

# Complete Agenda



**Cyd-Bwyllgor Corfforedig  
Gogledd Cymru  
North Wales  
Corporate Joint Committee**



Mae'r ddogfen hon hefyd ar gael yn Gymraeg.

This document is also available in Welsh.

## Meeting

**NORTH WALES CJC STRATEGIC TRANSPORT SUB-COMMITTEE**

## Date and Time

**2.00 pm, MONDAY, 15TH DECEMBER, 2025**

## Location

**Cyfarfod Rhithiol / Virtual Meeting**

## Contact Point

**Sera Jane Whitley**

**[serajanewhitley@gwynedd.llyw.cymru](mailto:serajanewhitley@gwynedd.llyw.cymru)**

(DISTRIBUTED 05/12/2025)

## **NORTH WALES CJC STRATEGIC TRANSPORT SUB-COMMITTEE**

### **Voting Members**

#### **Councillors**

Dafydd Rhys Thomas  
Craig ab Iago  
Goronwy Edwards  
Barry Mellor  
Glyn Banks  
David Bithell

Isle of Anglesey County Council  
Cyngor Gwynedd  
Conwy County Borough Council  
Denbighshire County Council  
Flintshire County Council  
Wrexham County Borough Council

### **Co-optee Members – Non Voting**

Angela Jones  
Henry Bradshaw

Eryri National Park  
Transport For Wales

### **Constituent Council Link Officers**

Huw Percy  
Dafydd Wyn Williams  
Geraint Edwards  
Emlyn Jones  
Katie Wilby  
Darren Williams

Isle of Anglesey County Council  
Cyngor Gwynedd  
Conwy County Borough Council  
Denbighshire County Council  
Flintshire County Council  
Wrexham County Borough Council

### **Officers in Attendance**

Alwen Williams  
Iwan Evans  
Claire Incledon  
Dewi Morgan  
David Hole

Chief Executive of the Corporate Joint Committee  
Monitoring Officer  
Deputy Monitoring Officer  
Chief Finance Officer  
Corporate Joint Committee

# **A G E N D A**

## **1. APOLOGIES**

To receive any apologies for absence.

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

To receive any declarations 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**

4 - 8

The Chair shall propose that the minutes of the meeting held on 6 October 2025 be signed as a true record.

## **5. PRESENTATION: BUS FRANCHISING**

Transport for Wales to present.

## **6. PRESENTATION: NETWORK NORTH WALES**

Network North Wales to present.

## **7. PRESENTATION: T-NETWORK ADVISORY PANELS**

Transport for Wales to present.

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

9 - 12

Claire Incledon, Deputy Monitoring Officer (interim), to present the report.

## **9. STRATEGIC TRANSPORT SUB-COMMITTEE ANNUAL SELF-ASSESSMENT REVIEW**

13 - 15

Claire Incledon, Deputy Monitoring Officer (interim) to present the report.

## **10. REGIONAL TRANSPORT PLAN COMMITMENTS REGISTER**

16 - 24

Adam Graham, Senior Transport Officer to present the report.

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## NORTH WALES CJC STRATEGIC TRANSPORT SUB-COMMITTEE 06/10/2025

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### **Present:**

#### **Councillors:**

Gary Pritchard (Isle of Anglesey County Council), Craig ab Iago (Cyngor Gwynedd), Mike Priestley (Conwy County Borough Council), Barry Mellor (Denbighshire County Council), Glyn Banks (Flintshire County Council) and David Bithell (Wrexham County Borough Council).

#### **Co-opted Members (Without a Vote):**

Angela Jones (Eryri National Park) and Henry Bradshaw (Transport for Wales)

#### **Constituent Councils' Liaison Officers:**

Huw Percy (Isle of Anglesey County Council), Gerwyn Jones (Cyngor Gwynedd), Geraint Edwards (Conwy County Borough Council), Emlyn Jones (Denbighshire County Council), Katie Wilby (Flintshire County Council) and Darren Williams and Gwen Thomas (Wrexham County Borough Council).

#### **Officers present:**

Alwen Williams (Chief Executive of the North Wales Corporate Joint Committee), Claire Incledon (Deputy Monitoring Officer), David Hole (North Wales Corporate Joint Committee), Adam Graham (Senior Transport Officer), Andy Roberts (Regional Strategic Development Planning Officer), Rhodri Jones (Democracy Services Officer), and Sera Whitley (Democracy Services Officer).

