



***SOUTH WEST WALES CORPORATE JOINT
COMMITTEE - REGIONAL TRANSPORT SUB-
COMMITTEE***

8.30 AM TUESDAY, 7 MAY 2024

VIA MICROSOFT TEAMS

All mobile telephones to be switched to silent for the duration of the meeting

Webcasting/Hybrid Meetings

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1. Chairs Announcements
2. Declarations of Interest
3. Minutes of Previous Meeting (*Pages 3 - 8*)
4. South West Wales Regional Transport Plan - Programme Update (*Pages 9 - 16*)
5. Urgent Items
Any urgent items at the discretion of the Chairperson pursuant to Section 100BA(6)(b) of the Local Government Act 1972 (as amended).

W.Bramble
Chief Executive

**Civic Centre
Port Talbot**

Tuesday, 30 April 2024

Committee Membership:

Chairperson: Councillor D.Price

Councillors: E.Thomas, A.Stevens, R.Sinnott and
W.F.Griffiths

National Park

Representatives: M.James and E.Roderick

South West Wales Corporate Joint Committee - Regional Transport Sub-Committee

(Via Microsoft Teams)

Members Present:

12 February 2024

Chairperson: Councillor D.Price

Councillors: E.Thomas, A.Stevens, R.Sinnott and
W.F.Griffiths

**National Park
Representatives:** M.James

**Officers In
Attendance:** S.Davies, D.Thomas, D.John, D.Griffiths,
A.Eynon, S.Aldred-Jones, G.Jones, K.Tillman,
L.McAndrew, B.George, C.Bate, O.Dolan-Gray,
R.Lewis, L.White and C.Plouman

1. **Chairs Announcements**

The Chairperson welcomed everyone to the meeting.

2. **Declarations of Interest**

There were no declarations of interests received.

3. **Minutes of Previous Meeting**

The minutes of the meetings held on 10 July 2023 and 9 October 2023, were approved as an accurate record.

4. **Transport for Wales Regional Priorities Overview - Rail and Bus Services Update**

The Committee received a presentation from Transport for Wales (TFW) in regards to Swansea Bay and West Wales Regional

Transport Overview; specially the South West Regional Transport Study.

It was explained that the study commenced in November 2023; therefore, it was still in the early stages of development. Members were informed that the aim of the study was to produce a list of opportunities to improve the desirability of multi modal transport across the Region; taking into account bus data overall, but also working with each Local Authorities to understand local knowledge.

Following the analysis of bus data, Officers intended to overlay that information with an understanding of car usage; including travel patterns and destinations, as well as analysing private transport destinations and routes reflected accurately in the bus corridors. In order to overlay that further, Officers were going to look into the active travel network, both existing and proposed, to try and understand where there were points of interception between the networks; and also where there were opportunities for improvement. In addition, it was planned to tie this in with the rail network, and any areas for development; determining if Officers could pick up any improvements within the developments, at this early stage, to try and make multi modal transport more desirable to the public.

A discussion took place in regards to the timeframes associated with the study. As previously mentioned, TFW had commenced the study in November 2023; and had made significant progress to date in analysing the bus data. It was confirmed that Officers had started drafting the report of bus data, and once finalised will share with each Local Authority; it was anticipated that the report would be completed by the end of this financial year.

It was explained that the data sets and forms of modelling mentioned, were accessible at Local Authority level; however, Local Authorities would need to pay consultancy fees to access the information. It was noted that TFW hold licences for data of this nature, and therefore were able to collaborate on the behalf of Local Authorities.

Members were provided with detail in regards to the bus data that TFW had started gathering and understanding. It was explained that City Swift was a database in which all bus operators fed into, providing real time information; this was the database that TFW were accessing for the study. Officers highlighted that they had utilised data from October 2022 to October 2023; ranking the data into demand, profitability, unwanted dwell time and concessionary.

