



REPORT TO THE STRATEGIC TRANSPORT SUB-COMMITTEE
23 March, 2026

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

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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. BI-ANNUAL REPORT

5.1. Approval of RTP

5.1.1 On 30th June 2025 the Strategic Transport Sub-Committee recommended that the CJC approve the RTP and its supporting documents for submission to the Welsh Government for Ministerial approval and publication.

5.1.2 On the 18th July, 2025 the CJC made the decision to approve the North Wales Regional Transport Plan and supporting documentation for submission to the Welsh Government for approval and publication by the Minister in September 2025.

5.1.3 On the 30th September 2025, the Cabinet Secretary for Transport and North Wales wrote to the Chair of the CJC and the Chief Executive of Ambition North Wales to inform that the RTP had been approved and was in effect from the date of approval, 25/09/2025.

5.2 Regional Transport Fund Programme of Schemes

5.2.1 From the start of the 2026/7 financial year, Welsh Government's Regional Transport Fund is expected to be an important source of funding for the transport interventions identified in the Regional Transport Delivery Plan (RTDP).

5.2.2 Ambition North Wales, supported by external consultants, have worked closely with officers from local authorities to identify a Programme of Schemes for funding in 2026/7. This is reflective of the RTDP prioritised schemes, local authority aspirations, and the indicative budget provided by Welsh Government. A draft programme was presented to the Sub-Committee and then approved by CJC in October.

5.2.3 Welsh Government reviewed the draft programme and sent comments back to Ambition North Wales in December. Working closely with local authority officers again, the comments raised by Welsh Government were addressed and revised documents were re-submitted to Welsh Government in line with a late January deadline. At the time of writing this report, we are awaiting approval of the programme from Welsh Government.

5.2.4 Once approved by Welsh Government, the schemes proposed in the Programme of Schemes will commence delivery in the next financial year. Schemes will be delivered by the local authorities in North Wales. For 2026/27, the funding for the schemes will go directly from Welsh Government to the local authorities. The CJC's role in monitoring progress of delivery in the next financial year will be determined by Welsh Government guidance that is yet to be finalised.

5.3 Responses Sent to Consultation Run by Partner Organisations

5.3.1 In the last six months, two responses have been sent to consultations run by partner organisations.

5.3.2 Welsh Government and Transport for Wales were consulting on revisions to the Active Travel Act Guidance. Informed by comments from local authority officers who work with the guidance, the technical nature of the response meant that it was sent in the name of the Ambition North Wales Chief Executive. The response is included in Appendix 1.

5.3.3 The Liverpool City Region Combined Authority consulted on the Delivery Plan for their Local Transport Plan. Our response, focussed on the importance of cross-border movement and ongoing partnership working, was sent in the name of the Chair of the Sub-Committee. The response is included in Appendix 2.

6. FINANCIAL PERFORMANCE

6.1 The CJC secured funding of £200k from Welsh Government for RTP and RTDP progression in financial year 2025/26. As we approach the end of the financial year, the funding claim that will be returned to Welsh Government will show full spend of that £200k

6.2. 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.

- 6.3 Ambition North Wales buys-in support from Cyngor Gwynedd.. This provides officer time for support on Legal services, Democratic Services, and finance support.
- 6.4 For next financial year, in Welsh Government Guidance, the CJC can claim up to 3% of the annual Regional Transport Fund budget (estimated £849,000) for project management costs. The same guidance notes that £100,000 revenue grant is available to the CJC from Welsh Government for 2026/27.
- 6.5 Through the development of the Programme of Schemes, it was identified that a CJC allocation of £350,000 – or 1.27% of the total capital could be secured without impacting on scheme spending. Added to the £100k revenue available, it means that the CJC's budget for programme management will be £450k for 2026/27. This was included in the figures sent to Welsh Government for the proposed RTF Programme of Schemes.

7. RESOURCE MANAGEMENT

- 7.1 The CJC will have an increasing role in managing the programme and spend of transport scheme delivery in 2026/27, and this will have an impact on the staff resources required. The £450k budget noted in paragraph 6.5 includes allowance for the recruitment of up to two Transport Officers (job titles to be confirmed) who will work with the Senior Transport Officer to manage the programme.

8. FINANCIAL IMPLICATIONS

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

9. LEGAL IMPLICATIONS

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

APPENDICES:

Appendix 1 – Response to Active Travel Act Guidance consultation

Appendix 2 – Response to Liverpool City Region RTP Delivery Plan consultation

STATUTORY OFFICERS RESPONSE:

i. Monitoring Officer:

The report is presented in accordance with the Terms of Reference which require the Strategic Transport Sub-Committee to report bi-annually to the Corporate Joint Committee on its activities. The report is primarily for information and transparency in relation to the work undertaken by the Sub-Committee. No specific legal issues arise from the recommendations sought.

ii. **Statutory Finance Officer:**

I am satisfied with the accuracy of the financial information contained within the report and the decision sought does not create a new spending commitment.