
CORPORATE JOINT COMMITTEE
25th September 2026

TITLE: Arrangements for the Decision Making for In-Year Management of the Regional Transport Fund

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1. PURPOSE OF THE REPORT

1.1 The purpose of this report is to:

- inform the Corporate Joint Committee about the expectation placed upon the CJC regarding in-year management of the programme of Regional Transport Fund projects across North Wales, and
- seek an approval for delegated authority for decisions regarding in year changes to the programme

2. DECISION SOUGHT

2.1 The Corporate Joint Committee is asked to approve 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 Welsh Government in respect of the in-year management of the Regional Transport Fund programme.

2.2 The Committee should note that Welsh Government remains the final grant decision-maker regarding the Regional Transport Fund.

3. REASON FOR DECISION

3.1 On 13th July 2026 ([Agenda for North Wales CJC Strategic Transport Sub-committee on Monday, 13th July, 2026, 2.30 pm](#)), the Strategic Transport Sub Committee agreed 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.

3.2 This decision will 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.



4. BACKGROUND

- 4.1 The Regional Transport Plan (RTP) sets out the policies that shape investment in transport in North Wales. It was approved by the CJC in July 2025 and became adopted policy after being approved by Welsh Government in October 2025.
- 4.2 The policies in the RTP influenced the schemes that were included in the Regional Transport Delivery Plan (RTDP) that was approved/adopted alongside the RTP. A large amount of the funding required to deliver RTDP schemes is likely to come from Welsh Government's Regional Transport Fund (RTF).
- 4.3 In line with Welsh Government timescales, a programme of schemes for RTF funding in 2026/27 was submitted to Welsh Government in January 2026 after approval by both the Strategic Transport Sub Committee and then the CJC.
- 4.4 In March 2026 Welsh Government approved the programme of schemes and issued offer letters for each scheme to the relevant local authority. Delivery of those schemes could commence from April 2026. For the current financial year, funding goes directly to local authorities.

5. WELSH GOVERNMENT IMPLEMENTATION GUIDANCE

- 5.1 Welsh Government issues their 2026/27 RTF Implementation Guidance to the CJC on 18th May 2026. This sets out the expectations for local authorities and the CJC in managing the Regional Transport Fund Programme in the current financial year.
- 5.2 This includes the process for making any changes to the programme, e.g. in the event of underspend or overspend. The guidance states that:

"Although underspends and overspends should be reported quarterly by individual LAs, no changes to scheme allocations will be considered by the Welsh Government unless change requests are agreed and submitted by LAs jointly as a region via the CJC. Change requests can be submitted at any time through the year

We would expect any change requests submitted, to have been agreed jointly as a region via the CJC before being submitted to Welsh Government for consideration"

- 5.3 So, if changes are required to a scheme's spend, the region must make a recommendation to Welsh Government that a change is made. There will then be discussion between the local authority officers, Ambition North Wales officers, and civil servants before any approval decision is made by Welsh Government.
- 5.4 If the change is approved, Welsh Government issue revised offer letters to the local authorities and Ambition North Wales issues revised forms to Welsh Government.
- 5.5 This process means that it is crucial that regional decision making is efficient and able to react to any emerging underspend or overspend concerns.



6. ROLES OF THE CJC AND STRATEGIC TRANSPORT SUB COMMITTEE

- 6.1 Section 5.8 of the CJC Constitution sets out the following regarding the Strategic Transport Sub Committee

“The CJC shall appoint a Sub-Committee known as the Strategic Transport Sub-Committee – (“Strategic Transport function”) to carry out the function of preparation and monitoring of transport policies under sections 108(1)(a) and (2A)(a) of Part 2 of the Transport Act 2000 or any functions of the CJC which are ancillary or incidental to those functions.”

- 6.2 Therefore, the CJC has made arrangements for the sub-committee to discharge certain strategic transport functions. The programming of the management and delivery of the RTDP within budget, and its monitoring and review is co-ordinated by the sub-committee.
- 6.3 The sub-committee may arrange for any of those functions to be exercised by a member of staff (unless the CJC has directed otherwise).

7. STRATEGIC TRANSPORT SUB COMMITTEE SCHEDULE

- 7.1 The Sub-Committee has scheduled meeting dates in July, November, and February. Each of those meetings has a lead time in for report preparation. Whilst this is effective governance, it does not provide the flexibility that may be required to manage changes to the in-year programme, particularly towards the end of the financial year.

8. DELEGATED AUTHORITY

- 8.1 The delegation being requested will be limited to changes which are consistent with the approved Regional Transport Plan, the approved Regional Transport Delivery Plan, Welsh Government RTF guidance and the relevant grant funding terms and conditions, including the reallocation of funding between approved schemes, substitution from an approved reserve list where delivery risks arise, and adjustments required to maximise delivery within funding timescales.
- 8.2 For the avoidance of doubt, the delegation shall not authorise the approval or revision of transport policy, any material departure from the approved RTP/RTDP, the introduction of a new scheme outside the approved or reserve programme where this would raise policy issues, or any amendment to the CJC’s own capital programme requiring CJC approval under the Financial Procedure Rules.
- 8.3 All decisions made under this delegation shall be recorded in writing, with reasons, and reported to the next available meeting of the Strategic Transport Sub-Committee and, where appropriate, the Corporate Joint Committee.”

9. FINANCIAL IMPLICATIONS

- 9.1. There are no direct financial implications for CJC budgets arising out of this report.



10. LEGAL IMPLICATIONS

- 10.1 The Monitoring Officer has been advised on the constitutional aspects and the nature of the delegation.

APPENDICES:

N/A

STATUTORY OFFICERS RESPONSE:

i. Monitoring Officer:

"The recommendation is legally and constitutionally supportable, provided it is approved by the Corporate Joint Committee and operated within the limits set out in the report.

The delegation should be treated as an operational programme-management mechanism for submitting regional change requests to Welsh Government. It does not authorise changes to transport policy, material departures from the approved RTP/RTDP, etc.

Decisions made under the delegation should be recorded in writing, with reasons, following the required consultation, and reported to the next available Sub-Committee meeting and, where appropriate, the CJC. Subject to those safeguards, no further legal issues arise."

ii. Statutory Finance Officer:

"I am satisfied that there are no direct financial implications to the decision sought. The Corporate Joint Committee will wish to consider the extent to which the proposed delegation offers an appropriate balance between accountability and the need to have agile and streamlined decision-making processes."