### **1. ELECTION OF CHAIR**

**Resolved to elect Councillor David Bithell as Chair of this Sub-Committee for 2025-26.**

### **2. ELECTION OF VICE-CHAIR**

**Resolved to elect Councillor Glyn Banks as Vice-Chair of this Sub-Committee for 2025-26.**

### **3. APOLOGIES**

Apologies were received from: -

- Dafydd Wyn Williams (Cyngor Gwynedd) with Gerwyn Jones deputising
- Iwan Evans (Monitoring Officer)

Councillor Michael Priestley was welcomed to his first meeting of the Sub-Committee. It was noted that officers would be in contact with him and the lead officer for Conwy County Borough Council to brief the Member on matters relating to the work of this Sub-Committee, prior to the next meeting.

### **4. DECLARATION OF PERSONAL INTEREST**

There were no declarations of personal interest.

## **5. URGENT ITEMS**

No urgent matters were raised.

## **6. MINUTES**

The Chair signed the minutes of the previous meeting held on 30 June 2025 as a true record.

## **7. STRATEGIC TRANSPORT SUB-COMMITTEE QUARTERLY REPORT**

The report was presented by the Chief Executive of the North Wales CJC and the Senior Transport Officer.

### **RESOLVED**

**To consider the report and add concerns about the temporary closure of the Menai Strait Suspension Bridge in the county of Anglesey.**

### **REASONS FOR THE DECISION**

The Terms of Reference were approved at the Sub-Committee meeting on 1 October 2024. It was considered appropriate to review progress in the work that was being carried out, ensuring that the right resources were in place to deliver future developments.

### **DISCUSSION**

The members were reminded that the Strategic Transport Sub-Committee had now been established for a year, and that their Terms of Reference set out a commitment to prepare a quarterly report on their work for the Corporate Joint Committee (CJC).

It was explained that the quarterly report provided a strategic overview of progress, key achievements, and highlighted areas that need addressing. It was elaborated that the purpose of the report was to inform members of key issues, and to determine whether there were any issues that the Sub-Committee wished to escalate to the CJC.

Attention was drawn to the significant progress achieved, in particular in the preparation of the Draft Regional Transport Plan and its associated Delivery Plan, as well as the Public Consultation Exercise that was conducted between January and April 2025. This work had led to the submission of the Draft Regional Transport Plan to the Welsh Government in July 2025. The members, officers, and stakeholders were thanked for their work in preparing this draft.

It was noted that the report now considered the public consultation period for the Regional Transport Plan (RTP), which had lasted 12-weeks and ended in April 2025. The report had previously been presented in the Strategic Transport Sub-Committee and the CJC. It was elaborated that nearly 1,700 responses had been received; of these, over 1,400 related to campaigns by the North Wales Wildlife Trust regarding the wording around 'aspirations' for the A55 in Flintshire. As a result, the wording was revised following the consultation period. Discussions had also taken place between Ambition North Wales and the North Wales Wildlife Trust, which were included in the appendices for information.

Other key points were presented in the report, which included: the 'Grants Modernisation' Process, a Welsh Government project; timetables and how draft transport plans were being developed; and partner enterprises, notably Network North Wales, a multi-billion-pound investment vision by the Welsh Government for an integrated, high-frequency transport network for the region.

In response to an enquiry, it was agreed that a presentation on Network North Wales would be useful for future work plans to identify the aspirations for the next three to four years. It was noted that this would demonstrate the alignment between the Regional Transport Plan and the aspirations and schemes in Network North Wales.

It was also requested that an update on Bus Franchising would be appreciated, especially as several concerns had been identified previously regarding this matter.

The need to be aware of the variations between counties when considering bus franchising was highlighted, particularly the challenges of establishing and ensuring a reliable service for rural communities. It was noted that a consultation was currently underway by Transport for Wales on network maps and that it was imperative that regional authorities contributed to this consultation.

It was questioned whether the CJC could co-operate with GoSafe, as it was noted that some of the local authorities had already been in contact with GoSafe regarding the 20mph legislation. It was confirmed that the CJC had already been invited to engage with GoSafe, and that the Senior Transport Officer would lead on this regionally.

It was recommended that concerns about the temporary closure of the Menai Bridge following Storm Amy be included in the recommendation to the CJC.

## **8. DEVELOPING THE RTP PROGRAMME FOR 2026/27**

The report was presented by the Chief Executive of North Wales CJC and the Senior Transport Officer.

### **RESOLVED**

**To accept the report and support the concept of reviewing capital allocations.**

### **REASONS FOR THE DECISION**

The report was submitted for informational purposes.

### **DISCUSSION**

It was explained that the report detailed the process and timescales for the Regional Transport Plan's developmental programme for 2026/27, to ensure that it was submitted to the Welsh Government in a timely manner.

