



REPORT TO THE STRATEGIC TRANSPORT SUB-COMMITTEE

31 March, 2025

TITLE: The Strategic Transport Sub-Committee Quarterly Report

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1. PURPOSE OF THE REPORT

- 1.1. To consider the quarterly 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 were approved at the meeting of the sub-committee on 1 October 2024. The sub-committee has convened on two occasions, and it is considered appropriate to review the work undertaken and ensure that the right resources are in place to meet future developments.

4. BACKGROUND AND RELEVANT CONSIDERATIONS

- 4.1. The Terms of Reference state that the "Strategic Transport Sub-Committee will prepare a quarterly report on its work for the Corporate Joint Committee which shall include:

- Progress on implementation of the Regional Transport Plan including individual Programmes and Projects
- The Financial Performance of the Committee
- Forthcoming developments"

The 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. The current consultation exercise on the Regional Transport Plan has raised awareness of the work of the CJC and specifically its powers in relation to developing and delivering transportation policies for the North Wales region.

- 4.2. There is also an opportunity to monitor and review the level and deployment of resources required and where it deems appropriate make recommendations to the CJC in relation to these matters.

- 4.3. The Terms of Reference provide that quarterly 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.
- 4.4. The sub-committee was convened on 1 October 2024 and has met formally twice to consider the developmental work around the production of the RTP. This work has included consideration of the evolving RTP and specifically addressing the Integrated Well-Being appraisal scoping report and Case for Change with recommendations for approval going to the CJC. Significant progress has been achieved in a short timeframe that has led to the successful launch of the public consultation exercise in January. The Membership of the sub-committee has benefitted from meeting informally in person to develop across-region working, and to explore shared skills and experience to support the delivery of transportation projects in North Wales. This regional cross-fertilisation of information and skills will continue to be a focus for future delivery and monitoring work.

5. QUARTERLY REPORT

5.1. Progress on implementation of RTP/update

- 5.1.1 The sub-committee recommended that the draft Regional Transport Plan (RTP) be approved by the CJC, and this was endorsed, and the decision made to go out to public consultation on 17 January 2025. The consultation period commenced on 20 January and ends by midnight 14th April 2025. The work is being led by ARUP on behalf of the CJC and involves digital as well as physical resourcing.
- 5.1.2 The Ambition North Wales website includes a dedicated site for accessing information on the consultation and allows people to read or download copies of the draft Regional Transport Plan, questionnaire and FAQ document. It provides details as to how people can have their say and provides a link to the Arup Virtual Engage consultation website.

A digital village hall style environment (Arup Virtual Engage) has been created to display the consultation documents and facilitate responses to an online questionnaire. The digital village hall can be visited via the following [link](#).

- 5.1.3 At the time of drafting the report there had been around 3,700 visitors, with many returning more than once. So far more than 80 responses have been received, from a range of individuals and organisations. Data is being collected via responses about where respondents live, their age group, gender, and whether they are in full time education or employment. This will help understanding as to who is having their say and help inform learn lessons for future consultations.

In terms of responses, generally sentiment is supportive of the plans and proposals, with a wide range of issues raised, spanning modes of transport, as well as comments in relation to economic, social, and environmental and commercial matters.

In response to some (albeit limited) responses and social media posts that have been brought to officer's attention that reference the lengthy, complex and technical nature of the consultation documents, an 'Easy to Read' version of the Regional Transport Plan has been published. This has been added to the consultation documents, and it is hoped this will help more people engage and have their say.

So far during the consultation period a number of emails have been received by the dedicated consultation mail address (northwalesregionaltransportplan@arup.com) from a range of individuals and organisations. These have involved submitted responses, requests for paper copies, and questions.

The team have also received calls to our bilingual telephone service (01172 405 350) which have primarily involved requests for paper copies. However, the use of the postal service with freepost address (FREEPOST UGC / ANW) remains limited at this stage but allows anyone to submit a paper response without postage costs. All formats for responses are regularly tested by Arup.

