

**NWCJC STRATEGIC TRANSPORT SUB-COMMITTEE**  
**01/10/2024**

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**Present:**

**Voting Members** - The Councillors:- Dafydd Rhys Thomas (Anglesey County Council), Dafydd Meurig (Cyngor Gwynedd), Goronwy Edwards (Conwy County Borough Council), Dave Hughes (Flintshire County Council) and David Bithell (Wrexham County Borough Council).

**Chief Officers** – Huw Percy (Anglesey County Council), Gerwyn Jones (Cyngor Gwynedd), Geraint Edwards (Conwy County Borough Council), Emlyn Jones (Denbighshire County Council), Darren Williams and Gwen Thomas (Wrexham County Borough Council).

**Officers in attendance** - Alwen Williams (Chief Executive of the North Wales Corporate Joint Committee), David Hole (North Wales Corporate Joint Committee Action Programme Manager), Claire Incedon (Deputy Monitoring Officer), Jack Latkovic (North Wales Corporate Joint Committee Democracy Officer) and Rhodri Jones (Democracy Services Officer).

**Also in attendance** – Allan Pitt (ARUP), Ruth Wotjan and Adam Graham (Transport for Wales).

**1. ELECTION OF CHAIR**

**RESOLVED To elect Cllr Goronwy Edwards as Chair of the Sub-committee for 2024/25.**

**2. ELECTION OF VICE-CHAIR**

**RESOLVED To elect Councillor Dave Hughes as Vice-chair of the Sub-committee for 2024/25.**

Councillor Dave Hughes was congratulated on his recent election as Leader of Flintshire County Council. It was considered whether it was appropriate for him to be elected Vice Chair, in light of his leadership appointment he would not be the relevant Cabinet Member with responsibility for transport matters within that Authority to take his seat on this Sub-committee

It was confirmed that the Deputy Monitoring Officer would investigate the matter further and hold further discussions with the Councillor to resolve the position.

**3. APOLOGIES**

Apologies were received from: -

- Councillor Barry Mellor (Denbighshire County Council)
- Katie Wilby (Flintshire County Council's Chief Officer)
- Iwan Evans (Monitoring Officer)
- Dafydd Wyn Williams (Chief Officer of Cyngor Gwynedd) with Gerwyn Jones deputising.

**4. DECLARATION OF PERSONAL INTEREST**

There were no declarations of personal interest.

## **5. URGENT ITEMS**

No urgent matters were raised.

## **6. TERMS OF REFERENCE FOR THE STRATEGIC TRANSPORT SUB - COMMITTEE**

The report was -presented by the Deputy Monitoring Officer.

### **RESOLVED**

**To adopt the Terms of Reference.**

### **REASONS FOR THE DECISION**

The Sub-committee must implement those rules and procedures as adopted by the CJC and set out in the Terms of Reference - these were the powers delegated to the Sub-committee. Any amendment to these terms must be approved by the CJC.

### **DISCUSSION**

It was reported that the North Wales Corporate Joint Committee established the Strategic Transport Sub-committee to carry out the function of developing and producing a Regional Transport Plan and related policies.

It was confirmed that the role of this Sub-committee was to develop regional policies in collaboration with Local Authorities and partners. It was noted that this Sub-Committee provided strategic advice to the Corporate Joint Committee in the development and adoption of a Regional Transport Plan.

Members were guided through the Terms of Reference and the relevant legislation was referred to such as Section 109 of the Transport Act 2000, the Corporate Joint Committee (Transport Functions) (Wales) Regulations and Part 5 of the Local Government and Elections (Wales) Act 2021.

It was explained that there were nine main aspects to the role of this Sub-committee, and details of the key roles were given, namely:

- To make recommendations to the Corporate Joint Committee on the approval and review of a Regional Transport Plan and submit this to the Welsh Ministers for approval.
- To make recommendations to the Corporate Joint Committee on the policies to be implemented by the local transport authorities in their area regarding the Transport Strategy for Wales.
- Give advice and make recommendations on an integrated and connected strategic transport service in the North, by monitoring and reviewing a Regional Transport Plan.

