

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, 2ND NOVEMBER, 2026

Location

Virtual Meeting

Contact Point

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(DISTRIBUTED 23/10/26)

NORTH WALES CJC STRATEGIC TRANSPORT SUB-COMMITTEE

Voting Members

Councillors

Ieuan Williams
Craig ab Iago
Mike Priestley
James Elson
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

Cllr Ifor Glyn Lloyd
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
Mark Watkins
Helen Edwards
Dewi Morgan
David Hole

Chief Executive of the Corporate Joint Committee
Head of Legal Services/Monitoring Officer
Deputy Monitoring Officer
Chief Finance Officer
CJC Implementation Programme Manager

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 - 7

The Chair shall propose that the minutes of the meeting held on 13 July, 2026 be signed as a true record.

5. PRESENTATION: 2027 SPENDING REVIEW RAIL PROPOSALS

Transport for Wales to present.

6. PRESENTATION: UPDATE ON BUS FRANCHISING

Transport for Wales to present.

7. REGIONAL TRANSPORT FUND YEAR 2 PROGRAMME

8 - 23

Adam Graham, Senior Transport Officer to present the report.

8. THE STRATEGIC TRANSPORT SUB-COMMITTEE BI-ANNUAL REPORT

24 - 31

Adam Graham, Senior Transport Officer to present the report.

9. REGIONAL TRANSPORT PLANNING AUDIT

32 - 54

Adam Graham, Senior Transport Officer to present the report.

10. LLANBEDR TRANSPORT IMPROVEMENTS POSITION STATEMENT

55 - 67

Adam Graham, Senior Transport Officer to present the report.

NORTH WALES CJC STRATEGIC TRANSPORT SUB-COMMITTEE 13/07/2026

Present: Councillor David Bithell (Wrexham County Borough Council) (Chair).

Councillors:

Ieuan Williams (Isle of Anglesey County Council), Craig ab Iago (Cyngor Gwynedd), Mike Priestley (Conwy County Borough Council), Barry Mellor (Denbighshire County Council), and Glyn Banks (Flintshire County Council).

Co-opted Members (Non-voting):

Councillor Ifor Glyn Lloyd (Eryri National Park), Keira Sweenie (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), Darren Williams (Wrexham County Borough Council), and Gwen Thomas (Wrexham County Borough Council).

Officers present:

Mark Watkins (Monitoring Officer), Dewi Morgan (S151 Officer), Dave Hole (Corporate Joint Committee Implementation Programme Manager), Adam Graham (Senior Transport Officer), Courtney Jones (Democracy Services Officer), and Sera Whitley (Democracy Services Officer).

Others present:

Anthony McKenna (Transport for Wales), Robyn MacNamara (Network Rail), and Jan Chaudhry (Transport for Wales).

1. APOLOGIES

Apologies were received from:-

- Alwen Williams (Chief Executive of the North Wales Corporate Joint Committee)
- Dafydd Wyn Williams (Cyngor Gwynedd) with Gerwyn Jones deputising
- Helen Edwards (Deputy Monitoring Officer)

2. ELECTION OF A CHAIR FOR 2026/27

It was decided to elect Councillor David Bithell as Chair of the Sub-committee for 2026/27.

3. ELECTION OF A VICE-CHAIR FOR 2026/27

It was decided to elect Councillor Glyn Banks as Vice-chair of the Sub-committee for 2026/27.

4. DECLARATION OF PERSONAL INTEREST

There were no declarations of personal interest.

5. URGENT ITEMS

No urgent items were raised.

6. MINUTES

The Chair signed the minutes of the previous meeting held on 23 March 2026 as a true record.

7. PRESENTATION: NORTH WALES NETWORK

An update on the North Wales Network was given by Transport for Wales and Network Rail.

8. MONITORING AND EVALUATION

The report was presented by Adam Graham, Senior Transport Officer.

RESOLVED

The Monitoring and Evaluation Plan for the Regional Transport Plan and the schemes funded by the Regional Transport Fund were approved, including the roles and responsibilities of the relevant partners.

REASONS FOR THE DECISION

When the Corporate Joint Committee (CJC) was in the process of developing a programme of schemes to be funded through the Regional Transport Fund, the Welsh Government issued guidance stating that "The CJC will need to establish systems and be adequately informed to effectively oversee all projects in the programme, monitor delivery to schedule and report on any changes to the work programme and/or expenditure profile."

A different set of desk-top instructions issued by the Welsh Government include how Corporate Joint Committees should evaluate outcomes in relation to the Regional Transport Fund.

DISCUSSION

The report was presented, highlighting that the Monitoring and Evaluation Plan had been adopted as part of the Regional Transport Plan. It was confirmed that additional guidelines had been received from Welsh Government since the report was last presented to the Subcommittee.

Attention was drawn to the fact that the appendix provided a full list of schemes and data sources used for the Monitoring and Evaluation Process.

The officers were thanked for their report.

9. REGIONAL TRANSPORT PLANNING AUDIT

The report was presented by Adam Graham, Senior Transport Officer.

RESOLVED

To note the report.

REASONS FOR THE DECISION

None to note.

DISCUSSION

It was reported that Audit Wales had audited the Regional Transport Planning process in May 2026 and June 2026, to consider whether the North Wales CJC had put in place the appropriate arrangements to carry out its statutory Regional Transport Planning duties and provide value for money. It was noted that several internal and external individuals had been interviewed, including the Chair of the Sub-committee and Senior Transport Officer.

Members were informed that the report by Audit Wales had not yet been received, however it was confirmed that it would be shared at a future meeting of the Sub-committee. It was confirmed that the final report would be in the public domain once published.

It was noted that the only matter raised by Audit Wales related to the CJC's monitoring arrangements on the work programme of the Strategic Transport Sub-committee, and particularly as to whether there were sufficient challenge and scrutiny of the Regional Transport Plan. It was explained that Audit Wales could present this as a recommendation to the Sub-committee. It was confirmed that Audit Wales was otherwise satisfied.

10. DECISION MAKING ARRANGEMENTS FOR IN-YEAR MANAGEMENT OF THE REGIONAL TRANSPORT FUND

The report was presented by Adam Graham, Senior Transport Officer.

RESOLVED

The Strategic Transport Sub-Committee to recommend to the Corporate Joint Committee that authority be delegated to the Chief Executive, in consultation with the Chair of the Strategic Transport Sub-Committee, the Monitoring Officer, the Chief Finance Officer and relevant local authority transport leads, to approve and submit regional change requests to the Welsh Government in respect of the in-year management of the Regional Transport Fund programme.

The Sub Committee should note that the Welsh Government would remain as the final grant decision-maker regarding the Regional Transport Fund.

REASONS FOR THE DECISION

This decision would allow more efficient and timely decision-making regarding in-year changes to the budget and maximise the benefits of Regional Transport Fund funding for North Wales.

DISCUSSION

The report was presented, highlighting the expectations placed on the CJC as part of the Sub-committee's responsibilities of managing the Regional Transport Fund during the year. It was noted that the region was required to make recommendations to the Welsh Government for any changes to the programme.

It was noted that it was difficult to cope with the current governance decision-making process required by the Sub-committee, where reports were submitted to the CJC on a quarterly basis. It was explained that this report asked the Sub-Committee to make a recommendation to the CJC for delegated authority to allow decisions to be made. It was noted that any final decision on changes to the programme would rest with the Welsh Government.

In response to a question about democratic accountability, it was confirmed that Ambition North Wales was monitoring the programme and working closely with officers at a local authority level to deliver the Plan. It was explained that this involved regular meetings and quarterly meetings and this was where any initial discussions about democratic accountability would be identified. It was noted that the best approach was to retain funding within the local authority to which the money was allocated, but that this depended on contingency plans and staff capacity in local authorities.

It was clarified that the decisions in question would still be made by elected members who had the democratic mandate, in terms of moving the decision-making process from the CJC to the Sub-committee as stated in the decision sought.

It was noted that it would be useful to distribute the full list of schemes and the reserve list as information to members. Given that funding would come directly to the CJC next year, it was noted that the Sub-committee needed to be aware of the lists of schemes for the Regional Transport Plan. It was confirmed that the list of schemes was already in the public domain, but that it would be included in an appendix when the report was submitted to the CJC.

The meeting started at 14:00 and concluded at 15:20.

Chair

REPORT TO THE STRATEGIC TRANSPORT SUB-COMMITTEE

2nd November 2026

TITLE: Regional Transport Fund Year 2 Programme

AUTHOR: Adam Graham, Senior Transport Officer

1. PURPOSE OF THE REPORT

- 1.1. This report is to inform the Strategic Transport Sub-Committee about the proposed list of transport schemes for which Regional Transport Funding is being sought for 2027/28. This list will be presented to the CJC on 20th November with the recommendation that the Corporate Joint Committee approve its submission to the Welsh Government in line with Welsh Government deadlines. This will also include a proposed allocation of funding for the financial year 2028/29, in line with Welsh Government's expectations. This is known as the 'draft Programme of Schemes'.

2. RECOMMENDATIONS SOUGHT

- 2.1. That the Strategic Transport Sub-Committee recommend that the Corporate Joint Committee approve the draft Programme of Schemes for submission to Welsh Government.

3. REASON FOR THE RECOMMENDATIONS

- 3.1. Further to Welsh Government Regional Transport funding guidance the Corporate Joint Committee has responsibility for developing a five-year Programme of Schemes to be funded by the Regional Transport Fund and to undertake in-year management of the grant spend.