- 5.1.4 Local authority communications teams have supported the promotion of the Regional Transport Plan public consultation in a variety of ways to encourage participation.

Internally, communication channels have included circulating details within:

- relevant meetings with Members
- some full council meetings
- staff intranet sites
- staff and Member news bulletins
- emails to staff
- a staff Facebook group

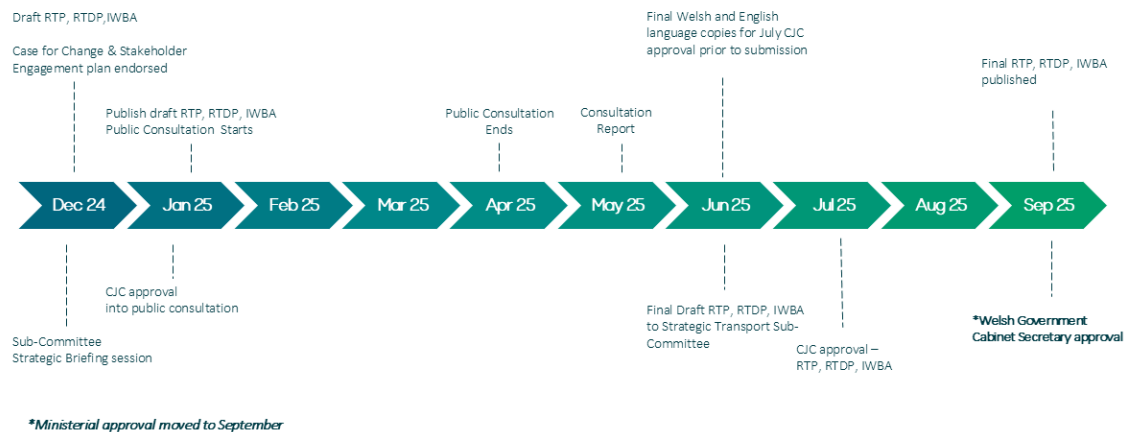
Externally, communications support has included councils:

- placing the consultation press release on their own websites
- circulating details to media contacts
- sharing of Ambition North Wales social media posts
- posting directly on their own corporate social media channels
- sharing details with town councils and community groups

Some in-person events are also taking place - where authorities believe they will be effective. To date Anglesey have held two events, Flintshire are organising two events in April, and Wrexham have confirmed that an event is being planned.

- 5.1.4 Arup continue to process and analyse responses. They will produce a Consultation Report including how feedback has been considered and shaped the final documents. Arup will engage directly with officers and partner organisations such as Transport for Wales to consider and respond to comments as appropriate.
- 5.1.5 We have developed a roadmap that outlines project planning and the key governance steps of the RTP to Welsh Government approval and publication. This roadmap has been amended recently to revise the date of Cabinet Secretary approval from July to September 2025:

RTP Roadmap



5.2. Update on programme of work and projects

- 5.2.1 There are currently 268 schemes aligned to projects within programmes as part of our draft Regional Transport Delivery Plan (RTDP) for delivery by North Wales' six local authorities. These schemes have been identified, appraised and initially prioritised to high, medium and low categories, over short-, medium- and longer-term periods.

The draft RTDP will be reviewed and revised subject to feedback during the 12-week public consultation due to complete on 14th April 2025. Following consultation, the prioritisation may be amended and delivery of the final agreed list of schemes will be progressed against available finance including but not limited to Welsh Government funding.

- 5.2.2 Following publication of the Regional Transport Plan and its supporting documents including the RTDP monitoring, and evaluation will commence of programmes, projects and schemes as set out in the draft Monitoring and Evaluation Plan, which is also subject to the current consultation and potential change. Once adopted, monitoring and evaluation reporting against the Plan will be a critical function of the Transport Sub Committee, and an update on this will be provided at the next review in October 2025 and thereafter.