It was explained that the Welsh Government's 'Modernising Grants' process combined various funding streams that had been available to Local Authorities. It was noted that a Regional Transport Fund would be developed in the future, which would be an amalgamation of all the funding streams below:

- Local Transport Fund
- Resilient Roads Fund

- Active Travel Fund
- Road Safety Fund (Revenue)
- Road Safety Fund (Capital)
- Safe Routes in Communities Fund
- Unadopted roads fund
- Ultra Low Emission Vehicles Transformation Fund.

It was elaborated that the Welsh Government had placed an expectation on Corporate Joint Committees to coordinate the Regional Transport Fund, including developing a programme of schemes that would be delivered over the following financial year.

It was reported that details of the schemes that would be funded in the 2026/27 financial year had been set out within the Regional Transport Plan Delivery Plan, adding that Welsh Government guidance allowed additional schemes to be funded through the Regional Transport Plan Programme subject to those schemes being approved by the Welsh Government.

The sub-committee thanked the transport officers within all Local Authorities who had been working with the officers of the North Wales CJC to confirm the list of schemes to be funded for 2026/27, noting that the full list would be presented to Members at an informal meeting of this Sub-Committee scheduled for 04 November, so as to give Members the opportunity to review the proposed Regional Transport Programme. It was confirmed that the Members would receive confirmation of the projects in advance of the informal meeting to be able to hold discussions with officers within their Local Authorities in preparation for the meeting. It was explained that the full list would be submitted to the North Wales CJC at its meeting on 07 November.

In response to an enquiry, the Senior Transport Officer confirmed that the Corporate Joint Committee had not decided to allocate the Regional Transport Fund equally between the Local Authorities. However, it was explained that the Fund was allocated according to the status of projects within the Regional Transport Plan.

In response to an enquiry as to whether there was a timetable in mind for agreeing a formula with the relevant Cabinet Secretary for allocating the Regional Transport Fund, the Chief Executive of the North Wales CJC noted that this had not been confirmed to date. However, she confirmed that the setting of formulas for allocation from the Fund was a consideration by the Welsh Government as they set their budgets. She elaborated that they hoped to receive confirmation of the budgets as soon as possible from the Welsh Government and it was thought that the budgets for the North Wales CJC would be higher compared to what had been projected within the 5-year plan provided by the Government. It was agreed to receive a further update on this matter within the next informal meeting of this Sub-Committee on 04 November.

The budgets were compared, indicating that the revenue budget was very low compared to the capital budget (approximately 1.35% of the capital budget total). It was elaborated that the total revenue budgets, once allocated to the Local Authorities, were not sufficient to cover the respective costs of the Authorities. A member asked if it was possible to ask for a larger revenue budget to ensure that the Local Authorities meet their expected requirements. In response, the Chief Executive of the North Wales CJC confirmed that a provision of up to 3% revenue budget had been identified within the financial allocation. It was elaborated that there was no further confirmation from the Welsh Government as to whether a larger revenue budget for transport and road safety issues can be received at this time and confirmed that officers would discuss this further with the Welsh Government, before reporting back to this Sub-Committee.

The meeting commenced at 15:00 and concluded at 15:40.

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Chair



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## REPORT TO THE STRATEGIC TRANSPORT SUB-COMMITTEE

15 December 2025

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**TITLE:** Terms of Reference for the Strategic Transport Sub-Committee

**AUTHOR:** Claire Incledon

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### 1. PURPOSE OF THE REPORT

- 1.1. To review the Terms of Reference for the Strategic Transport Sub-Committee.

### 2. DECISION SOUGHT

- 2.1. To recommend the following changes to the Terms of Reference to the CJC :
- That the requirement to produce a quarterly progress report is replaced with bi-annual reporting
  - That the sub-committee have the delegated power to consider and make recommendations to the CJC on regional transport funding and scheme commitments

### 3. REASON FOR THE DECISION

- 3.1. The sub-committee shall annually review its Terms of Reference and may recommend to the CJC any amendments. Any revision to these terms must be endorsed by the CJC. The Sub-Committee must apply those rules and procedures as adopted by the CJC and set out in the Terms of Reference – these are the powers delegated to the Sub-Committee.

### 4. BACKGROUND AND RELEVANT CONSIDERATIONS

- 4.1. The CJC approved the establishment of the Strategic Transport Sub-Committee and its membership, including voting rights, to discharge the function of developing and producing a Regional Transportation Plan and related policies for the CJC. Whilst the function of developing transportation policies is for the Sub-Committee to carry out, the power of approval or revision is reserved to the CJC.
- 4.2. The functions as set out in the paragraph headed 'Role' in the Terms of Reference are delegated to the Sub-Committee from the CJC. The strategic nature of the Sub-Committee's role provides for policy development on a regional basis. To monitor this progress the Sub-Committee provides performance management reports to the CJC and regular updates on resource management and policy development considering its obligations under the Wellbeing of Future Generations Act and other statutory duties.
- 4.5. The Sub-Committee meets quarterly and currently the Terms of Reference required it to prepare a progress report to cover its performance, outcomes and resource requirements. The short turn around in preparing these reports is undermining their purpose to provide time for considered focus on performance and resource management. Members are asked to

recommend bi-annual reporting as a more sustainable process for reporting performance and progress.