4. BACKGROUND

- 4.1. The 2026/27 financial year is the first year that transport improvements in North Wales have been funded through Welsh Government's Regional Transport Fund (RTF). This fund supports the delivery of the policies and priorities set out in the Regional Transport Plan (RTP) and Regional Transport Delivery Plan (RTDP), that contribute to Llwybr Newydd, the Wales Transport Strategy.
- 4.3. The RTP and RTDP were subject to an extensive development and engagement process including public consultation before being endorsed by the Sub Committee, the CJC, and Welsh Government.
- 4.4. The Year 1 (2026/27) RTF programme was approved by the Sub-Committee and the CJC in November 2025. Local authorities in the region are now progressing the delivery of the schemes that were funded through that process.

4.5. Funding for scheme delivery in 2027/28 will be awarded directly to local authorities.

5. DRAFT REGIONAL TRANSPORT FUND PROGRAMME OF SCHEMES

5.1. Ambition North Wales, with consultancy support from Arup, has worked closely with local authority officers and Member portfolio holders across the region to identify a programme of schemes for 2027/28. Welsh Government and TfW officers have also been engaged during this process.

5.2. The programme has been designed to fit within an indicative budget provided by Welsh Government that is shown in Table 1. This is the same capital budget that was provided to North Wales for the current financial year, and does not include any increase for inflation or any other variables. The indicative budget does not represent an agreed Welsh Government allocation or funding commitment, and both the final programme and individual schemes remain subject to Welsh Government approval.

CJC region	Capital (£)	Revenue (£) (Road Safety and Behaviour Change)	Revenue (£) CJC Admin	Total (£)
North Wales	28.3m	384k	0.1m	28.784m

Table 1

5.3. In putting together the programme of schemes, the following variables were amongst the key considerations:

- Prioritising continuation of schemes funded this year that are being delivered across multiple years
- RTP policies and aspirations
- RTDP and local authority priorities
- Deliverability of schemes

5.4. The draft programme is shown in Appendix 1.

6. NEXT STEPS

6.1. The Programme of Schemes will be presented to the CJC on 20th November.

6.2. To ensure compliance with Welsh Government timescales, a draft programme in line with Appendix 1 has been submitted to Welsh Government on 30th October.

6.3. Welsh Government and TfW will then review the draft and provide comments back by 18th December. Ambition North Wales and Arup will then work with the local authorities to respond to comments before submitting a final version by 30th January 2027.

6.4. Welsh Government will approve the programme and send offer letters to local authorities by the end of March 2027, and local authorities will commence scheme delivery from April 2027.

7. FINANCIAL IMPLICATIONS

- 7.1. Funding for the delivery of schemes will be awarded directly to local authorities so has no direct financial impact on the CJC.
- 7.2. In order to support and resource this co-ordination and administrative role for the CJC, the Welsh Government guidance allows the CJC to claim a programme management support cost from the RTF budget annually. This is to avoid apportioning costs for overall programme management by the CJC to each project and to enable economies of scale. This will also allow each authority to focus on scheme design and delivery. The amount of funding that it is proposed to be claimed by the CJC is shown in the figures in Appendix 1.

8. LEGAL IMPLICATIONS

- 8.1. The Corporate Joint Committee has a statutory duty to prepare a Regional Transport Plan. Welsh Government have issued CJs with a set of Guidance and Desk Instructions to develop their Programme of Schemes for 2027/28. The programme shown in appendix 1 has been developed in line with that guidance.

APPENDICES:

Appendix 1: Draft Programme of Schemes

STATUTORY OFFICERS RESPONSE:

i. Monitoring Officer:

"The programme is being developed through a staged process to meet Welsh Government's funding timetable, with initial submission of the draft preceding consideration by the CJC. Members' views will inform that consideration, and further revisions may follow Welsh Government feedback before the final submission in January. The CJC's consideration and the arrangements for approving the final programme provide the opportunities to oversee the proposed priorities and any material changes."

ii. Statutory Finance Officer:

"The content of the report outlines the steps to be taken in the development of the regional transport plan. I am satisfied that the content of the report is a fair reflection of the financial position. Finance will continue to work with the relevant officers as the plan develops."

		RTP Year 2 FY2027-28		
		Capital	Revenue	TOTAL
Corporate Joint Committee				
Programme Management & Monitoring		£250.0k	£100.0k	£350.0k
TOTAL		£250.0k	£100.0k	£350.0k
Conwy				
Road Safety Education, Training & Publicity				
<i>Kerb Craft</i>	279a		£45.0k	£45.0k
<i>National Cycle Training</i>	279b		£13.5k	£13.5k
<i>Older Driver</i>	279c		£2.0k	£2.0k
<i>Pass Plus</i>	279d		£2.0k	£2.0k
<i>Bike Safe</i>	279e		£2.0k	£2.0k
Active Travel: Walking, Wheeling and Cycling				
<i>Penrhyn Bay (Toll Bar) Active Travel Phase 1</i>	175	£1.0m		£1.0m
<i>Towyn to Rhyl Strategic Active Travel Route</i>	176	£10.0k		£10.0k
<i>Dolgarrog Active Travel route</i>	177	£50.0k		£50.0k
<i>Mor i'r Mynydd/ Coast to Valley Strategic Active Travel route</i>	178	£100.0k		£100.0k
<i>Colwyn Bay Town Centre Active Travel and placemaking</i>	180	£100.0k		£100.0k
<i>Active Travel Core</i>	ATC1	£260.0k		£260.0k
Ultra Low Emission Vehicles				
<i>Public EV charger infrastructure</i>	166	£300.0k		£300.0k
Highways				
<i>A470 Overline Bridge Llandudno Junction</i>	193a	£750.0k		£750.0k
<i>Colwyn Bay Promenade - Rotary Way to Porth Eirias</i>	196	£1.0m		£1.0m
<i>A470 route improvements</i>	193b	£100.0k		£100.0k
TOTAL		£3.67m	£64.5k	£3.73m
Denbighshire				
Road Safety Education, Training & Publicity				
<i>Capacity and safety enhancements/pinch point improvements: Collision</i>	125	£100.0k		£100.0k
<i>Road Safety Revenue: Educational Interventions</i>	279f		£80.0k	£80.0k
Active Travel: Walking, Wheeling and Cycling				
<i>Nant Hall Road, Prestatyn</i>	81	£500.0k		£500.0k
<i>H-Bridge, Rhyl</i>	87	£400.0k		£400.0k
<i>Lenten Pool, Denbigh</i>	89	£100.0k		£100.0k
<i>B4501 to St David's Lane, Denbigh</i>	275	£100.0k		£100.0k
<i>Hylas Lane/Castle Street, Rhuddlan</i>	83	£400.0k		£400.0k
<i>River Clwyd Railway Bridge, Rhyl/Kinmel Bay</i>	86	£800.0k		£800.0k
<i>A539 Mill Street, Llangollen (new scheme)</i>	NS1	£100.0k		£100.0k
<i>Active Travel Core Funding</i>	ATC2	£500.0k		£500.0k
Public Transport				
<i>Ongoing bus infrastructure improvements, including bus priority measu</i>	15	£150.0k		£150.0k
Ultra Low Emission Vehicles				
<i>Public EV charging in public car parks and information coordination, De</i>	167	£85.0k		£0.0
Highways				
<i>Unadopted Roads Scheme – Green Lanes Estate, Prestatyn (new sche</i>	NS4	£250.0k		£250.0k
<i>A548 Foryd Bridge, Rhyl/Kinmel Bay (new scheme)</i>	NS5	£100.0k		£100.0k
TOTAL		£3.5m	£80.0k	£3.6m
Flintshire				
Road Safety Education, Training & Publicity				

RTP Year 2 FY2027-28			
	Capital	Revenue	Total
Local Authority			
Conwy	£3.67m	£64.5k	£3.7m
Denbighshire	£3.50m	£80.0k	£3.6m
Flintshire	£4.18m	£86.0k	£4.3m
Gwynedd	£6.74m	£73.8k	£6.8m
Ynys Mon	£4.88m	£44.9k	£4.9m
Wrexham	£9.75m	£74.3k	£9.8m
NW CJC	£350.0k	£100.0k	£450.0k
Total	£32.7m	£523.4k	£33.2m
Available total:	£28.7m	£384.0k	£29.1m