The Welsh Government is engaging the CJs across Wales on the likelihood of Transport for Wales having a key role in future monitoring and evaluation once the RTPs are adopted. Further clarity will be shared once known.

5.3. Update on other programmes and projects being planned or delivered by others

- 5.3.1 Transport for Wales have been working with local authorities in the region on the development of a number of projects to enhance the sustainable transport offer across North Wales. These have been considered in the RTP policy base and in the RTDP schemes. The work has included:

- **Wrexham Gateway:** As part of the Wrexham Gateway Partnership, plans are being developed for an integrated transport hub at Wrexham General Station that are a key part of a wider regeneration programme
- **Bangor Gateway:** Developing proposals to improve walking, cycling, and public access to Bangor station and enhance the station environment

- **Holyhead Gateway:** Proposals to enhance the station environment and improve sustainable access to the station and the port facilities, including improved walking, cycling and wheeling connectivity from the town centre and residential areas and improved bus provision
- **Caernarfon Gateway:** Exploring options for the eastern approach to the town centre that may be facilitated by the removal of the existing flyover or multi-storey car park.
- **Enhancing Menai Resilience:** Developing options to improve resilience and reliability of the Menai Crossing
- Identifying options for improving choices for travel to work at large employment sites including **Deeside Industrial Park and Wrexham Industrial Estate**
- Identifying options for **bus infrastructure improvements** across the region that will facilitate improved public transport journey time and reliability
- Feasibility work considering an **east-west coach service** intended to complement the rail offer and improve cross-border connectivity

North Wales Transport Commission

- 5.3.2 The North Wales Transport Commission, chaired by Lord Burns, was tasked by the Welsh Government to provide recommendations to realise a sustainable integrated and multi-modal transport system in North Wales. Further information can be found [here](#).

In their final report they made 60 recommendations. These recommendations have strongly influenced the development of the draft Regional Transport Plan.

Of the 60 recommendations, three were considered to be more appropriately actioned by the Welsh Government (“We recommend Welsh Government reviews TAN18 guidance”, “We recommend that Welsh Government produces guidance for local authorities on developing a parking management strategy”, and “We recommend that local authorities are required to set out how they plan to manage and maintain active travel networks as a condition of receiving Active Travel Fund grants”). The other 57 have either directly influenced the policies that are included in the draft Regional Transport Plan or have been captured in the draft Regional Transport Delivery Plan where they consider a specific scheme or programme.

The Commission also published an additional report looking at improving resilience of the Menai Crossings. These have been considered in the Strategic Road Network Aspirations that are included in the draft Regional Transport Plan.

Hunt-Medi place-based development advisory group

- 5.3.3 Supported by the Design Commission for Wales, a Secretariat of Welsh Government officials, Transport for Wales and selected Panel members, Arup worked to understand the barriers to sustainable development and make recommendations for improved ways of working to deliver better outcomes for all in Wales. A comprehensive engagement exercise, including with the North Wales CJC, meant Arup listened to people involved in transport, planning, placemaking and economic development, with experience across Wales and further afield. Arup focused on identifying ways in which Wales can make better use of existing resources and find efficiencies that will help achieve a more prosperous, equal and greener Wales. The Panel’s recommendations around collaboration, coordination of skills, resource and data and taking a

place-based approach have all been endorsed by the Welsh Government, who will take forward the recommendations making use of the actions as suggested.

These Panel recommendations have strongly influenced the development of the draft Regional Transport Plan. For example:

“There is a strong opportunity for a regional approach to development in North Wales, with transport, land use, and economic development, all intersecting like a well-designed Venn diagram. These components create a cohesive system that aim to ensure that North Wales is well-positioned to provide the skills, employability, and economic opportunities needed for a prosperous future.”

