to provide feedback on the IWBA Report and the draft NWRTP prior to the NWRTP being updated and finalised. When the final NWRTP is published, this will be accompanied by a Consultation Report and Post Adoption Statement, ensuring stakeholders and the public are informed as to how the consultation responses and IWBA assessment outcomes have been taken into account in the final NWRTP.

### 6.2 Providing your views

We are eager to hear your views on the emerging NWRTP and its IWBA. Our goal is to create a Transport Plan that fully embraces sustainable development, addresses local concerns, and takes advantages of opportunities generated by a new regional Transport Plan for North Wales. Below, we have included a set of questions to guide your feedback on the IWBA's scope and approach. Feel free to share additional comments or feedback alongside your responses.

Questions:

#### 1. Relevant policies, plans and objectives

- (1a) Do you feel that we have we included all relevant plans, programmes and sustainability objectives and adequately taken account of those listed?
  - [Strongly agree/ Agree/ Neutral/ Disagree/ Strongly Disagree]
- (1b) Are there other documents specifically relevant to the NWRTP that have not been listed and should be taken into account?

## 2. Baseline information and key sustainability issues and opportunities

- (2a) Are there any baseline information sources that are relevant to the NWRTP that have not been listed and should be taken into account?
- (2b) Do you feel the sustainability issues and opportunities identified accurately reflect those in the study area of the NWRTP?
  - [Strongly agree/ Agree/ Neutral/ Disagree/ Strongly Disagree]
- (2c) Are there any other sustainability issues or opportunities that should be considered within the IWBA?

## 3. Sustainability objectives and questions

- (3a) Do you agree with the sustainability objectives and questions that we have identified?
  - [Strongly agree/ Agree/ Neutral/ Disagree/ Strongly Disagree]
- (3b) Are there any other objectives or questions that you think should be included in the IWBA?

## 4. Sustainability appraisal framework

- (4a) Do you agree with the proposed appraisal framework and approach to undertaking the IWBA?
  - [Strongly agree/ Agree/ Neutral/ Disagree/ Strongly Disagree]

## 5. Additional comments

- (5a) Do you have any other comments that you wish to make regarding the approach and scope proposed for the integrated sustainability appraisal?



## Appendix A: Policy, Plan and Sustainability Objectives

## Appendix B: Baseline

## Appendix C: WFD Water Bodies

## Appendix D: HRA Pre-Screening Report

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**NORTH WALES CORPORATE JOINT COMMITTEE**

**11 October, 2024**

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**TITLE:** Flintshire and Wrexham Investment Zone

**AUTHORS:** Alwen Williams, Interim Chief Executive  
Ian Bancroft, Chief Executive, Wrexham County Borough Council  
Neal Cockerton, Chief Executive, Flintshire County Council

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**1. PURPOSE OF THE REPORT**

- 1.1. The purpose of this report is to provide an update on the progress of a new Investment Zone in Flintshire and Wrexham focused on Advanced Manufacturing. The Investment Zone is focused on investments in Flintshire and Wrexham but is expected to have wider beneficial impacts across North Wales.

**2. DECISION SOUGHT**

- 2.1. To accept the report.

**3. REASON FOR THE DECISION**

- 3.1. Report to update Members on progress.

**4. GENERAL PROGRESS UPDATE**

- 4.1. Progress continues to be made in close collaboration with Flintshire and Wrexham Councils, local stakeholders and Welsh and UK Governments. The development of Gateway 2: Sector and Geography has focused on the key themes of skills, innovation and transport and the developments unlocked on the proposed Tax Sites.
- 4.2. The draft Gateway 2 document has been prepared for formal review by Government, and the intent is to submit this draft once, and if, the IZ programme is confirmed in the Budget on the 30<sup>th</sup> October, 2024. Gateway 3 will follow in late November once Gateway 2 is approved.

**5. TAX SITE OVERVIEW**

- 5.1. The Investment Zone can have three Tax Sites up to 200ha each. The proposed Tax Sites are illustrated in Table 1 below. The UK Government Technical Guidance suggests the cost of tax site benefits to be £75,000 per Hectare. Based on this assumption, the cost of the benefits, funded from the £160m allocation is c£10.7m. The actual allocation will need to be agreed with HM Treasury and Welsh Government and could increase given the scale and density of development proposed.

- 5.2. The three tax sites cover 143ha, include 5,190,000sqft of development floorspace and have the potential to support over 6,400 new jobs. Further jobs - approximately 1000 - could be created by projects identified in the call for projects.