- 4.6 Recent developments in the implementation of the Regional Transport Plan have included new ways of working through grant modernisation. Welsh Government has shared guidance on the development of the Regional Transport Fund (RTF) which has supported the development of a programme of schemes to deliver the Regional Transport Delivery Plan. Currently the role of the sub-committee is to make recommendations on regional transportation Plans and policies. Work with the sub-committee in progressing the first transitional year of grant programming has illustrated a gap in the functions of the sub-committee. Consequently Members are asked to consider that the Terms of Reference are amended to include the power to make recommendations to the CJC on funding, grant distribution and proposed programmes to be funded.

## **5. FINANCIAL IMPLICATIONS**

- 5.1. There are no financial implications arising out of this report.

## **6. LEGAL IMPLICATIONS**

- 6.1. The legal and governance implications are addressed in the body of the report.

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## **APPENDICES:**

**Appendix 1: Terms of Reference for the strategic Transportation Sub-Committee with amendments**

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## **STATUTORY OFFICERS RESPONSE:**

- i. **Monitoring Officer:**  
The report has been prepared by the Deputy Monitoring Officer. No observations to add in relation to propriety
- ii. **Statutory Finance Officer:**  
  
I have no objections to the decision sought.

## **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 make recommendations to the Corporate Joint Committee on regional transport funding and scheme commitments
- 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.

### **RESPONSIBILITIES and DELIVERABLES:**

## **Communication and Awareness Raising**

The Transport Sub-Committee will prepare a bi-annual 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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**REPORT TO THE STRATEGIC TRANSPORT SUB-COMMITTEE**

**15 December 2025**

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**TITLE:** Strategic Transport Sub-Committee annual self-assessment review

**AUTHOR:** Claire Incledon, Deputy Monitoring Officer (interim)

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**1. PURPOSE OF THE REPORT**

- 1.1. To review the annual self-assessment of the Strategic Transport Sub-Committee's activities.

**2. DECISION SOUGHT**

- 2.1. To report any conclusions and recommendations arising from the self-assessment to the CJC.

**3. REASON FOR THE DECISION**

- 3.1. The Terms of Reference provide that the sub-committee shall conduct an annual self-assessment of its activities. As part of the assessment it shall consider whether it receives adequate and appropriate support in fulfilment of its role and whether or not its annual plan of work is manageable.

**4. BACKGROUND AND RELEVANT CONSIDERATIONS**

- 4.1. The sub-committee commenced its work in October 2024 and has in that short while reviewed the Regional Transport Plan (RTP), Regional Transport Delivery Plan and related policy support documents for approval by the Corporate Joint Committee. Alongside its formal work it has received regular updates and presentations on national and regional transportation initiatives and proposals. Membership of the sub-committee is drawn from portfolio holders within each regional local authority that have responsibility for transportation.
- 4.2. To date Members have received a quarterly report outlining performance of the sub-committee, including the progress on the RTP and related programmes and developments. Whilst these reports have been broad ranging Members have not had the opportunity to specifically assess the activities of the sub-committee to date.
- 4.3. The self-assessment has been carried out as a questionnaire looking at the work of the sub-committee as a whole, and whether Members feel supported from the point of co-option onto the sub-committee and through-out their work on the sub-committee. The feedback from the questionnaire provides an overall positive picture (a summary of the feedback is at Appendix 1). Members have indicated that they are feeling appropriately supported and that the sub-committee is undertaking its role appropriately, with the Forward Work Plan, agendas and information sharing all working well.

- 4.4 In the last year a significant amount of work has been undertaken involving this new sub-committee and membership to support regional transport delivery. It is accepted that there is always room for improvement and this questionnaire highlights the importance of working together to achieve better ways of working, and to secure the delivery of the RTP.

## **5. FINANCIAL IMPLICATIONS**

- 5.1. There are no financial implications arising out of this report.

## **6. LEGAL IMPLICATIONS**

- 6.1. The legal and governance implications are addressed in the body of the report.

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### **APPENDICES:**

**Appendix 1: feedback on the self-assessment questionnaire.**

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### **STATUTORY OFFICERS RESPONSE:**

- i. **Monitoring Officer:**
- ii. **Statutory Finance Officer:**

I have no comments from the perspective of financial propriety.