Road Safety Revenue interventions – Older Driver training	279g		£6.0k	£6.0k
Road Safety Revenue interventions – National Standards Cycle Training	279h		£72.0k	£72.0k
Road Safety revenue interventions - Bikesafe	279i		£8.0k	£8.0k
Capacity and safety enhancements/ pinch point improvements: Collision Avoidance	120a	£300.0k		£300.0k
Capacity and safety enhancements/ pinch point improvements: Collision Avoidance	120b	£300.0k		£300.0k
Active Travel: Walking, Wheeling and Cycling				
Safe Routes in communities/ home to school transport, Flintshire – Tre	72	£300.0k		£300.0k
Active Travel - Bagillt to Flint Active Travel Route Improvements	200	£750.0k		£750.0k
Active Travel links to A494 River Dee Bridge	198	£660.0k		£660.0k
Active Travel Core	ATC3	£710.0k		£710.0k
Public Transport				
Regional rural bus and coach network, Flintshire	103	£100.0k		£100.0k
North Wales Bus Infrastructure Enhancements - bus priority measures	170	£30.0k		£30.0k
Ultra Low Emission Vehicles				
Public EV charging and information coordination, Flintshire	163	£400.0k		£400.0k
Highways				
Capacity and safety enhancements/ pinch point improvements: street li	126	£80.0k		£80.0k
Highway maintenance and improvements, Flintshire	157	£550.0k		£550.0k
TOTAL		£4.18m	£86.0k	£4.3m
Gwynedd				
Road Safety Education, Training & Publicity				
Capacity and safety enhancements/pinch point improvements: Collision	122	£150.0k		£150.0k
Road Safety Revenue: Educational Interventions	279j		£73.8k	£73.8k
Active Travel: Walking, Wheeling and Cycling				
Local Active Travel improvement in main settlements (Bangor, Porthma	207	£200.0k		£200.0k
Tywyn to Aberdyfi Active Travel Route	250	£800.0k		£800.0k
Active Travel minor works and scheme development (Active Travel Co	ATC4	£500.0k		£500.0k
Bethel to Caernarfon Active Travel Route	219	£200.0k		£200.0k
Lon Las Improvement. Improving and enhancing existing off road cycle	218	£350.0k		£350.0k
Safe Routes in communities/ home to school transport, Gwynedd	74	£300.0k		£300.0k
Public Transport				
Implement the bus transformation network Gwynedd (bus infrastructure	12	£500.0k		£500.0k
Regional rural bus and coach network Gwynedd (Sherpa'r Wyddfa, G2	105	£1.1m		£1.1m
Ultra Low Emission Vehicles				
Enhance Public EV charging and information coordination, Gwynedd	165	£150.0k		£150.0k
Highways				
Llanbedr Transport Improvements	147	£1.8m		£1.8m
Transport Network Resilience Improvements: A499 Penrhos Road floo	151	£120.0k		£120.0k
Highway maintenance and improvements, Gwynedd	162	£500.0k		£500.0k
Porth Caernarfon (Gateway) Project	154	£120.0k		£120.0k
TOTAL		£6.74m	£73.8k	£6.8m
Ynys Mon				
Road Safety Education, Training & Publicity				
Road Safety Capital: Highway Incident Improvements	280	£300.0k		£300.0k
Road Safety Revenue - Kerbcraft	279k		£27.9k	£27.9k
Road Safety Revenue - Pass Plus Cymru	279l		£4.5k	£4.5k
Road Safety Revenue - Cycling	279m		£10.9k	£10.9k
Road Safety Revenue - Older Driver Training	279n		£1.6k	£1.6k
Active Travel: Walking, Wheeling and Cycling				
Safe Routes in communities/ home to school transport, Ynys Mon	73	£150.0k		£150.0k
Active Travel Llanfairpwll (Lon Refail to Lon Graig)	256	£150.0k		£150.0k
Active Travel Benllech	258	£1.9m		£1.9m

Active Travel Gaerwen	259	£130.0k		£130.0k
Active Travel Amlwch (Phase 1 and Phase 2 on B5111)	261	£75.0k		£75.0k
London Road AT Scheme to connect to Holyhead Train Station (Phase 2)	NS2?	£150.0k		£150.0k
Active Travel Core: minor works and scheme development	ATC5	£500.0k		£500.0k
Public Transport				
Integration with strategic public transport services: Public transport infrastructure	11	£250.0k		£250.0k
Subsidised taxi / community transport in rural areas to fill "gaps" in public transport	112	£65.0k		£65.0k
Ultra Low Emission Vehicles				
Public EV charging in public car parks and information coordination, Ynys Mon	164	£180.0k		£180.0k
Highways				
Encouraging sustainable travel: A5025/ B5420 Four Crosses Roundabout	49	£150.0k		£150.0k
Resilience Lairs Sites Beaumaris Road (B5109) & A545 Beaumaris Road	156	£75.0k		£75.0k
A5 Resilience Road Project (Pentre Berw)	253	£80.0k		£80.0k
Transport Interchange Newborough	254	£250.0k		£250.0k
Highway Maintenance and Improvements, Ynys Mon: Innovative maintenance	158	£350.0k		£350.0k
Regional Programme Development				
Project Management (new scheme)	NS6	£123.0k		£123.0k
TOTAL		£4.88m	£44.9k	£4.92m
Wrexham				
Road Safety Education, Training & Publicity				
Bike Safe	279o		£2.0k	£2.0k
Bike Safe Lite	279p		£2.0k	£2.0k
Older Driver Assessments	279q		£400.0	£400.0
Child Pedestrian Skills	279r		£9.9k	£9.9k
National Standards Cycle Training	279s		£60.0k	£60.0k
Active Travel: Walking, Wheeling and Cycling				
Home to School Active Travel	71	£200.0k		£200.0k
Active Travel Core	ATC6	£450.0k		£450.0k
Gwersyllt Mold Road route improvements	61	£300.0k		£300.0k
Mold Road Wrexham City Centre	52a	£5.0m		£5.0m
Mold Road Wrexham City Centre Active Travel route	52b	£250.0k		£250.0k
Rhostyllen Active Travel – Phase 2b	58	£600.0k		£600.0k
Gwersyllt – Wrexham via Rhosrobin Active Travel route	67	£200.0k		£200.0k
Public Transport				
Bus infrastructure improvements	13	£50.0k		£50.0k
Wrexham Bus Station (new scheme)	NS3	£200.0k		£200.0k
Ultra Low Emission Vehicles				
Public EV charging in public car parks and information coordination, Wrexham	268	£1.0m		£1.0m
Highways				
Innovative maintenance	159	£1.5m		£1.5m
TOTAL		£9.75m	£74.3k	£9.8m

Reserve List

Lead Local Authority	Scheme	RTF Scheme Theme	Q1	Q2	Q3	Q4	Total Capital allocation from RTF
Gwynedd							
Llanfair to Caernarfon Active Travel Route	220	Active Travel	£220.0k	£220.0k	£220.0k	£220.0k	£880.0k
Conwy							

Llysfaen Active Travel pathway	182	Active travel	£162.5k	£162.5k	£162.5k	£162.5k	£650.0k
B5106 route improvement	186	Highways	£187.5k	£187.5k	£187.5k	£187.5k	£750.0k



**REPORT TO THE STRATEGIC TRANSPORT SUB-COMMITTEE
2nd November 2026**

TITLE: The Strategic Transport Sub-Committee Bi-Annual Report

AUTHOR: Adam Graham, Senior Transport Officer

1. PURPOSE OF THE REPORT

- 1.1. To consider the bi-annual report as required further to the Terms of Reference.

2. DECISION SOUGHT

- 2.1. To consider the report and make recommendations if necessary to the Corporate Joint Committee.

3. REASON FOR THE DECISION

- 3.1. The Terms of Reference for the Sub Committee require that an update report is produced on a bi-annual basis.

4. BACKGROUND AND RELEVANT CONSIDERATIONS

- 4.1. The Terms of Reference state that the “Strategic Transport Sub-Committee will prepare a bi-annual report on its work for the Corporate Joint Committee.
- 4.2. The context for such a report is to ensure that the work of the Sub-Committee is open and transparent and that its functions are being clearly communicated.
- 4.3. The Terms of Reference provide that bi-annual reports 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 by the Corporate Joint Committee.

5. REGIONAL TRANSPORT FUND 2026/27

- 5.1. At the start of the 2026/27 financial year, Welsh Government’s Regional Transport Fund became an important source of funding for the transport interventions identified in the Regional Transport Delivery Plan (RTDP). Ambition North Wales, supported by external consultants, worked closely with officers from local authorities to identify a Programme of Schemes for funding in 2026/27, which was reflective of the RTDP prioritised schemes, local authority aspirations, and the indicative budget provided by Welsh Government. The programme was agreed by the Sub Committee and then the CJC in autumn 2025 before being approved by Welsh Government.
- 5.2. Funding for the delivery of schemes is awarded to local authorities. The total funding amount awarded to North Wales authorities was £28.3m capital, and £0.48m revenue. Scheme delivery commenced on the 1st April 2026.

- 5.3. Work has since commenced on developing the RTF programme of schemes for the 2027/28 financial year. This is subject to more detailed consideration in another agenda item.

6 RESPONSES SENT TO CONSULTATION RUN BY PARTNER ORGANISATIONS

- 6.1. Since the last bi-annual report, a consultation response has been sent to Transport for Wales to ensure that the region's Regional Transport Plan aspirations are considered as part of the bus franchise consultation. The response is shown in Appendix 1.

7. FINANCIAL PERFORMANCE

- 7.1. Through the Regional Transport Fund, the CJC secured funding of £370k capital and £100k revenue from Welsh Government for programme management of the Regional Transport Fund programme. Reporting at the end of Quarter 2 included the spend shown in Appendix 2.
- 7.2. This funding allocation is, in part, being used to fund a team of three staff working on the strategic transport remit of the CJC.
- 7.3. Financial spend from that funding has been used to cover consultancy support to continue the commission with Arup that has provided technical support and delivery with finalising the RTP and RTDP, and the coordination of the Regional Transport Fund Programme of Schemes. The spend also covers officer time for those CJC officers who have worked on RTP development.
- 7.4. Ambition North Wales buys-in support from Cyngor Gwynedd. This provides officer time for support on Legal services, Democratic Services, and finance support.