The draft Regional Transport Plan carefully considers the linkages with the existing Local Development Plans, emerging Strategic Development Plan, and includes explicitly land use planning and placemaking focused policies.

Bus Reform/Franchising

- 5.3.4 Officers from all six local authorities in the region have worked with Transport for Wales to identify a bus transformation network across North Wales. This considers the existing network and patronage, in seeking the creation of a single unified network of services which is intuitive, easy to understand, and coordinated.

The RTP sets out the aspirations for bus services in North Wales, such as: Sunday services, longer operating hours, improved frequency, and integration with other services.

The plans for bus travel are considered within the context of the proposed future bus network across Wales, which Transport for Wales are currently developing as part of the Welsh Government’s proposals to introduce bus franchising. This will enable bus networks to be designed and operated to target local needs, for example areas of deprivation, and meet the needs of customers rather than the current situation where the emphasis is often on competition considering routes are profitable. The change will also enable integration of timetabling and ticketing, making integration easier. Bus services will be planned and specified within available funding limits by local authorities, the North Wales Corporate Joint Committee, Transport for Wales and the Welsh Government.

The RTP proposes a partnership approach to ensuring that franchising delivers the best network for North Wales, committing the CJC and local authorities 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.

North-South Express Coach Service

- 5.3.5 Transport for Wales is seeking views on proposals for a new express coach service linking the south to north of the western spine of Wales, which could be introduced as early as the second quarter of 2026. See: [here](#).

The subsidised “TrawsCymru Express” – as it is referred to in a newly released feasibility study prepared by Arup – would connect Bangor in north west Wales and Carmarthen in the south west. Arup now proposes a full business case be carried out with a view to delivering the plan as a trial before the next Senedd election in May 2026.

The 130-mile journey could be covered in four hours 45 minutes, slashing one and a half hours off the current frequent-stop bus service, the T1/T2 by TrawsCymru. No direct rail link currently exists between the two settlements, with trains possible via Shrewsbury taking six hours 20 minutes. The proposal is for seven towns to be served en route. The preferred option is for eight services per day each way, with departures made from 0530hrs to 1930hrs. The report notes that procurement options would need to align with plans for bus franchising, due to be rolled out from 2026-28.

The paper notes ambitions to restore former railway services along this corridor but adds that a previous report prepared by WSP “concluded that the introduction of end-to-end schemes for rail would be very challenging due to the costs associated with rail infrastructure and overall distance requirements”. Coach is seen by Arup to be substantially cheaper.

The TrawsCymru Express would use existing stops but also part of the plan are improvements to those, as well as a new transport interchange at Machynlleth. The latter is in keeping with the plan’s adherence to the principle of integration with existing rail services. Projected costs, revenues and subsidies have been fully broken-down year by year. However, the diesel model for the first typical year of 2027 – after the initial £4.6 million outlay of 2026 – shows a revenue of £0.9 million and a subsidy of £2 million.

The scheme is not explicitly referenced in the draft Regional Transport Deliver Plan because it is currently being progressed and would be delivered by Transport for Wales, and not a local authority. However, we intend to include it as a reference point in the Regional Transport Plan and/or Delivery Plan to influence its future funding given the importance of north-south connectivity to our region.

Port of Mostyn offshore wind facility

- 5.3.6 Plans for a major expansion at the Port of Mostyn in Flintshire have been approved. The project is expected to create 300 new jobs and strengthen the region’s position in renewable energy generation. The approved project includes constructing a new 350-metre quay and reclaiming 13 acres of land, enabling the port to accommodate the next generation of larger floating offshore wind turbines. Preparatory work is set to begin this autumn, with the construction phase creating 130 jobs and an additional 300 permanent positions anticipated as new windfarm projects commence in 2027. This development aligns with plans for the Port as set out in our Regional Transport Plan policies pertinent to ports and freight. See a press article for more [here](#).