Response	1	2	3	4	5
A gawsoch ddigon o gefnogaeth gan y CBC pan gawsoch eich cyd-ethol i'r is-bwyllgor? / Did you receive sufficient support from the CJC when you were co-opted on to the sub-committee?	Na / No	Do / Yes	Do / Yes	Do / Yes	Do / Yes
Sylwadau / Comments:	Not Really as Cabinet member for Environment, Highways , and Transport I was just ask to join the CJC.	Greater clarity on terms of reference		0	Just joined and the information that I have received assists me greatly 0 for preparing for the meetings.
A gawsoch ddigon o wybodaeth am rôl yr is-bwyllgor a'r CBC i gefnogi eich gwaith ar yr is-bwyllgor? / Did you have sufficient information about the role of the sub-committee & CJC to support your work	Na / No	Do / Yes	Do / Yes	Do / Yes	Do / Yes
Sylwadau / Comments:1	I wasn't given any information about the role.	Yes- improving roles		0	I received all the information I 0 needed
A oes gennych unrhyw anhawster i gael mynediad at agenda'r is-bwyllgor? / Do you have any difficulties in accessing the sub-committee agendas?	Na / No	Na / No	Na / No	Na / No	Na / No
Sylwadau / Comments:2	No problem with the agendas.		0	I have only had one experience when I did not receive the paper being discussed (the proposal from Ambition North Wales to the CJC sub Group regarding the proposed changes to the governance 0 arrangements.	No
A ydych wedi cael unrhyw anhawster i fynychu cyfarfodydd yr is-bwyllgor ar-lein? / Have you had any difficulties in attending sub-committee meetings on-line?	Do / Yes	Na / No	Na / No	Na / No	Na / No
Sylwadau / Comments:3	Some times I have clashes with my Cabinet work for DCC.		0	0	0 No issues
Mae gwaith yr is-bwyllgor wedi'i nodi yn ei Gylch Gorchwyl. A ydych chi'n cytuno bod y Rhaglen Waith Ymlaen a'r eitemau ar yr agenda yn adlewyrchu'n ddigonol y busnes y mae angen i'r is-bwyllgor ei ym	Ydw / Yes	Ydw / Yes	Ydw / Yes	Ydw / Yes	Ydw / Yes
Sylwadau / Comments:4	No problem with this.	This this work is improving		0	Items are timely and in tune with 0 the FWP
A ydych yn ystyried bod rhaglen sesiynau anffurfiol a chyfarfodydd ffurfiol yr is-bwyllgor yn eich hysbysu'n ddigonol am ddatblygiadau trafnidiaeth rhanbarthol a chenedlaethol? / Do you consider the s	Ydw / Yes	Ydw / Yes	Ydw / Yes	Ydw / Yes	Ydw / Yes
Sylwadau / Comments:5	Yes I feel that a lot of thought goes into the both meetings.	We need to be clear what's informal and what's the formal role		0	I find these meetings informative 0 and very useful
A ydych yn teimlo eich bod yn cael digon o gefnogaeth i gyflawni eich rôl ar yr is-bwyllgor? Os nad ydych, beth allai gael ei wella? / Do you feel adequately supported to carry out your role on the su	Ydw / Yes	Ydw / Yes	Ydw / Yes	Ydw / Yes	Ydw / Yes
Sylwadau / Comments:6	I do now.		0	0	As a new member, I am finding my way and I'm receiving a lot of 0 assistance.
Wrth edrych yn ôl dros y flwyddyn ddiwethaf, a ydych yn credu bod yr is-bwyllgor wedi perfformio'n dda? Os nad ydych, beth allai gael ei wneud yn well? / Looking back over the last year do you think t	Ydw / Yes	Ydw / Yes	Ydw / Yes	Ydw / Yes	Na / No
Sylwadau / Comments:7	Yes there has been a lot of work to do in a short time line.	New roles and responsibilities - and improving		0	0 Can't comment
A oes unrhyw sylw yr hoffech ei roi am reolaeth adnoddau neu berfformiad yr is-bwyllgor a fyddai'n helpu Aelodau i gyflawni eu rôl? / Is there any comment you would like to provide about the resource	Nag oes / No	Nag oes / No	Nag oes / No	Nag oes / No	Nag oes / No
Sylwadau / Comments:	Nothing to add realy.		0	0	0 N/A
Oes gennych chi unrhyw sylwadau neu arsylwadau eraill yr hoffech chi eu rhannu? / Do you any other comments or observations you would like to share?	Not really.	The CJC. Is improving all the times its critical to ensure that all LAs are involved and ensure all cabinet members understand their roles.	Nagoes	No	An interesting sub committee that hopefully will advise on major/minor transport improvements, improvements from the grass roots.