8. RESOURCE MANAGEMENT

- 8.1. The CJC's transport responsibilities have grown as we have moved into the delivery of the Regional Transport Plan schemes this Financial Year. Alongside regional coordination, strategic transport issues that impact the region, and contributing to the wider work of Ambition North Wales; the CJC is responsible for working with local authorities to support and monitor progress and spend of ongoing Year 1 RTF schemes, and to identify and prioritise the Year 2 programme. This has necessitated the recruitment of additional staff to support the Senior Transport Officer. The team of three now consists of:
- Senior Transport Officer (secondment from Transport for Wales)
 - Transport Officer (fixed term employment)
 - Transport Officer (secondment from Wrexham County Borough Council)
- 8.2. As noted in section 7, funding for these staff resources is through the Regional Transport Fund allocation.

9. FINANCIAL IMPLICATIONS

- 9.1. There are no direct financial implications arising out of this report, but Members are advised to note the financial performance update in Section 7.

10. LEGAL IMPLICATIONS

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

APPENDICES:

Appendix 1 – Bus consultation response

Appendix 2 – Financial Reporting

STATUTORY OFFICERS RESPONSE:

i. Monitoring Officer:

“The bi-annual report and that it is being presented in accordance with the Sub-Committee’s Terms of Reference and wider governance arrangements. I have no additional legal or governance observations.”

ii. Statutory Finance Officer:

“The report outlines the situation over recent months and approving the decision sought will not create new financial commitments. I have no objections to the contents of the report.”



Appendix 2									
Scheme name	RTF 2026/27 allocation (£)	Actual spend on ledger in 2026/27	Funding committed in 2026/27	Estimated value ¹ of works/ activities delivered in 2026/27 (£)	Key activities in period covered by report	Key activities planned next quarter (50 words max)	RTF 2026/27 forecast outturn (£)	Q1 RTF claim ³ (£)	Q2 RTF claim ³ (£)
Revenue - RTP Admin	£100,000.00	£26,206.83	£81,188.49	£100,000.00	Ongoing consultancy support for development of Year 2 RTF programme, and for monitoring work	Ongoing support to finalise proposed Year 2 programme for submission to Welsh Gov in Quarter 3. Increased focus on monitoring and evaluation to meet Welsh Gov requirements and our own governance processes.	£100,000.00	£19,694.27	£6,512.56
Capital - RTP Management & Monitoring	£370,000.00	£30,951.58	£152,649.38	£370,000.00	Transport Team recruitment - two new Transport Officers recruited in Q2, creating a team of three. Engagement with Walk Wheel Cycle Trust on Walking and	Retention of staff, allowing more resilience and a growing role for the CJC in regional working and supporting local authorities on RTF programme. Completion of procurement process for Walking Wheeling and Cycling Trust ahead of Walking and Cycling Index commencement. Full team recruitment - and better understanding of cost for that - will provide a clearer picture on available budget to progress any commitments register schemes from RTP	£370,000.00	£0.00	£30,951.58

					Cycling Index involvement.				
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By e-mail

To engagement@tfw.wales
Rebecca.Colmer@tfw.wales

Dyddiad / Date: October 2026

Dear TfW Engagement Team,

NORTH WALES CORPORATE JOINT COMMITTEE RESPONSE TO BUS REFORM PROPOSALS CONSULTATION

Thank you for the opportunity to respond to the consultation on bus reform proposals. The below sets out the response from the North Wales Corporate Joint Committee. It is intended to complement the responses from the six local authorities in North Wales, and we would be supportive of any specific changes to or concerns about the proposals that are raised by individual authorities from the region in their responses.

Opportunity to Engage

Senior officers from Transport for Wales have attended a number of meetings of the CJC's Strategic Transport Sub Committee to update Members as the proposals for the franchise bus network have been developed. Franchising presented a real opportunity to improve bus services for communities in North Wales so this engagement with Members has been welcomed and we would like to invite TfW to future meetings as the consultation findings emerge and final proposals for implementation are developed.

Similarly, the close working with officers at the local authority level on the base network has allowed local knowledge to shape the proposals, and this has been welcomed.

However, as the body responsible for strategic transport planning across the region, it is disappointing that Ambition North Wales have not been engaged at officer level in the development of the proposals before they were out for public consultation.

Finally on engagement, it has been pleasing to see the number and geographic spread of the public drop in events that have been held as part of this process, as well as the amount of information that has been provided on-line. This has allowed people from communities across North Wales to engage in this important consultation.

Regional Transport Plan Aspirations

In the North Wales Regional Transport Plan (RTP) we recognised the importance of the change to franchising and, through Policy PT1, committed to "work with Transport for Wales and the Welsh Government to support the roll-out of bus franchising in North Wales, which should include multi-year funding that would provide certainty for the travelling public, authorities, and operators."

In the RTP we set out our aspiration for the bus network in North Wales that we would like to see delivered through the opportunities that franchising provides:

- **Policy PT2:** All new buses introduced in North Wales should be Zero Emission. Where new buses are a long-term improvement, opportunity should be sought to re-power the existing fleet.
- **Policy PT4:** The Bus Service Transformation Network will be rolled out in North Wales. This will include a core network of services between and within major settlements and employment sites with a frequency of two to four buses an hour extending into the evenings.
- **Policy PT5:** Future bus services in North Wales will:
 - Have a high frequency and long operating hours
 - Have consistent/regular departure times
 - Have Sunday timetables as close as possible to weekday frequency to support commuting, leisure and visitor economy demand
 - Be coordinated to provide a well-spaced timetable
 - Minimise journey times between the origins and destinations with the most demand
 - Take direct routes that remain the same throughout the day
 - Be routed via transport interchanges and railway stations
 - Be integrated with local bus services and dynamic demand responsive transport
 - Be comfortable for long journeys

The proposals set out in the current consultation do not go as far as achieving those ambitions, with the proposals consulted on being very similar, if not identical, to the current network in much of North Wales. Whilst it is acknowledged that the proposed network and service patterns are reflective of the funding that is available, there is a need to manage public expectations with regard to the extent of improvements that are possible through franchising currently.

We would like to see proposals from TfW and Welsh Government that will enhance the network and service provision across North Wales in the future. Alongside this, we would like assurances that funding from Welsh Government will be available in the future to support an enhanced network after franchising is in place.

On the issue of funding, it should be noted that as some routes currently are operated commercially, they do not require any funding at the moment. This will change when those routes are contained within franchise packages, and there needs to be recognition by Welsh Government and TfW that it may not be possible to deliver a like for like bus network in the future within the funding regime that currently exists. To address this, Welsh Government should seek to commit to further and multi-year funding for public transport going forward.

The Proposed Network and Service Patterns

Some of the proposed service changes will involve a change for journeys that are currently direct. Where these changes create an inconvenience such as cost, delay, or uncertainty for the passenger, these inconveniences should be minimised. For example, the F19 and F18 services currently connect villages in Flintshire to Rhyl. Under the new proposals, this would require a change at Prestatyn to a service which is currently run by a different operator. There should not be financial penalty for passengers required to make that change. This could obviously be addressed through the integrated ticketing proposals being progressed by TfW.

On Ynys Mon, the Council have run a pilot using Local Transport Fund of a Demand Responsive Transport Service in a number of small communities adjacent to the A5. This was after the commercial operator stopped serving these communities on a commercial basis citing delays, low passenger numbers and issues with parked cars or narrow roads. It is disappointing that the proposed franchise network does not serve these communities.

Cross-border bus services into England are a crucial part of the transport network in North Wales, particularly from Flintshire and Wrexham. This reflects the large numbers of people who move across the border for work, leisure, family, and access to services. These cross-border bus services should not be disadvantaged when they cross the border into Wales in a way that causes inadvertent change to the English part of the journey.

There appear to be some errors or inconsistencies in the materials that have been published. For example:

- In Prestatyn on the interactive map, the routes shown for the 11 and 35/36 services reflect the previous routing before these were swapped around. If these are being swapped back after franchising, this is not reflected in the proposed service changes section.
- Also for the same 11F service, the map site suggests a frequency of 1 minute intervals
- There is a very small Fflecsi area shown in Saltney Ferry on the map.

We would also encourage a review of the Fflecsi areas to allow cross-boundary movement for some services where the communities do not necessarily look to towns in their own local authority area, but to closer towns in a neighbouring authority area. Both franchising and regional working via the CJC should provide the opportunity to ensure that services reflect the journeys that people want to make and are not restricted by political boundaries.

Once again, thank you for the opportunity to respond to these proposals, and for the regional engagement to date. If you require any further information on the contents of this response, or to engage in further discussion, please contact Adam Graham, the Senior Transport Officer at Ambition North Wales on AdamGraham@uchelgaisgogledd.cymru

Yours sincerely,

Cllr David A Bithell
Strategic Transport Sub-Committee Chair



**REPORT TO THE STRATEGIC TRANSPORT SUB-COMMITTEE
2 NOVEMBER, 2026**

TITLE: Regional Transport Planning Audit

AUTHOR: Adam Graham, Senior Transport Officer

1. PURPOSE OF THE REPORT

- 1.1. To inform Members about the final report received from Audit Wales after their audit of Regional Transport Planning in North Wales that took place in May and June 2026.

2. DECISION SOUGHT

- 2.1. No decision is sought. Members are asked to note the report.