Table 1 Proposed Tax Site Summary			
Tax Site Name	Plot Name	Landowners	Hectares
Deeside Gateway	B, D and 3 Stealth	Marshalls CDP	19
	Airfields	Pochin Goodman	36
	Link 56	Smartstage Limited / Great Bear Distribution Limited	12
Warren Hall	Eastern Parcels	Welsh Government	12
<b>Flintshire Total</b>			<b>79</b>
<b>Wrexham Industrial Estate</b>	Utopia Phase 1	NetworldSports	28
	Wrexham 1M	First Investments	24
	Wrexham 152	First Investments	6
	Bridgeway Centre	First Investments	6 est
<b>Wrexham Total</b>			<b>64</b>
<b>Overall Total</b>			<b>143</b>

## 6. RETAINED RATES INVESTMENT SUMMARY

- 6.1. The Investment Zone can have two areas designated for Retained Rates Investment. To optimise the value of retained rates, the largest two Tax Sites have been proposed as Tax Site Retention Areas. Except for the 'Wrexham 1M' and 'Wrexham 152' development sites which is assumed to be fully developed, the model below is based on 50% of the development floorspace generating rates in the first 10 years (and therefore being retained for 15 years) and a contingency of 20%, the total rates fund is expected to be c£93.64m. The breakdown is illustrated in Table 2 below. The illustrated Fund amount would need to factor in its own operating costs and interest costs in establishing a funding resource. Funding allocations from the Fund will be determined by the host authority on a case by case basis.
- 6.2. The total floorspace set out in the masterplans for the identified sites is 2,465,000sqft in Flintshire and 2,502,762sqft in Wrexham. The Rateable Value is assumed to be £5psqft.
- 6.3. Further work will be undertaken to provide a more granular assessment of this aspect of the programme. Figures intended to be illustrative of scale at this point.

Table 2 Estimated Retained Rates Summary				
Retained Rates Location	Estimated floorspace delivered in first 10 years (sqft)	Collected Rates Per Annum	Total Collected over 15 years	Estimated Retained Rates Fund with 20% contingency
Flintshire	1,232,500	£3,142,875	£47,143,125	£37,714,500
Wrexham	1,827,762	£4,660,793	£69,911,897	£55,929,517
<b>Total</b>				<b>£93,644,017</b>

- 6.4. The above resources can fund Council functions associated with the Investment Zone as well as 'in year' projects and major projects funded by borrowing against future retained rates secured by confirmed Rateable Value from new development.

## 7. BACKGROUND AND RELEVANT CONSIDERATIONS

- 7.1. UK Government is expected to confirm the Investment Zone funding and programme in the Autumn Statement on the 30<sup>th</sup> October, 2024. UK Government, Welsh Government, CJC and Flintshire and Wrexham officers meet weekly to drive forward the development of the Investment Zone.
- 7.2. The intention is to bring the Investment Zone proposition (agreed with Flintshire and Wrexham Councils) to future CJC meetings for approval. If agreed, the submission will be considered by UK and Welsh Governments in December and January such that an MoU can be prepared for approval by the CJC in March. In parallel, an Annual Delivery Plan will be prepared and agreed with both UK and Welsh Governments to allow the payment of year 1 funds in April 2025 and the programme to start.
- 7.3. Further consideration will be necessary to set out the recruitment and team resources necessary for the programme to start. Further planning on this will take place once the Government decision on the programme is clear.

## 8. INVESTMENT ZONE THEMES

- 8.1. **Skills** - the Regional Skills Partnership will lead and help deliver the Skills theme for the Investment Zone. The RSP received an update on the Investment Zone at their September meeting and agreed to support a Skills Workshop with skills partners promoting projects for IZ consideration on the 15th October, 2024.
- 8.2. **Innovation** - in partnership with WG Innovation Colleagues, Flintshire and Wrexham Councils and AMRC, an innovation workshop will take place at AMRC at 2:30 on the 17th October, 2024. The workshop will run through the innovation projects submitted in the call for projects and identify synergies, gaps and opportunities for the innovation interventions proposed in the Investment Zone programme.
- 8.3. **Transport** - led by Transport for Wales and planned for the afternoon of the 15th October, the intention is to organise a transport themed workshop with LA transport leads to run through opportunities for supported bus routes, active travel opportunities and strategic and local transport infrastructure project opportunities to best enable the growth of the key development sites across Flintshire and Wrexham.