It was emphasised that the role of the Sub-committee was strategic in nature, as it co-ordinated the activity of Local Authorities and other partners so that a strategic regional approach would be in place in the relevant policy area.

It was noted that the Sub-committee had responsibilities to manage projects and programmes. It was explained that this role would be achieved by co-ordinating, planning and developing the relevant project Programmes and making recommendations to the Corporate Joint Committee. The responsibility to monitor and review the level and use of

resources including staff was explained and any recommendations would be referred to the Corporate Joint Committee.

It was advised that the Strategic Transport Sub-committee would prepare a quarterly report on its work to the Corporate Joint Committee. It was explained that these reports needed to include:

- Progress on the implementation of the RTP including individual Programmes and Projects.
- Financial Performance of the Committee
- Upcoming developments

## **7. CO-OPTION ONTO THE STRATEGIC TRANSPORT SUB-COMMITTEE**

The report was presented by the Deputy Monitoring Officer.

### **RESOLVED**

- **To co-opt Members (without a vote) onto the Sub-committee to support its functions and responsibilities.**
- **To ask the following for a representative as Co-opted Members:**
  - **Eryri National Park (individuals responsible for the transport portfolio)**
  - **Transport for Wales (individual responsible for the Northern region)**

### **REASONS FOR THE DECISION**

To strengthen the Sub-committee's Membership by increasing its membership to include representation of Members with specific experience and skills, and expertise on transport from a regional and national perspective.

### **DISCUSSION**

It was advised that the Sub-committee had the right to elect two Co-opted Members (without a vote) in order to support their work. The final decision on co-opting those Members was the responsibility of the Corporate Joint Committee.

It was explained that Co-opted Members were appointed as Members to support the function of the CJC rather than to represent any organisation or employer. It was confirmed that the terms of co-option would be set out in the co-option agreement and would only apply to those transport functions delegated to the Sub-committee..

Guidance was given on the type and range of skills and experience that would benefit the sub-committee and that it was a decision for Members whether they wanted to co-opt two Members (non-voting) onto this Sub-committee.

The recommendation to co-opt Members (without a vote) was supported. It was confirmed that it would be the responsibility of Eryri National Park and Transport for Wales to confirm the suitable individuals to attend meetings of the Sub-committee.

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

The report was submitted by the Chief Executive of the North Wales Corporate Joint Committee.

### **RESOLVED**

- 1. It was recommended to submit a 'North Wales Regional Transport Plan vision statement', 'SMART Objectives' and 'Cross-cutting themes' to North Wales CJC for adoption and inclusion in the 'Case for Change of the Regional Transport Plan' and the draft North Wales 'Regional Transport Plan'.**
- 2. The main milestone dates for the delivery of the RTP were noted and the further work directed to achieve the key milestones in line with Welsh Government guidance.**
- 3. A draft Stakeholder Engagement Plan was noted which must be prepared to support the Regional Transport Plan, and to recommend any additional considerations that should be included.**
- 4. It was noted that the lead officer would be a senior officer with responsibility for transport in whichever Authority represented through the elected Chair. It was confirmed that this lead officer would act as a liaison between the Advisory Transport Group and this Sub-committee.**

## **REASONS FOR THE DECISION**

North Wales CJC is required to produce a Regional Transport Plan (RTP) and Regional Transport Delivery Plan (RTDP) in accordance with Welsh Government guidance. To achieve this, the Transport Sub-committee should consider the developing components of the draft RTP and guide the work for final approval including agreeing on the required steps and documents for public consultation.

Work was ongoing with the support of ARUP consultants, who had created a roadmap in relation to critical delivery actions, which will be developed to ensure that issues are properly addressed through the Sub-committee and referred to the CJC in a timely manner for approval.