3. BACKGROUND AND RELEVANT CONSIDERATIONS

- 3.1. Audit Wales approached the Chief Executive of Ambition North Wales regarding the opportunity to undertake an audit of the regional transport planning process in North Wales, which would consider the development and approval of the Regional Transport Plan (RTP), the prioritisation and agreement of the Regional Transport Fund (RTF) programme, and the governance that supports those processes. The audit took place in May and June 2026.
- 3.2. Members were informed that the audit had taken place at the Sub-Committee meeting on 3 July 2026, but the final report and recommendations had not been received at that time. The final report was received from Audit Wales in August 2026.

4. OBJECTIVE AND SCOPE OF THE AUDIT

- 4.1. The objective of the audit was to assess whether the North Wales CJC has put in place effective arrangements to discharge its statutory regional transport planning duties and deliver value for money. This focused on whether its planning, resourcing and performance management arrangements are operating as intended.
- 4.2. The audit did not examine individual transport projects, operational service delivery, detailed financial audit work, or unrelated CJC functions.
- 4.3. The audit was conducted under section 17 of the Public Audit (Wales) Act 2004 (the 2004 Act) and section 15 of the Well-being of Future Generations (Wales) Act 2015.

5. FINDINGS

- 5.1. A summary of Audit Wales' findings included in the report is "The CJC is continuing to develop its transport planning arrangements, taking a pragmatic approach to managing funding and resource constraints. While progress is being made, current projects focus on individual local

authority priorities and performance reporting focuses on activities. Focusing on regional outcomes when making decisions helps achieve long term value for money.”

- 5.2. Detailed findings of the audit can be seen in the report that is included as Appendix 1.

6. AUDIT WALES RECOMMENDATIONS

- 6.1. Audit Wales recognise that the CJC is a new organisation that is in a transitional phase regarding regional transport, moving from planning to implementation.

- 6.2. The recommendations Audit Wales have made aim to help the CJC strengthen its arrangements to support delivery of its regional transport plan. The recommendations are:

- R1: In order to ensure effective oversight of delivery and performance the CJC should:
 - o Introduce a clear set of key performance indicators, outcome measures and benefits realisation metrics aligned to strategic objectives
 - o Fully implement the monitoring and evaluation framework, including use of existing tools to track benefits and demonstrate value for money
 - o Use performance data proactively and consistently to challenge delivery, drive improvement, and inform strategic decisions
 - o Embed regular performance review procedures with clear escalation routes for underperformance.
- R2: In order to strengthen risk management and oversight the CJC should:
 - o Develop and maintain a formal transport risk register that captures all key risks and assigns ownership and accountability for managing and monitoring
 - o Identify appropriate controls and mitigating actions
 - o Establish defined risk escalation procedures, including thresholds and reporting routes
 - o Ensure risk information is used to support consistent performance monitoring and inform decision-making.

7. RESPONSE TO REPORT

- 7.1. Ambition North Wales has welcomed the report, which notes the quality of the Regional Transport Plan and the collaborative working across the region, whilst acknowledging the transitional phase of regional transport funding and the emerging internal processes of the organisation.

- 7.2. The report makes some useful recommendations regarding performance management and risk management, which are now being actioned. Two Transport Officers have been recruited, and part of their role will be to support this process. That performance and risk management work will be used to inform future updates to the Sub Committee.

8. FINANCIAL IMPLICATIONS

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

9. LEGAL IMPLICATIONS

9.1. There are no direct legal implications arising out of this report.

APPENDICES:

Appendix 1 – Audit Wales report on Regional Transport Planning in North Wales

STATUTORY OFFICERS RESPONSE:

i. Monitoring Officer:

“The proposed reporting of progress on performance and risk management will support the Sub-Committee’s oversight. Future updates should identify progress against the audit recommendations, outstanding actions and any matters requiring a decision.”

ii. Statutory Finance Officer:

“I welcome the report. Finance will collaborate with the relevant officers as required to implement the report’s recommendations.”

Regional Transport Planning

North Wales Corporate Joint Committee

August 2026

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Audit snapshot

What we looked at

- 1 We reviewed whether the North Wales Corporate Joint Committee (CJC) has arrangements in place to support its regional transport planning responsibilities. This included how it makes decisions, oversees the use of resources, prioritises spending to achieve value for money, and monitors performance.

Why this is important

- 2 Corporate Joint Committees (CJCs) have a responsibility under the Corporate Joint Committees (Transport Functions) (Wales) Regulations 2021 to prepare a regional transport plan to encourage “safe, integrated, efficient and economic transport to, from and within its area”.
- 3 Regional transport planning is key to delivering the following benefits:
 - **Economic:** improves connectivity between key centres, ports, towns, and cities boosting mobility, productivity, and regional growth.
 - **Social:** enhances access to jobs, education, healthcare, and services, particularly for rural or disadvantaged communities helping to reduce inequalities.
 - **Environmental:** promotes sustainable travel (public transport, walking, and cycling), to reduce congestion, emissions, and pollution.

What we have found

- 4 The CJC is continuing to develop its transport planning arrangements, taking a pragmatic approach to managing funding and resource constraints. While progress is being made, current projects focus on individual local authority priorities and performance reporting focuses on activities. Focusing on regional outcomes when making decisions helps achieve long term value for money.

What we recommend

- 5 We have made two recommendations to the Corporate Joint Committee. The recommendations are about:
 - Making performance management stronger to support oversight, decision making and value for money assessments; and
 - Improving risk management by identifying risks, effective controls and clear escalation procedures.

Our findings

- 6 Our review has identified consistent themes of early-stage development and evolving arrangements as the CJC transitions from planning to implementation.

Strategic Objectives

The CJC's Regional Transport Plan (RTP) provides clear strategic objectives and a governance framework, but these are not yet operating as intended.

- 7 The RTP provides a clear strategic framework aligned with Llwybr Newydd¹, supported by defined governance structures and strong partnership working. Current arrangements are pragmatic and relationship-led, with governance processes being adapted to support delivery.
- 8 These arrangements whilst functioning, are influenced by two transitional factors which impact clarity and accountability. These include:
- year one funding which is allocated by local authorities;
 - the prioritisation of locally driven schemes rather than regional programmes.

¹ The Welsh National Transport Strategy 2021

- 9 Strong collaborative working has enabled the CJC to sustain delivery and momentum in year one. Although some key regional interventions such as rail and trunk road programmes sit outside the CJC's direct control, delivery across the wider programme is largely dependent on informal coordination. Without a fully developed regional prioritisation framework, there is a risk that local priorities and external delivery decisions may dilute the Plan's strategic regional focus.
- 10 As funding moves beyond year one and larger, more complex schemes come forward, current arrangements create a future risk that competing local and regional priorities may become more difficult to balance. Without a more robust and consistently applied prioritisation framework, the CJC may:
 - reduce transparency in decision-making;
 - struggle to demonstrate regional value and strategic alignment;
 - delay or deliver higher impact regional schemes inefficiently.

Skills and Capacity

- 11 The CJC demonstrates a clear and evolving understanding of the skills, capacity and resources required to deliver its regional transport planning functions.
- 12 It identified gaps in programme management, technical expertise and delivery capability during the early development of the Plan and responded pragmatically by:
 - securing specialist external support;
 - strengthening internal leadership through secondments;
 - leveraging capacity from local authority partners.
- 13 Members have increased their understanding of regional transport responsibilities with further guidance provided at local authority Governance and Audit Committee meetings.

- 14 These actions have supported initial progress and improved coordination. However, the CJC is still developing a sustainable long-term resourcing model. Funding uncertainty and recruitment challenges continue to limit the pace at which it can fully build capability.

Governance and Oversight

- 15 The CJC is in the process of developing more effective and mature oversight and governance arrangements. Key Sub-Committees such as the Governance and Audit and Strategic Transport are recently established and do not hold frequent meetings.
- 16 Roles and responsibilities for the CJC, sub-committees, local authorities and partners are clearly set out across the Constitution, terms of reference and committee papers.
- 17 The CJC continues to refine its governance arrangements by updating terms of reference and quorum requirements to improve effectiveness and enable decision making. The Governance and Audit Committee Subcommittee revised its terms of reference to remove the need for elected member representation from each constituent council to achieve quorum. While this change ensures decision-making can happen, it risks lowering the level of oversight if meetings are not well attended.
- 18 The Constitution and terms of reference assign the CJC Board and its subcommittees clear responsibilities for decision making and RTP performance oversight. The CJC Board sets strategic direction and makes decisions, while the Subcommittee coordinates delivery, scrutinises performance, and reports on progress. This provides a clear separation of decision-making and oversight.
- 19 The CJC Board receives twice yearly progress updates from the Strategic Transport Sub-Committee. However, there are gaps in downward feedback from the CJC Board and limited insight sharing between sub-committees which limits:
- alignment and clarity on priorities;

- agile decision making;
- oversight and accountability;
- collaboration and knowledge-sharing

Decision Making

20 The CJC faces challenges in achieving an effective balance between agility and transparency in its decision-making process. The CJC relies on informal discussions to accelerate decision making, but this reduces transparency. At the same time, the absence of delegated authority improves transparency but slows decision-making. As programmes grow, implementing a clear decision-making framework will help the CJC balance these competing priorities more effectively.