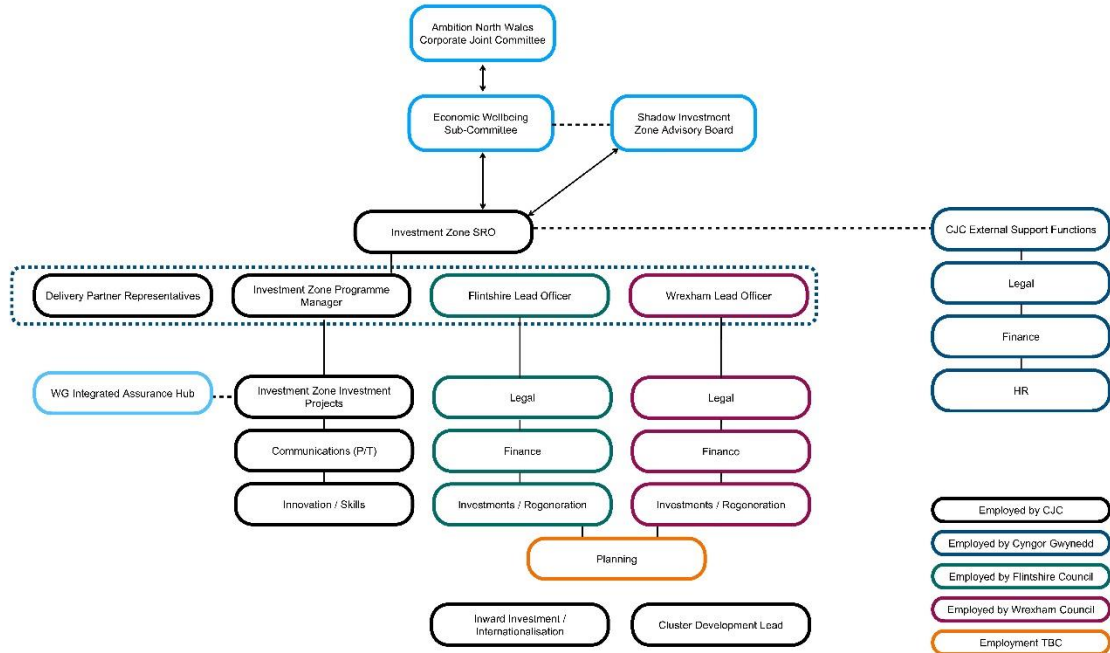
## 9. INVESTMENT ZONE TEAM STRUCTURE AND RESOURCES

- 9.1. The Investment Zone can allocate £6.4m to the programme costs associated with the delivery of the programme. Table 3 shows an illustrative split between the CJC and two partner councils. In addition to the core programme team, the intention is to create a Planning Unit funded by an additional revenue resource of £1m from the Investment Zone Flexible Grant funds. The Planning Unit will be set up initially over the first 5 years to accelerate planning applications and key development sites.

Table 3 Indicative Resource Allocation					
Partner	Programme Per Annum	Programme Total Resource	Planning Per Annum	Planning Unit Resource Total	Total Revenue Resource
Flintshire	£220,000	£2,200,000	£75,000	£375,000	£2,575,000
Wrexham	£220,000	£2,200,000	£75,000	£375,000	£2,575,000
CJC	£200,000	£2,000,000			£2,000,000
NRW / Planning Unit Support			£50,000	£250,000	£250,000
<b>Total</b>	<b>£640,000</b>	<b>£6,400,000</b>	<b>£200,000</b>	<b>£1,000,000</b>	<b>£7,400,000</b>

- 9.2. The CJC roles focus on programme accountability, reporting and investment project assurance. The Flintshire and Wrexham roles focus on working with local partners, developing projects and working to facilitate successful delivery through the assurance process and in delivery. Local Councils will support the work on transport, planning, skills and innovation.
- 9.3. The Investment Zone resource can be utilised on costs associated with existing Council and CJC officers to spend time on the delivery of the programme. This includes roles in programme management, assurance, economic development, business support, finance, legal and planning.
- 9.4. The team structure proposed is set out in Figure 1 below.

**Figure 1 - Proposed Team Structure**



## 10. LEGAL IMPLICATIONS

- 10.1. As per previous Investment Zone papers to the CJC, the expectation is for the CJC to enter into an MoU with UK and Welsh Governments. The CJC will also employ or enter into service contracts with local authority partners and consultants to support the delivery of the Investment Zone. In delivering the programme, as part of its role and as accountable body the CJC will oversee the management of a project assurance process and enter into Grant Funding



Agreements with university, skills, local authorities and local businesses. Subsidy Control considerations need further evaluation but are expected to be covered by a programme wide Subsidy Control Scheme.

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**APPENDICES:**

None

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**STATUTORY OFFICERS RESPONSE:**

**i. Monitoring Officer:**

“It is important given its role that the CJC is kept apprised of progress on this significant project.”

**ii. Statutory Finance Officer:**

“I support the contents of this report. Officers from the Finance Service will continue to provide support and challenge as required in the development of the project, including working with officers of the two councils as the plans develop.”