North Wales Tourism Campaign

- 5.3.7 The aim of the campaign by 'North Wales Tourism' is to promote green tourism by reducing the number of cars on the roads and overcrowding at well-known hotspots during peak periods. It’s aimed at travellers from cities and towns using trains run by Transport for Wales (TfW) and Avanti West Coast. It will link with bus routes operated by the long-distance TrawsCymru network and the book-a-ride fflecsi bus service along more local routes. The idea is to provide a joined-up service so people can reach their final destinations without having to drive there.

Among the bus services connecting with the rail network will be ones operating from Wrexham, Prestatyn, Betws y Coed, Pwllheli, Blaenau Ffestiniog and Barmouth. The challenge has always been, when people arrive at a North Wales station, how they get to some of the key attractions without relying on a car. The missing piece in the jigsaw is the so-called final mile and that’s

where TrawsCymru and the fflecsi bus service come in so people can reach their final destination from key, selected places. More information can be found [here](#).

This aligns well with our Regional Transport Plan policies focused on sustainable tourism and connectivity, as well as the Ambition North Wales project 'Responsible Adventure' (see: [here](#)).

Wrexham and Flintshire Investment Zone

- 5.3.8 Significant progress is being made on the Wrexham and Flintshire Investment Zone, as business FI Real Estate Management (FIREM) invests in growth (see [here](#)).

The investment zone is a collaborative project expected to attract £1 billion of private sector investment and create 6,000 new jobs. It's backed by £160 million in funding from the Welsh Government and UK Government and will focus primarily on advanced manufacturing, with the Investment Zone targeting 5.5 million square feet of new capacity for the sector. There will be a particular emphasis on innovation skills and transport challenges, delivering new opportunities and investment for communities and growing both local and regional economies.

Plans for the investment zone recently took a major step forward with the confirmation of its industrial focus and main sites forming part of a recent announcement by the Chancellor Rachel Reeves. One of these sites is Wrexham Industrial Estate, which houses a wide range of significant businesses and employers, such as JCB. Three of FIREM's developments on the estate, Wrexham 1M, Wrexham 152 and Bridgeway Centre, sit within the designated zone. The firm is significantly expanding its presence on the estate as part of its Wrexham 1M project, comprising one million square feet of logistics space, set to create 1,000 jobs and act as a catalyst for growth in the region. In total, FIREM has invested more than £136 million in Wrexham Industrial Estate in the last two decades.

This aligns well with our Regional Transport Plan policies focused on connectivity with the Investment Zone, as well as the Ambition North Wales partnership with both councils (see [here](#)).

The Investment Zone provides a potential opportunity to deliver the bus transformation network in parts of Flintshire and Wrexham, and to progress some active travel connections to Deeside Industrial Park and Wrexham Industrial Estate. This would improve access to employment opportunities and widen the labour market.

Plans to introduce capped bus fares for young people

- 5.3.9 Welsh Government plans to introduce capped bus fares for young people in Wales have been praised as 'potentially transformational'. From September 2025, 16 to 21 year olds in Wales will benefit from £1 single bus fares and a £3 unlimited day ticket. The initiative will run for a full academic year, backed by a £100 million investment as part of the Welsh Government's budget. The scheme could bring significant benefits with similar implementations being seen across Europe to great success. Further information about the budget can be found [here](#).

In summary, the budget also makes allowances for:

- £181.6m to improve rail services, including modernising the Core Valley Lines.
- £15m to fund a £1 single bus fare scheme for young people under 21.
- Funding to create a £120m local authority road and pavement repair scheme.

- £25m for a road improvement fund to improve the strategic road network which will enable us to improve 100km of the network and reduce and prevent potholes.

Strategic Road Network

- 5.3.10 The Strategic Road Network (SRN) in North Wales includes motorways and major A roads, which are managed and maintained by the North and Mid Wales Trunk Road Agency and the Welsh Government. As with rail, this means that the Corporate Joint Committee and local authorities in North Wales have no direct influence over the strategic road network. However, it is important that this Regional Transport Plan sets out regional aspirations for strategic roads as these are key to supporting our wider connectivity aspirations for North Wales.