## **DISCUSSION**

It was announced that the RTP's future vision was that 'North Wales will have a safe, sustainable, affordable, resilient, and effective integrated transport network that supports economic growth, prosperity and well-being'. The aim was to support a thriving economy, improve connectivity, enrich quality of life, improve access to services, establish a more resilient transport system and reduce reliance on private cars and promote more environmentally friendly travel options.

The Plan emphasised the need to reduce negative environmental impact whilst encouraging regional sustainability and mitigating climate change. It was explained that the hope was to achieve this by prioritising investments in public transport, active travel infrastructure and delivering innovative solutions to mobility challenges.

It was explained that 15 priorities had originally been identified for the Regional Transport Plan. However, collaboration with Transport for Wales and ARUP had led to the development of four SMART objectives that encompassed the original recommendations in a clearer way. It was confirmed that those four objectives were:

1. Improving digital connectivity and local services
2. Improved accessibility and transport choice
3. Enabling decarbonisation by transitioning to a zero emission fleet
4. Enabling sustainable economic growth.

It was also noted that five themes had been identified to run parallel with the SMART objectives. It was explained that these included 'Social Value', 'Equity', 'Led by the Community', 'Integration' and 'Affordability'.

Members were guided through the timetable to develop the RTP with details given of the key dates. It was explained that the Chief Officer with responsibility for transport from the Local Authority would be expected to work with the Chair and the Vice-chair to support the Strategic Transport Sub-Committee and the North Wales CJC to make this timetable a reality

The Chief Executive of the North Wales CJC and all support staff were thanked for their work in developing the Regional Transport Plan by the Chair.

## **9. REGIONAL TRANSPORT PLAN: INTEGRATED WELL-BEING APPRAISAL SCOPING REPORT**

The report was submitted by the Chief Executive of the North Wales CJC with the assistance of an ARUP representative.

### **RESOLVED**

**To recommend that the Integrated Well-being Appraisal Scoping Report (IWBA), including its Appendices be adopted by the Sub-committee as they must be prepared to support the Regional Transport Plan.**

### **REASONS FOR THE DECISION**

North Wales CJC is required to produce a Regional Transport Plan (RTP) and Regional Transport Delivery Plan (RTDP) in accordance with Welsh Government guidance. The second element of the RTP includes the IWBA. To achieve this, the Strategic Transport Sub-committee are asked to consider the developing components of the draft RTP, and guide the work for final approval including agreeing the required steps and documents for public consultation.

The IWBA is an essential step in the roadmap plan, which ensures that issues are properly addressed through the Sub-committee and referred to the CJC for approval in a timely manner.

### **DISCUSSION**

It was explained that this technical report had been developed by ARUP in order to deliver the work to develop an Integrated Well-being Appraisal Scoping Report (IWBA).

It was reported that the IWBA was a key step of the RTP and was developed to incorporate well-being in all aspects of the Plan. It was noted that consideration was being given to other strategies to demonstrate that sustainable development principles were being applied to satisfy legislative requirements. It was noted that some of these relevant considerations included:

- The Plans and Programmes Environmental Assessment Regulations (SI 2004/1656) (Strategic Environmental Assessment (SEA) Regulations)
- The Well-being of Future Generations (Wales) Act 2015
- Welsh Language (Wales) Measure 2011 and Welsh Language Standards
- Child Rights Impact Assessment (CRIA), as required by the Children and Young People's Rights (Wales) Measure 2011.

- Sustainable Management of Natural Resources (SMNR) and Natural Resources Policy (NRP) as required by the Environment (Wales) Act 2016
- Habitat Regulations Assessment, as required by the Habitat and Species Protection Regulations 2017 as amended (known as the Habitats Regulations 2017)

It was confirmed that it was intended to share the draft RTP with non-statutory bodies as well as North Wales Local Authorities, the Welsh Government and Transport for Wales, to provide the opportunity for feedback during the consultation period. . It was noted that this public consultation would be held for a period of 12 weeks early in 2025.

The meeting commenced at 15:00 and concluded at 15:45.

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Chair