Funding and Resources

Short term resources enable delivery now, but this is not sustainable and weakens long term planning and value for money

- 21 Financial resources are being deployed pragmatically and efficiently in the short term. However, the longer-term funding model, strategic prioritisation, and assurance arrangements for regional transport planning remain underdeveloped.
- 22 There is a clear move toward more regional control and strategic allocation, but in practice:
 - Local authorities retain responsibility for funding allocation in year one and scheme delivery;
 - the CJC's internal capability is still being built;
 - the funding model is not yet fully stable;
 - the evidence base for value for money, outcomes, and benefits realisation is limited.
- 23 As a result, regional transport planning faces capacity, affordability, and resilience challenges, that may limit effective and sustainable delivery.
- 24 Opportunities exist to strengthen value-for-money (VfM) assessments within decision making, while recognising wider social value objectives. The Monitoring and Evaluation Report refers to the VfM Framework; however, assessments are largely retrospective and driven by Welsh Government funding requirements. This approach:
 - limits the ability to assess and compare schemes before approval;
 - reduces assurance that funding allocation decisions improve value;
 - weakens consistent, programme-wide performance management.

Performance Management

Monitoring and evaluation procedures require strengthening to demonstrate outcomes.

- 25 The CJC has established a delivery plan that meets statutory guidance but remains at an early stage of maturity. The delivery plan is not yet fully embedded as a regionally led framework. Early priorities largely reflect existing local schemes rather than a fully developed regional approach.
- 26 The plan is being implemented through a transitional funding model where local authorities retain responsibility for delivery and allocation of funding. This limits the CJC's ability to exercise full control and oversight and to demonstrate that individual projects are working together effectively to deliver regional benefits.
- 27 Performance reporting remains underdeveloped and does not yet provide a strong basis for performance management or decision making. Reporting is largely descriptive and process-driven, with limited use of KPIs or outcome measures to show the plan is delivering benefits.
- 28 Progress reports from the Strategic Transport Sub-Committee include:
 - consultant activity;
 - scheme numbers,
 - financial data;
 - funding allocations, and milestones.
- 29 The CJC largely uses monitoring information to meet Welsh Government reporting requirements rather than to challenge performance. It applies inconsistent approaches to collecting and reviewing data and does not yet use performance information to inform decisions or drive improvement.

- 30 The CJC is developing a monitoring and evaluation framework, but it is not using it. The CJC's Monitoring and Evaluation Plan, does not consistently state the starting values against which it measures progress. This makes it harder to show impact and leads to more descriptive than analytical evaluations. Although it has received tools and guidance to track benefits, it has not used them during initial delivery. As a result, it risks being unable to clearly demonstrate progress or value for money or use this information to support improvement.

Risk Management

- 31 Risk management arrangements remain informal and evolving. There is no formal transport risk register which places a reliance on officer discussion and judgement. While funding, delivery, and capacity risks have been identified they are not yet supported by controls, mitigations or clear escalation procedures. These weaknesses in oversight and consistency, reduce confidence in both performance monitoring and informed decision-making.

Performance Oversight & Scrutiny

- 32 The CJC has established formal governance arrangements, including the CJC Board and sub-committees to provide oversight and scrutiny of performance.
- 33 Given the programme's early stage of development, the Strategic Transport Subcommittee has used its three progress reports to the CJC to report mainly on activities and compliance updates rather than outcomes. Reporting has focused on what has been done, what has been spent and scheme selection. As the RTP advances in delivery, reporting should place greater emphasis on outcomes and impact so the CJC can understand whether it is achieving its objectives and demonstrate the benefits it is delivering.

- 34 Reduced reporting provides limited visibility of performance against regional strategic aims. The Strategic Transport Subcommittee has reduced progress reporting to the CJC Board from quarterly (as set out in the RTP and supporting documents) to half-yearly to ease reporting capacity pressures. This decision limits the CJC's ability to manage risks and scrutinise performance in a timely manner. This risk was not considered in the decision to amend the sub committee's terms of reference to enable reduced reporting.

Recommendations

35 The CJC is in a transitional phase from planning to implementation. Our review has identified a number of areas for improvement. The recommendations aim to help the CJC strengthen its arrangements to support delivery of its regional transport plan.

R1 In order to ensure effective oversight of delivery and performance the CJC should:

- 1.1** Introduce a clear set of key performance indicators, outcome measures and benefits realisation metrics aligned to strategic objectives (**paragraph 27**).
- 1.2** Fully implement the monitoring and evaluation framework, including use of existing tools to track benefits and demonstrate value for money (**paragraphs 24 & 30**).
- 1.3** Use performance data proactively and consistently to challenge delivery, drive improvement, and inform strategic decisions. (**paragraph 29**).
- 1.4** Embed regular performance review procedures with clear escalation routes for underperformance. (**paragraphs 33 & 34**).

- R2** In order to strengthen risk management and oversight the CJC should:
- 2.1** Develop and maintain a formal transport risk register that captures all key risks and assigns ownership and accountability for managing and monitoring **(paragraph 31)**.
 - 2.2** Identify appropriate controls and mitigating actions **(paragraph 31)**.
 - 2.3** Establish defined risk escalation procedures, including thresholds and reporting routes **(paragraph 31)**.
 - 2.4** Ensure risk information is used to support consistent performance monitoring and inform decision-making **(paragraph 34)**

Appendices

1 About our work

Scope of the audit

We looked at whether the Corporate Joint Committee has arrangements in place to support its regional transport planning duties and deliver value for money.

We did not assess individual transport projects or operational service delivery. We did not carry out detailed financial audit work during the review. We did our fieldwork during June 2026.

Audit questions and criteria

Questions

Our audit explored the following questions:

- Has the CJC clearly explained its legal duties, goals, and main priorities for regional transport planning?
- Has the CJC put in place adequate resources to support regional transport activity?
- Has the CJC developed appropriate processes to manage delivery, track progress, and evaluate whether its objectives are being met?

Criteria

We used the statutory guidance issued by the Welsh Government, and the Corporate Joint Committees (Transport Functions) (Wales) Regulations 2021 to inform our audit criteria.

Methods

We reviewed documents, interviewed officers and members, and analysed data.

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v1.0/P2559

**REPORT TO THE STRATEGIC TRANSPORT SUB-COMMITTEE
2 November, 2026**

TITLE: Llanbedr Transport Improvements Position Statement

AUTHOR: Adam Graham, Senior Transport Officer

1. PURPOSE OF THE REPORT

- 1.1. To note the Llanbedr Position Statement developed by Ambition North Wales and shared with Welsh Government.

2. DECISION SOUGHT

- 2.1. No decision is sought. Members are asked to note the report.

3. BACKGROUND AND RELEVANT CONSIDERATIONS

- 3.1. The Llanbedr Transport Improvement scheme – sometimes known as Llanbedr Relief Road or similar – has been supported locally for some time. There is currently no funding source identified for the delivery of the scheme.
- 3.2. Welsh Government, at the request of the Deputy Minister for Transport, has set up a Task and Finish group with the aim of identifying a suitable possible solution for funding the improvements.
- 3.3. Ambition North Wales, working with Cyngor Gwynedd, has set out a position statement that has been submitted to Welsh Government to inform the Task and Finish Group's work.

4. POSITION STATEMENT BRIEFING NOTE

- 4.1. The briefing note that sets out the current position of Ambition North Wales is included as Appendix 1.
- 4.2. The note considers:
- the history of the transport improvement scheme and its development work;
 - the significance of the nearby airfield and the strategic case for investment;
 - public opinion; and
 - Regional funding pots including Regional Transport Fund, Local Growth Fund and Growth Deal.

5. FINANCIAL IMPLICATIONS

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

6. LEGAL IMPLICATIONS

6.1. There are no legal or governance implications arising from this report.

APPENDICES:

Appendix 1 – Position Statement Briefing Note

STATUTORY OFFICERS RESPONSE:

i. Monitoring Officer:

“I note the report and the position statement submitted to Welsh Government and that no decision is sought from the Sub-Committee, I have no additional legal or governance observations.”

ii. Statutory Finance Officer:

“No comments to add from the perspective of financial propriety.”



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



BRIEFING NOTE: LLANBEDR TRANSPORT IMPROVEMENTS

1. PURPOSE OF THIS NOTE

The purpose of this note is to set out Ambition North Wales' position regarding the Llanbedr Transport Improvements scheme in Gwynedd. It reflects the current position in September 2026.

It is intended to inform work of the Welsh Government's Task and Finish Group that has been set up to identify if there is a possible funding source, or mixture of funding sources, suitable for progressing the scheme.

2. LLANBEDR AND SCHEME HISTORY

Llanbedr is a small village of around 650, on the A496 between Barmouth and Harlech. The village has faced significant traffic problems for decades.

Key issues include:

- A narrow, listed stone bridge over the Afon Artro which creates a pinch point on the A496 through the village.
- On-road parking reducing road width and creating conflict between pedestrians and vehicles.
- Heavy seasonal tourism traffic can cause significant traffic delays on the A496.
- Traffic along Mochras Road to Shell Island campsite, rises from around 150 vehicles per day in November to 2,000 per day during peak times.
- Inadequate active travel provision with discontinuous footways on both the A496 and Mochras Road, with no safe provision for cyclists despite National Cycle Network Route 8 passing through the village.

Crucially from a funding perspective, access to Llanbedr Airfield is located approximately 1.5km west of the village.