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**REPORT TO THE STRATEGIC TRANSPORT SUB-COMMITTEE  
15 December, 2025**

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**TITLE:** Regional Transport Plan Commitments Register

**AUTHOR:** Adam Graham, Senior Transport Officer

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**1. PURPOSE OF THE REPORT**

- 1.1. To consider the Regional Transport Plan Commitments Register.

**2. DECISION SOUGHT**

- 2.1. To note the Commitments Register and covering report.

**3. REASON FOR THE DECISION**

- 3.1. To ensure that the Sub-Committee is informed about commitments made in the Regional Transport Plan.

**4. BACKGROUND AND RELEVANT CONSIDERATIONS**

- 4.1. The Regional Transport Plan (RTP) and its accompanying Regional Transport Delivery Plan (RTDP) were approved for submission to Welsh Government by the CJC in July 2025. The RTP and RTDP was approved by the Welsh Government Cabinet Secretary for Transport and North Wales in October 2025.
- 4.2. The RTP sets out the vision for transport in North Wales and the policies that will shape future investment for transport improvements in the region. It also includes a set of aspirations for the Rail and Strategic Roads Networks.
- 4.3. The RTDP includes the transport schemes and interventions that each local authority would like to deliver in the RTP period that will help to deliver the vision and policies in the RTP. The schemes included in the RTDP are all aligned to policies in the RTP so that it can clearly be seen which policies the scheme will support.

**5. COMMITMENTS REGISTER**

- 5.1. Additional to those policies and commitments from the RTP and its associated documents that can be progressed via RTDP schemes, there are also a number of commitments that reflect regional priorities but are not within the remit of individual local authorities to progress as RTDP schemes. These commitments are those things that the CJC are best placed to progress or support the delivery of. These have been captured in a 'Commitments Register', which is shown in Appendix 1.
- 5.3. The Commitments Register considers:



- The commitment that has been made in the RTP or Consultation Report
- Which topic or relevant policy from the RTP the commitment relates to
- Any progress that has been made since RTP publication and consideration of future work
- Any support that may be required to action future work

5.4. It is intended that the Commitments Register is a live document that will be updated as progress is made against each of the commitments that are included.

## 6. FINANCIAL IMPLICATIONS

6.1. There are no direct financial implications arising out of this report.

6.2. It should be noted that making progress on some of the commitments may require the procurement of expert support services. It is anticipated that these costs will be covered from Ambition North Wales's Programme Management allocation from the Regional Transport Fund.

## 7. LEGAL IMPLICATIONS

7.1. There are no legal implications arising from this report.

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### APPENDICES:

Appendix 1 – RTP Commitments Register

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### STATUTORY OFFICERS RESPONSE:

i. **Monitoring Officer:**

I support the creation of a commitments register which will enable the Sub Committee to track the CJC's progress in delivering its statutory duty in relation to transport policy

ii. **Statutory Finance Officer:**

The decision sought does not commit Ambition North Wales to additional expenditure and I have no objection to the contents of the report.

## REGIONAL TRANSPORT PLAN - COMMITMENTS REGISTER

No.	Commitment	Topic and Relevant RTP policy (if applicable)	Progress and Future Work	Support Required
1	The Regional Transport Plan recognises that providing the infrastructure and services that allow people to make sustainable travel choices is important but can only be effective if people are aware of them and the benefits of using them. Marketing and communications campaigns are essential and can be tailored to focus on specific target user groups, such as tourists and leisure users, commuters, young people, or older people. Ambition North Wales will work with communications specialists and partner organisations to help ensure it has the skills and resources needed to deliver its plans.	Engagement and communications  CB14	Ambition North Wales works partners across the region on cross promotion of key messages.  Upcoming opportunities to maximise the benefits of will include the announcement of the programme of schemes for RTF funding in 2026/7 (joint with Welsh Government) and when work starts on delivery of schemes (joint with local authorities)	The approach outlined in the Commitment column will require a financial commitment.  If this approach is taken, a detailed scope will be developed to ensure that the right support is procured
2	Ambition North Wales will consider how best to engage with sectors who have raised opportunities for further engagement in their feedback. This includes: Transport for the North, Sustrans, RNIB Cymru, NRW, National Trust, Logistics UK, Eryri National Park, Electric Vehicle Association, Design Commission for Wales, Cycling UK, Chester West & Chester Council, Active Travel Board, CTA	Engagement and communications	Ambition North Wales works with a wide range of partners to ensure collaborative working and also to boost the profile of our work in strategic transport. Activities have included responding to the Cheshire West and Chester LTP consultation, meeting with the Community Transport Association, and presentations to organisations such as Chartered Institute of Highways and Transport, and the Rail Industry Association	Ongoing engagement from partner organisations
3	Ambition North Wales will continue to engage with key groups and organisations to learn lessons about how it can make consultations as accessible as possible.	Engagement and communications	This will be an ongoing process that will inform future consultations.	