TfW policy ambition for the strategic road network is:

“By collaborating with the North and Mid Wales Trunk Road Agency and the Welsh Government, we will work towards a more efficient, integrated, and resilient strategic road network. Efficient and effective strategic roads will allow people and goods to easily move between major centres of employment, health, education and other community facilities and infrastructure. Our strategic roads will be resilient to extreme weather events and enhance Biodiversity.”

This policy ambition is complemented by more specific strategic road network aspirations, including highway maintenance programmes, capacity and safety improvement projects across and connecting North Wales, which are:

SRN Aspiration 1: The Strategic Road Network should be maintained to ensure that routes remain safe and reliable.

SRN Aspiration 2: The River Dee Bridge on the A494 should be replaced to ensure continued reliability of crucial cross-border movements.

SRN Aspiration 3: The case for delivering selected paused strategic highway schemes should be reviewed, particularly where these can provide wider benefits and enhance facilities for sustainable travel. Priority routes are the A494/A55/Flintshire Corridor and the A483 Wrexham.

SRN Aspiration 4: The case for a third Menai Crossing should be progressed. This could improve journey time reliability, enhance capacity, provide improved facilities for users of sustainable Modes.

SRN Aspiration 5: Measures that will improve resilience of the Menai Crossings should be progressed.

Rail

- 5.3.11 The rail network infrastructure in North Wales is non-devolved, meaning it is the responsibility of the UK government via Network Rail. Service levels are largely specified by the Welsh Government for Transport for Wales Rail, and the Department for Transport, working with the Train Operating Companies (currently Transport for Wales and Avanti West Coast).

Freight Operating Companies serve customer needs, which means freight services are commercially led. Track for passenger and rail freight is provided by Network Rail, with regulations by the Office of Rail and Road.

This means that the Corporate Joint Committee and local authorities in North Wales have no direct influence over rail services or infrastructure, so there are no explicit policies in this Plan, or schemes relating to rail in our Regional Transport Delivery Plan. However, it is crucial that the Regional Transport Plan sets out regional aspirations for rail as these are key to supporting our wider aspirations for improved connectivity across North Wales and beyond.

TfW policy ambition for rail is:

“By collaborating with Transport for Wales and Network Rail, we will work towards a more efficient, integrated, and passenger-focused rail network. Efficient and effective rail services will allow people and goods to easily move from door to door by accessible, sustainable, and efficient transport services and infrastructure.”

This policy ambition is complemented by more specific rail aspirations, which include rail service and station programmes and projects across and connecting North Wales, which are considered as follows:

Rail Aspiration 1: Rail connections to key destinations including London Euston, Manchester (and its airport), Liverpool (and its airport), Cardiff, Birmingham (and its airport), Crewe (for further connections), and Warrington (for future connection to Northern Powerhouse Rail) will be maintained and enhanced.

Rail Aspiration 2: The preferred service level on the North Wales Main Line is five trains per hour including an express service.

Rail Aspiration 3: Improvements at Chester Station that will allow the operation of preferred service levels on the North Wales Main Line should be progressed.

Rail Aspiration 4: Delivery of the North Wales Main Line infrastructure improvements that will enable the operation of five trains per hour and reduce journey times should be progressed, prioritising the sections between Crewe and Llandudno Junction.

Rail Aspiration 5: Priority should be given to infrastructure improvements on the Borderlands Line, including removal of the rail capacity constraint at the Padeswood Cement Works, to allow service levels of four trains per hour, including two direct to Liverpool.

Rail Aspiration 6: Shotton Station should be improved to create a high quality and fully accessible interchange between the Borderlands Line and North Wales Main Line with good active travel and public transport access.