Aspirations for transport improvements are longstanding:

- 1950s – Bypass proposals first discussed
- 1992 – Cyngor Gwynedd proposed single carriageway bypass. Scheme not progressed
- 2015 – WelTAG study proposes 1.5km bypass with design speed of 100km/h, including grade separated access to airfield. Cost £15m.
- 2019 – Funding package assembled, including £4m from EU for road and airfield development
- 2020 – Planning consent granted
- 2021 – Roads Review Panel recommend scheme should not be progressed.
- 2021 – EU funding lost, resulting in Snowdonia Aerospace's withdrawal of investment
- 2022-23 – Welsh Government provide funding for early WelTAG work using 2024 guidance

- 2025 – WelTAG 2 completed, recommending a low speed relief road combined with a package of sustainable transport improvements
- 2025-26 – CJC recommends that £400k Regional Transport Fund awarded to the project for WelTAG3 work.

3. WELTAG PROPOSALS

The Case for Change that was undertaken at the start of the most recent WelTAG business case development process identified the problems, constraints and opportunities shown in Table 1.

Table 1

Problems	
• Safety (high collision rate) • Reliance on private car (80% mode share, long distance trips) • Access to services (in 10% most deprived in Wales for Access to services)	• Community severance and sense of place • Visitor economy (more than double traffic demand in summer) • Resilience (no alternative route)
Constraints	Opportunities
• National Park • Flooding (river and coastal) • Historic environment • Road alignment (no space for widening or reallocation of road space)	• Active travel improvement opportunity • Rail station, with opportunity to improve rail and bus services • Employment – potential development of airfield • Sense of place (public realm)

The study area for the WelTAG work is shown in Figure 1.

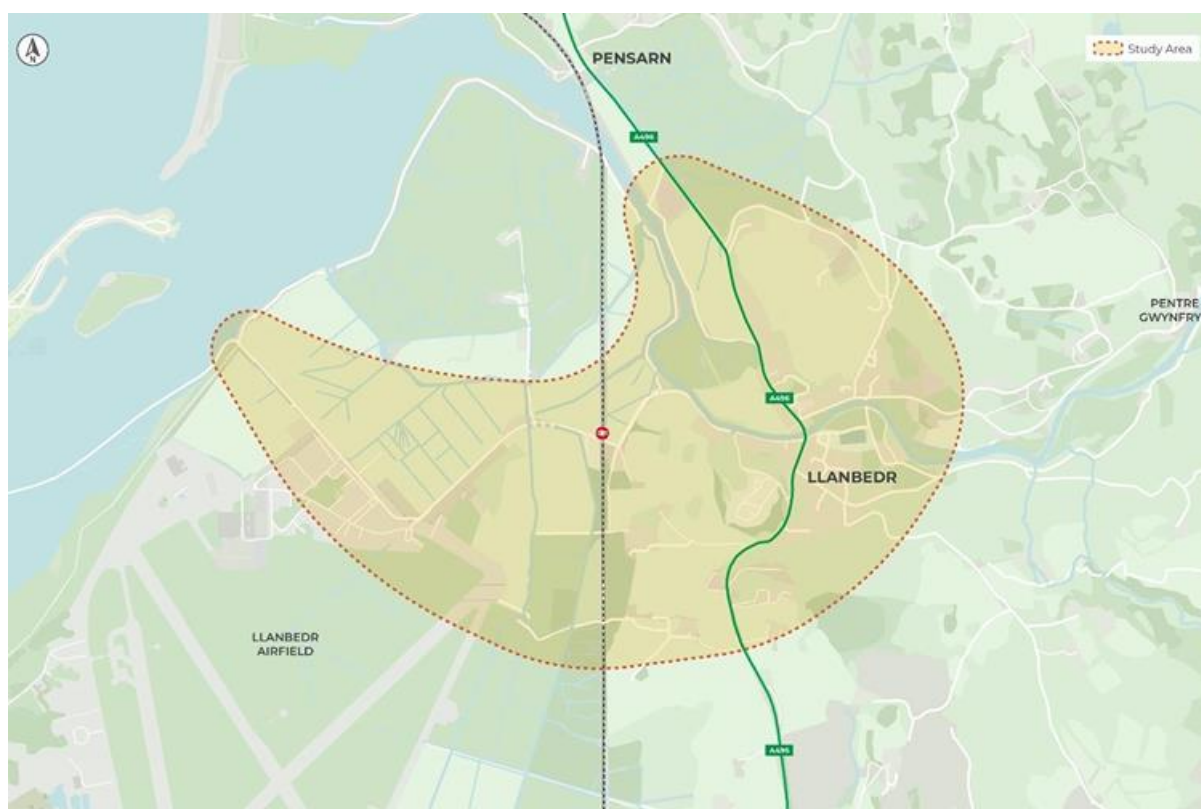


Figure 1: WelTAG Study Area (WSP, Cyngor Gwynedd)

A wide range of transport enhancements were considered through the WelTAG stages 1 and 2.

The best performing options are those that combine a low-speed relief road with measures that enhance sustainable transport. The recommendations include:

- A 40mph relief road.
- In the village
 - speed management (speed limit reduction and signage),
 - shared space over Afon Artro Bridge,
 - parking restrictions,
 - cycle parking,
 - delivery lockers,
 - bus stop,
 - improved street lighting,
 - welcome signage and public realm improvements,
 - public transport services departure boards,
 - raised table and pedestrian crossing,
 - restriction of HGVs through the village
 - active travel route improvements along the A496, to the Mill Caravan Park (footway with on road cycling), and footway improvements to Public Footpath 41 and through Bryn Deiliog.
- Along Mochras Road:
 - speed management (speed limit reduction and signage),
 - closure of Mochras Road to motor vehicles,
 - traffic calming measures and an active travel route through Maes Artro, from the village to the Railway Station (reallocation of road space), and from the Railway Station to Shell Island (footway with on-road cycling)

4. LLANBEDR AIRFIELD AS A STRATEGIC NATIONAL ASSET

The Llanbedr Airfield site is considered to have the potential to be a strategic national asset in the aerospace sector.

The space economy is valuable, and growing, part of the UK economy:

- UK space economy £18.6 billion annual income and 55,000 jobs in 2025¹.
- Estimated to grow to £25.8 billion by end of the decade with another 28-55,000 jobs²

Similarly, the drones sector is becoming increasingly important to the UK economy: :

- UK market £600-700 million in 2025, growing to £1.1-1.2 billion by 2030³.
- Commercial drone adoption alone could be worth up to £45 billion to the UK economy by 2030⁴

Llanbedr airfield has huge potential to support those sectors in Wales:

¹ [Factsheet: The UK Space Sector - GOV.UK](#)

² [The PSC - Space for Growth report.pdf](#)

³ [UK UAV \(Drone\) Market Report 2025-2030 \[150 Pages & 200 Tables\]](#)

⁴ [Advancing airborne autonomy: commercial drones saving money and saving lives in the UK](#)

- Former Ministry of Defence (MoD) site until 2004.
- Sold to the Welsh Development Agency and currently on long lease to Snowdonia Aerospace LLP (SAC)
- Three runways (2.2km main runway plus 1.4km and 1.3km runways)
- Segregated airspace immediately around Llanbedr Airfield for testing of future air vehicles, including Beyond Visual Line of Sight (BVLOS) Drones and Electric Air Mobility Vehicles (UK's first commercial 'Danger Area')
- Air corridor from the airfield to the existing MOD Danger Area in Cardigan Bay to enable further extended range, altitude and endurance testing including potentially near space operations

The site is referenced in the UK National Space Strategy, as having the potential to play a role in developing a whole UK Space Ecosystem, particularly in terms of orbital launch capability. It is also formally recognised by the UK Space Agency as one of four potential horizontal launch sites in the UK, and the only one in Wales.

Welsh Government's 2022 publication "Wales, a Space Nation" also details the important role Llanbedr can play.

Over the past 5 years, Snowdonia Aerospace Centre has developed a series of new Infrastructure and facilities which allows them to offer three main services:

1. Provision of flight test services to UK drone sector, including:
 - Airfield facilities
 - Permanent Danger Area
 - CAA pre-assessed test site (Summer 2025)
 - Long-term tenants
 - Anduril
 - Windracers
2. Collaborative "drones-for good" research and Development, including:
 - Project "Dragon's Eye" exploring low-cost radar for future UK air traffic management.
 - Project "Dragon's Heart" developing medical drone delivery for NHS Wales- Phase 2 to be bid in 2026 for prototype blood service delivery 2028
3. Provision of RDT&E services to UK space sector, including:
 - Phase 1 – work to enhance security, resilience
 - Project "Dragon's Nest" delivered space engineering training & STEM engagement
 - Links to M-SParc, Bangor, Wrexham & Swansea Universities
 - Phase 2 to be bid in 2026 for Space Domain Awareness capability by 2029/30
 - Phase 3,- plans to move into astro-tourism, for example the development of a planetarium

The Space Centre continues to grow and attract business and is acting as a positive, physical focus for the space industry in Wales and a focus for STEM outreach and academic engagement with Welsh universities. SAC anticipates embarking on a second phase of investment in the Space Centre from March 2027.

5. LLANBEDER AIRFIELD STRATEGIC CASE

The Snowdonia Enterprise Zone Strategic Plan was developed in 2018. It included the following objectives for the Llanbedr Airfield site:

- To continue working with the site owners and other strategic partners to develop the site as a highly competitive centre of excellence for Unmanned Aircraft Systems (UAS), emerging technologies and aerospace and space sectors;
- Within this context to promote the site as an extension of the unique Wales UAS environment and a prime location for test, evaluation and demonstration To continue to engage with the UK Space Agency and wider stakeholders to better understand how the site can support UK aspirations for a low cost launch facility which can also provide a strategic test and evaluation location to support the UK space sector;
- To firmly position Snowdonia Aerospace Centre as part of the wider Wales aerospace sector offer;
- To support and de-risk commercially led investment and development at the site for the benefit of all users, including small locally based enterprises;
- To ensure that the Snowdonia Aerospace Centre site/SEZ is captured as a strategic opportunity of national significance as part of Wales' emerging National Development Framework.

