



Appendix 1: Options Paper: Transport projects within the North Wales Growth Deal

Options Available

The PMO have considered three options in relation to the inclusion of Transport projects within the Growth Deal:

- Option 1 – Creation of a new Transport Programme within the Growth Deal aligned to the Regional Transport Strategy.
- Option 2 – Expand the Land and Property Programme to clarify that projects containing enabling onsite and offsite transport infrastructure can be taken forward within a clearly defined scope where they contribute to core Growth Deal targets.
- Option 3 – No change. Transport projects and projects including enabling transport infrastructure are not funded through the Growth Deal.

High-Level Options Assessment

	Scope	Governance Implications	Funding	Resources	Benefits	Approval Pathway
Option 1 – New Transport Programme	The new programme would be aligned to delivery of the Regional Transport Plan.	A new programme would need to be established, however the scale of the work and investment required to deliver the Regional Transport Plan is significant and should be viewed as a complimentary portfolio/programme of equal stature to the Growth Deal /Investment Zone/Freeport rather than a	Would require significant additional funding to deliver on Regional Transport Plan aspirations. The plan sets out a request for £150m in Welsh Government funding over a five-	The management, monitoring and delivery of the Regional Transport Plan is likely to require additional resources. Such an increase in workload could not be accommodated within existing resources.	While there would be considerable economic benefits to the delivery of the Regional Transport Plan, many projects would not directly contribute to Growth Deal targets.	Would represent a major change to the Growth Deal through the creation of a new programme and would require the approval of all partners. Welsh Government approval would be required for



		programme within the Growth Deal.	year period.			additional funding to be provided.
Option 2 – Amended Land and Property Programme	Expand the programme to clarify that projects containing enabling transport infrastructure as well as economic growth elements that deliver jobs/growth can be supported	This would represent a moderate amendment to the existing programme and while additional representatives on the Programme Board could be considered, the impact would be minimal. However, the enabling transport works associated with projects could be complex.	Potential to fund projects including enabling transport infrastructure within existing Growth Deal funding envelope.	Projects would be funded from within existing Growth Deal funding no additional impact on resource requirement.	Potential to unlock key economic growth projects/sites that would contribute to Growth Deal targets. However, benefits from projects including transport enabling works may be lower than other projects requiring a negotiation with government on targets.	Would represent a moderate amendment to the existing programme and therefore would be within the powers of the Corporate Joint Committee to approve.
Option 3 – No change	No change	No impact	No impact	No impact	Would limit the ability of the Growth Deal to invest in transport schemes that could deliver against Growth Deal targets.	Would represent no change and therefore the CJC has the power to approve.



Summary of Appraisal

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Option 1 – New Transport Programme	The scale of the investment required set out in the Regional Transport Plan is significant and would represent a complimentary regional intervention to the Growth Deal, Investment Zone and Freeport. It would not be practical to seek to create this as a programme within the Growth Deal and would require significant additional funding above the £240m allocated to the Deal. As a result, this option is discounted.
Option 2 – Amended Land and Property Programme	Expand the Land and Property Programme to clarify that projects containing enabling onsite and offsite transport infrastructure can be taken forward provides the flexibility for Ambition North Wales to fund some enabling works as part of a larger project that would deliver economic growth and contribute to our portfolio targets. There would need to be strict criteria around the scope and level of funding that could be provided as transport infrastructure on its own would not create the level of jobs required by the Growth Deal but could potentially use considerable funding. However, so long as the criteria is clear and managed effectively this represents an opportunity to unlock some projects that could not proceed without additional funding from the Growth Deal and should be considered. This represents the preferred option.
Option 3 – No change	Maintaining the current position would have the least impact on the Growth Deal in terms of process and resources but it could also represent a missed opportunity to unlock schemes that would deliver against Growth Deal targets. As a result, this option is discounted.

Recommendation: Option 2

The recommendation from the PMO for consideration by the Economic Wellbeing Sub-Committee at the meeting held 11 July 2025, is that **Option 2** should be agreed as set out below:

- The scope of the programme be amended to clarify that projects including enabling onsite and offsite transport infrastructure can be taken forward as part of a wider project where directly linked to economic development activity and the creation of new jobs.
- 1. That projects should only be considered “in scope” where they meet the following criteria:
 - a) Projects should be strategic projects of regional significance and proposed for inclusion in the Growth Deal by Welsh Government.
 - b) Enabling onsite or offsite transport infrastructure improvements form part of the project targeting economic development/job creation activity e.g. expansion of existing facilities or creation of new facilities.



- c) The Growth Deal would be a minority capital funder in such projects and would be considered a funder of last resort providing funding to unlock delivery.
- The projects can be delivered, and benefits realised within the time frame of the Growth Deal. The same criteria around deliverability would apply as with all other Growth Deal projects.
- 2. That should the Economic Wellbeing Sub-Committee support the recommendations (Option 2) above, the Portfolio and Land and Property Programme targets and objectives would be reviewed to take account of the change, potentially requiring a renegotiation with UK and Welsh Government on portfolio level targets.