Rail Aspiration 7: New and improved access to rail services at Deeside Industrial Park on the Borderlands Line should be progressed with supporting active travel and public transport access to the station.

Rail Aspiration 8: Capacity constraints on the Shrewsbury – Wrexham – Chester line should be addressed to enable a service frequency of two trains per hour to be achieved, alongside reduced journey times where possible.

Rail Aspiration 9: Line capacity enhancements, increased service frequencies and train capacity enhancements on the Conwy Valley and Cambrian Coast Lines should be considered, supported by complementary bus measures.

6.1. PERFORMANCE MANAGEMENT

- 6.1.1. Currently CJC resourcing for the RTP has been through oversight by the CJC Programme Implementation Lead, ARUP consultancy services for all transport technical matters, supported by close engagement and critical input from key stakeholders including North Wales TfW lead, our Local Authority Transport Officer Leads.
- 6.1.2 Following completion of the transfer into CJC the Interim CEO will have the ability to begin the process of recruiting transport planning expertise. This will provide the CJC with regional policy level technical resource to interoperate with all our key stakeholders at local, regional and national levels. Whilst this transition occurs the CJC will in the short term require consultancy services funded and supported through Welsh Government grant funding arrangements.
- 6.1.3 Support around the committee system and governance is currently provided through interim resources that provide support to Members and officers. This has ensured that the sub-committee has been correctly established, Members co-opted, terms of reference, work plans adopted and agendas published. Following transfer these roles will be reviewed and recruited to as appropriate with permanent officers.
- 6.1.4 A key resource is the officer network that provides the expertise and professional knowledge to support Members and their respective Authorities in managing the work of the sub-committee. Officers are the critical liaison between those matters that are the responsibility of the CJC and their Member portfolio holders, respective Executives and scrutiny. The sub-committee is supported by an officer advisory group which meets regularly and is led by a lead officer from the Authority represented through the Chair of the sub-committee. This advisory group includes input from ARUP, Transport for Wales and other stakeholders as required.

7.1. FINANCIAL PERFORMANCE

- 7.1.1 Financial spend to date has been primarily through grant funding received from Welsh Government. This spend is currently £193,170 which has been used to commission ARUP to provide technical support and delivery since early 2024 for all elements of RTP delivery.
- 7.1.2 The CJC is currently in discussions with Welsh Government to confirm funding allocations for 2025/26. A further update will be provided once further details are made available.

Grants Modernisation – 2026/27

- 7.1.3 Welsh Government is working to combine the current eight different local authority transport grants into one single source of funding, which will be allocated across the regions. The RTDPs will outline how this funding should be spent on delivering the priorities that have been agreed in the Regional Transport Plans. This will not result in less funding being made available to local authorities. This exercise is about how we ensure that funding is spent in a more strategic and joined up way. It is also an opportunity to reduce the paperwork and bureaucracy around the funding.

Welsh Government aims to put a formula in place to decide how much funding each region gets. Members met with the CSNWT on 11 March and discussed the need to ensure that a formula is fair to each region, including making sure it recognises the needs of rural communities. The Cabinet Secretary has agreed to a future workshop to discuss formula options in detail. The point has been made strongly by local authorities and CJs that WG needs

to allow for multi-year funding. This needs to be done in a way which is compatible with the uncertainty Welsh Government faces about its own future budgets. But the CSNWT has indicated his willingness to explore how we can give CJs and LAs as much certainty as possible.

Further meetings are anticipated between CJC's, and Welsh Government and updates will be provided once further information is available.

8. FINANCIAL IMPLICATIONS

- 8.1. There are no 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:

None

STATUTORY OFFICERS RESPONSE:

i. Monitoring Officer:

"The Terms of Reference require that a quarterly report is submitted to the sub-committee to address its responsibilities and functions."

ii. Statutory Finance Officer:

"I can confirm the accuracy of the financial information contained in this report. No further comments from the perspective of financial propriety."