In March 2020, Snowdonia Aerospace LLP produced their Horizontal Spaceport Development Fund Project Spaceport Snowdonia Development Plan Final Report.

This includes the stated aim to develop Spaceport Snowdonia as a major research, development, test and evaluation centre to support UK-focussed, space-related RDT&E, training and orbital satellite launch delivery.

The report predicted that to accommodate the predicted business growth within the Spaceport Snowdonia hub, Snowdonia Aerospace would be creating a range of flexible use office, laboratory, engineering workshop and hangar space in two new technology parks situated within the airfield boundary, totalling 42,000m².

These units would be of varying size and capabilities and will be able to be rented on a weekly, monthly or annual basis (or in certain circumstances available to purchase outright). The configuration and facilities offered within the units occupied by the anchor tenants will be tailored in accordance with their respective business needs.

The Economic Impact Assessment identified the total additional contribution of the Masterplan to be up to 515 jobs from a baseline of 46, which would be expected to break down as follows:

- Additional aerodrome jobs to support Snowdonia Aerospace core business;
- Additional Technology Park jobs to support anchor tenants and visiting customers;
- New tourism-related and ancillary jobs to support the hotel, visitor centre etc.

The majority of additional jobs would be associated with the Technology Park and the business

generated by anchor tenants and visiting customers. Jobs in this category are anticipated to be a mix of temporary and existing permanent staff moving into the Snowdonia area and local recruits.

For local recruits, Snowdonia Spaceport will work in partnership with the Welsh Government/Business Wales and Cyngor Gwynedd to identify an appropriate pool of potential candidates with suitable qualifications and training. This will also be augmented by an ongoing Science, Technology, Engineering and Maths (STEM) engagement with local schools and colleges and links with Aberystwyth, Bangor and Glyndwr Universities

The report concluded that they believe that Spaceport Snowdonia will be a commercially viable and profitable business, one that is a unique and national asset at the heart of the UK Space R&D programme, helping companies innovate and accelerate their development from proof-of concept through to full-scale prototype and large-scale market exploitation. Spaceport Snowdonia will also be an internationally recognised flagship for Wales offering high-tech employment, supporting tourism and helping to regenerate the regional economy.

There has been an investment of £1.5m at the site since it was designated part of the Snowdonia Enterprise Zone. This funding was used to upgrade the infrastructure at the site and create an Initial Operating Capability. In addition, £7.5m of Welsh European Funding Office (WEFO) funding was awarded in 2019, £3.5m of which was to help fund £5.4m of further developments at the site with the residual amount going towards the first section of a new access road..

According to an economic appraisal report of the proposed transport improvements scheme that has been undertaken by WSP, the proposed Llanbedr low-speed relief road remains critical with respect to both the future development and security of the airfield.

Without the road scheme, it is highly unlikely that planning permission for further development will be obtained. This will mean that Snowdonia Aerospace will be unable to progress the proposed Masterplan. In its current configuration, the present access road makes it extremely difficult and unsafe to load equipment on and off the site (as well as being difficult for vehicles, including HGVs, to access the site). In addition, the Masterplan will not only expand economic activity at the airfield but will also help sustain existing levels of activity. The economic appraisal report notes that airfield has already lost three tenants because of access issues and the broader deterioration of facilities. Given the specialist nature of the facility, the relocation of tenants from the airfield also represents a direct loss of economic activity to Wales.

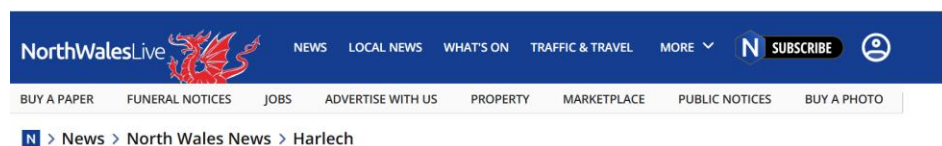
That economic appraisal report estimates that the total net additional Full Time Equivalents generated by the airfield development will be equivalent to 311 direct jobs and 199 indirect jobs. This equates to approximately £12.1 million in GVA per year to the local economy. After accounting for the reference case and estimating the Present Value of Benefits (PVB) over a 10-year period, this equates to £50,877,609 (2023 prices).

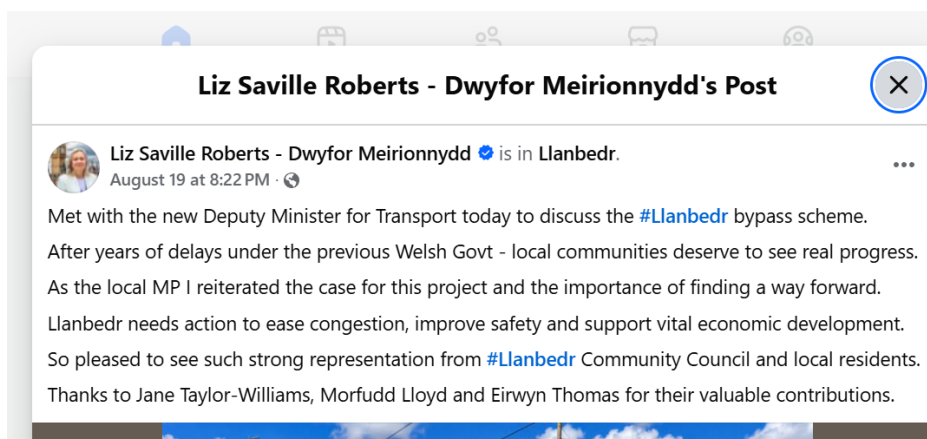
Many of the new, additional jobs will be in higher value trades where salaries will also be higher compared to some of the more traditional jobs in the area. This would mean that local workers will benefit from the skills associated with these higher value jobs. The skills associated with these trades

will be 'portable' and transferrable to other sectors, thus benefitting the local labour market and local economy substantially.

6. PUBLIC OPINION

Locally there is a lot of public support for a relief road and the associated transport improvements. A Facebook page dedicated to the topic has over 10,000 followers, and the screenshots below are from some of the headlines during summer 2026.





The public support is not without good reason. The narrow and constrained highway infrastructure in the village creates a bottle neck for traffic that has a severe impact on the local environment and community:

- Unreliable journey times
- Unsafe environment for and pedestrian cyclists
- Air quality
- Carbon emissions

The impact of these is felt more in the summer period, with the area's natural beauty, coastal location, and the proximity of one of Europe's largest campsites attracting large numbers of visitors.

7. RTP AND REGIONAL TRANSPORT FUND

Currently, one of the most important sources of funding for local transport schemes is the Regional Transport Fund, with the CJC acting as the organisation that prioritises schemes for funding from this pot.

Llanbedr Transport Improvements is an important scheme in the region, and one of the few schemes that is specifically named in our RTP. In the RTDP it is listed as a high priority scheme, and development work has been funded through RTF in the 2026/7 financial year.

However, the latest cost estimates for the scheme are shown in the Table 2 (taken from a Cyngor Gwynedd briefing note).

	Description	Expected dates	Costs
Phase 1	Low Speed Relief Road	2026 – 2030	£40m
Phase 2	In village traffic and environmental improvement	2030	£4m
Phase 3	Additional Active Travel improvement including connections along the A496 to Harlech and active travel	2031 – 2033	£8m

	improvement along Mochras Road		
Additional improvement	Car park at Llanbedr Train Station		£1.5m

Table 2

As can be seen in Table 2, the cost of the relief road alone is £40 million. The total RTF budget for North Wales for 2026/7 is c.£28m, and we have been advised by Welsh Government to assume a flat budget (with no inflation related increase) for future years.

If a large portion of RTF allocation is used for the construction of a new highway project, we would not be delivering on the sustainable transport aspirations of our RTP.

This means that the Llanbedr Transport Improvement scheme cannot be delivered through Regional Transport Fund alone. However, RTF may be an important source of match funding that could be used for development work or delivering some of the active travel or environmental improvements.

8. GROWTH-RELATED FUNDING SOURCES

It is apparent that the highway improvements in Llanbedr should not be considered in isolation, and that partners should be seeking to bring it forward as part of a wider development of the Airfield site.

The airfield has the potential to transform the employment offer in this part of Gwynedd. For that to happen, the access to the site needs significant improvement.

In turn, a scheme to improve access to the employment site will also provide the opportunity to enhance the environment and quality of life for the local community by relieving the traffic problems.

When looked at from this perspective, the Transport Improvements are a Growth or Regeneration scheme rather than a specific transport scheme. In the current funding environment, it appears that the funding sources that focus on growth and jobs creation would be a more appropriate solution to provide the majority of the funding required for this project. This could potentially be supported by an appropriate and proportionate amount of Regional Transport Fund contribution.

Therefore, Ambition North Wales, Cyngor Gwynedd, Welsh Government, and other partners should be looking at working with the developers to deliver growth and jobs on the airfield. There is currently a lack of work that considers the benefits and deliverability of the two aspects of Llanbedr development (the transport improvements and the jobs creation) as one combined project and how this could be supported via funding such as Local Growth Fund or Growth Deal in the future.