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4	<p>Ambition North Wales will, through the Regional Transport Plan and a regional approach to planning and delivery, seek to ensure a consistent and coordinated approach to Active Travel enhancements across North Wales.</p> <p>We recognise local authority active travel teams are already lean and often under-resourced, and regional coordination will help with sharing best practice, pooling resources, reducing dependence on consultants, and prioritising where the highest needs are.</p>	<p>Governance and ways of working</p> <p>AT7 AT10 AT11</p>	<p>It is important to understand where Ambition North Wales can add value and support the local authorities in delivering Active Travel schemes, without adding to adding to workloads for local authority officers. This will be determined at a regional level.</p>	Engagement with Local Authorities
5	<p>Ambition North Wales will work with Corporate Joint Committee and Transport Sub Committee alongside partners to promote regional collaboration and help implement the plans in a collaborative way, in alignment with the Wellbeing Act ways of working.</p>	<p>Governance and ways of working</p> <p>CB14</p>	<p>It is important to understand where Ambition North Wales can add value and support the local authorities, and where a regional approach to working can help improve efficiency</p>	Engagement with local authorities.
6	<p>The Regional Transport Plan recognises the importance of accelerating the transition to zero-emission vehicles and supports coordinated regional action to complement and enhance ongoing work by local authorities. While the Delivery Plan initially outlines strategy development as a first step, it is intended to be a living document that evolves alongside funding availability, local progress, and technological readiness. Insufficient capital funding and local energy network capacity can be a barrier to the introduction of further charging points, and on-street charging often has practical difficulties. It is thus agreed that a region-wide approach to trying to address these challenges is necessary, involving Welsh Government, Transport for Wales and the energy supply and distribution sector. Ambition North Wales will help facilitate this approach.</p>	<p>Energy and decarbonisation</p> <p>RS7 RS8 RS10 RS11</p>	<p>Local authorities across North Wales have developed strategies for facilitating EV usage in their areas.</p> <p>It is important to understand where Ambition North Wales can add value and support the local authorities in delivering EV infrastructure and awareness campaigns without adding to adding to workloads for local authority officers. This will be determined at a regional level</p> <p>Ambition North Wales is working to identify links between the RTP and the Regional Energy Strategy.</p>	Engagement from Local Authorities and other partners.

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7	Whilst the Regional Transport Plan recognises hydrogen as a potential solution to decarbonising the bus fleet (Policy PT3) and low emission HGVs (Policy PF4), Ambition North Wales will consider the wider opportunities with stakeholders including as part of the North Wales Energy Strategy.	Energy and decarbonisation  PT3 PF4	Ambition North Wales will seek to work with partners and stakeholders to progress and maximise any potential opportunities.	To be determined
8	Ambition North Wales will explore opportunities with the Isle of Anglesey County Council to develop a fuelling distribution centre in connection with Holyhead Hydrogen Hub located at Parc Cybi, in collaboration with Menter Môn	Energy and decarbonisation  PT3 PF4	Ambition North Wales will seek to work with partners and stakeholders to progress and maximise any potential opportunities.	Engagement with Isle of Anglesey Council and other stakeholders
9	While the A55 is a trunk road managed by the Welsh Government and Trunk Road Agent, Ambition North Wales will work with stakeholders to support the proactive identification of sites and infrastructure for freight charging, particularly along the A55 corridor where there is great opportunity to help decarbonise HGVs	Energy and decarbonisation  SRN3	Ambition North Wales has committed to support Welsh Government on a draft Freight and logistics, Ports and Maritime plan	Liaison with Welsh Government
10	Ambition North Wales and the North Wales local authorities will work collaboratively to join up transport and ongoing energy system planning work at the local, regional and national levels. This recognises the efforts needed for the transport system to move away from liquid fossil fuels to be much more reliant on the electrical network.	Energy and decarbonisation  RS7 RS11	Ambition North Wales is working to identify links between the RTP and the Regional Energy Strategy.	Engagement from Local Authorities and other partners.
11	The Regional Transport Plan includes policies on enhancing access to the Freeport and the Port of Holyhead. The Welsh Government has announced a new task force to maintain long term stability for Holyhead Port. Ambition North Wales will collaborate with the taskforce to maximise opportunities for sustainable port and freight movement as well as support plans for decarbonisation	Ports  PF1	Improving access to the Port requires a partnership approach that includes Isle of Anglesey County Council, Welsh Government, the Port, and TfW. It is important that Ambition North Wales are a part of those discussion	Engagement with partner organisations

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12	Ambition North Wales will carefully consider how best to engage with stakeholders to support the ports developing their capacity and capability in connection with improved access and decarbonisation	Ports PF1	It is important to understand where Ambition North Wales can add value here and complement the work by the Ports, Welsh Government work, and other stakeholders	Engagement with partner organisations
13	The Port of Liverpool is recognised in helping support the economy and movement of freight to and from North Wales. Ambition North Wales will work with stakeholders at the port to help understand opportunities for improved connectivity.	Ports PF1	Ambition North Wales has advised Welsh Government that a draft Freight and logistics, Ports and Maritime plan should acknowledge the importance of the Port of Liverpool to North Wales.	Engagement with partner organisations
14	Affordability is a cross-cutting theme in the Regional Transport Plan and Ambition North Wales will work with stakeholders to help improve access to affordable sustainable transport.	Access to sustainable transport	Engage with partner organisations to identify improvements and support the promotion and communication of existing schemes	Engagement with partner organisations
15	The Welsh Government and Trunk Road Agent are responsible for both Menai bridges, the A5, A483, A494, and A55. The RTP sets out aspirations for the Strategic Road Network in North Wales.	Access to sustainable transport SRN4 SRN5	Work with Welsh Government to ensure that ANW is included as a stakeholder on any work to progress improvements on the Strategic Road Network	Engagement with Welsh Government
16	Ambition North Wales will work with Transport for Wales and the Welsh Government to help achieve the best possible network for residents of North Wales which should meet the needs of communities. We also recognise Small and Medium-sized Enterprises (SMEs) / smaller operators need to be part of the solution and should not be overlooked with the new [bus] franchising model. We also recognise that the SMEs / smaller operators play an important function in delivering home to school transport for local authorities.	Bus franchising PT1	Work with TfW and Local Authorities to ensure that franchising does not exclude local SMEs.	Engagement with partner organisations

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17	A study has been undertaken across North Wales to consider works that could be put in place to improve bus priority and local authorities look forward to working with Ambition North Wales, Transport for Wales, and the Welsh Government, to take this project forward to implementation, subject to funding.	Bus infrastructure PT6	TfW lead on development work, with delivery the responsibility of the Local Authorities. Ambition North Wales will work with these partners to be included as a stakeholder as schemes are developed.	Engagement with partner organisations
18	Ambition North Wales will continue to engage with Transport for Wales, recognising locations where there is local support for a new station. At this time a new station at Greenfield, Holywell isn't identified as a priority for Transport for Wales, but we will continue to help identify where there is local support for a new station.	Rail stations	Liaison with TfW and Local Authorities	Engagement with partner organisations
19	Ambition North Wales will work with Transport for Wales to review and further enhance the Fflecsi offer in North Wales to help ensure that demand responsive transport best meets the needs of communities not served by other public transport.	Community and Demand Responsive Transport PT11	Work with local authorities and TfW	Engagement with partner organisations
20	Ambition North Wales supports and will work with the Welsh Government and local authorities to help contribute to the Llwybr Newydd third sector mini plan, which seeks to meet the needs of local communities and deliver wider social, economic, environmental and cultural benefits, at a regional and local level. The Regional Transport Plan acknowledges the important role that community-led transport can play in meeting the needs of rural and underserved communities. Ambition North Wales and local authorities will continue to work with the Welsh Government on bus franchising and funding arrangements to help ensure community transport providers continue to be able to access funding.	Community and Demand Responsive Transport	Ambition North Wales has met with the Community Transport Association to develop relationships and common goals	Further engagement with CTA

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21	Ambition North Wales and local authorities will identify, develop and deliver road safety interventions that apply the 'safe system' approach to aim for zero road deaths on the road network. Interventions will align to the five pillars of the road environment that minimise risk: Safe Road Users / Behaviours; Safe Speeds; Safe Roads; Safe Vehicles; and the Post-collision Response. Road Safety training and education initiatives will be prioritised to support this approach	Road safety RS3 RS4	It is important to understand where Ambition North Wales can add value and support the local authorities, and where a regional approach to working can help improve efficiency	Engagement with local authorities.
22	The introduction of a Total Services Contract in one local authority area in North Wales will be investigated, with a view to wider roll-out across the region should it be successful.	Enabling Changes to Behaviour CB9	The first step in this process will be convening a meeting of relevant stakeholders to gauge interest.	This may require a financial commitment to procure expert support
23	Work with partners and stakeholders in the tourist industry on the coast to identify measures that will support a shift to sustainable modes to access popular attractions whilst continuing to ensure that North Wales remains a destination of choice for holidays and daytrips.	Enabling Changes to Behaviour CB15	The first step in this process will be convening a meeting of relevant stakeholders to gauge interest and identify next steps.	This may require a financial commitment to procure expert support