Officers went through the approach and study output, which was captured as follows:

- Prioritise bus routes by passenger demand and dwell time;
- Identify the areas where journey speeds are slowest
- Identify the greatest need of improvement to deliver the greatest benefit

The presentation detailed an example of bus route ranking. Reference was made to the combining of dwell time and demand, which highlights the areas which have the most passengers but also were impacted by the most demand.

TFW colleagues explained how to obtain a regional perspective. It was noted that this initial approach was focused on high density areas; Swansea Bay bus routes had dominated the initial ranking and analysis due to the data using absolute numbers. The presentation went on to explain that to counter this, and provide a regional perspective, the analysis had been repeated with the exclusion of bus routes that engage with Swansea bus depots.

The Committee were provided with examples of the output of the study, and how the information can be used to further investigate improvements to bus routes.

It was noted that from TFW's analysis there had been a consistent theme with all bus routes, in that it was in the evening where the serious delays actually occur.

Members were informed that TFW had crossed referenced with INRIX data in regards to the areas that had a slow average speed, in order to identify if this was a congestion issue or if it was specific for the bus; through this they will have a bit more information to assist with engagement with the Local Authority.

A conclusion was provided in regards to the output. It was stated that this project was trying to give a regional perspective of the bus network, bring local knowledge and data together to create a solid starting point on how to improve the bus network, and identify the problems and start the process for finding solutions.

The next steps were highlighted to the Committee:

- Engage with local government colleagues and stakeholders to understand the routes and local needs

- Understand operational cost savings that could be achieved by improving the bus route infrastructure
- Use mobile phone network data to develop approach to look at future bus routes

TFW colleagues provided detail in regards to how this work would align with the Regional Transport Plan (RTP) process; and how simplifying a complex problem could inform RTP and programme development for improvement over the coming years.

Reference was made to the transport modelling capabilities, specifically with regards to the South West and Mid Wales Transport Model. It was stated that the model was owned by Welsh Government but managed by TFW, and covered West and Mid Wales; specifically it had an increased level of detail around the key urban settlements. Officers highlighted that the model was representative of highways and public transport demand for the region; it uses the base year of 2019, and forecasted to 2027 and 2042.

It was recognised that the data was pre Covid, therefore an exercise was undertaken last year to update the model with post Covid data; this exercise had now been completed, with data gathered from 2022.

The presentation included information regarding what the model was capable of producing. It was explained that the model had quite a few uses; Officers highlighted examples of what it had been used for to date, including the Swansea Bay and West Wales rail improvements.

A discussion took place in regards to the types of data that was available from the model. It was noted that the associated baseline data, such as mobile phone data, can be tailored to suit different needs; Local Authorities might want to undertake some form of modelling, but to suit different requirements, and that was something that can be achieved. TFW encouraged Members to provide any ideas they have to the team.

It was confirmed that Local Development Plans had formed part of the transport modelling exercises in the past, and this needed to be undertaken in regards to this particular study. TFW colleagues highlighted that they would provide further detail on National Park links.

5. **Regional Transport Plan - Case for Change**

Members were provided with the Case for Change, which was the next part of the process in developing the Regional Transport Plan (RTP).

Officers explained that the Implementation Plan for the RTP was approved at a recent meeting of the Corporate Joint Committee, and submitted to Welsh Government; the next stage of the process was to develop a Case for Change. It was stated that the Case for Change was a document which set out the regions current position and why change was required; it also included a draft of the engagement strategy, and the process in regards to the integrated impact assessment that follows on from the various consultation exercises.

Concerns were raised in regards the timescales associated with developing the RTP, as had been previously mentioned in past meetings.

It was noted that the Case for Change linked to a number of other strategy documents; and specifically was driven by opportunities in regards to the transport strategy. Officers added that the document set out the gaps in the industry, and provided a direction of travel for the next stage.

Reference was made to the Rail Journey Data detailed within the Case for Change, which was included as Appendix 1 of the circulated report. It was noted that the table currently only included rail trips from Swansea; however, Officers had been working on updating this table to include single trips to the four main stations in each of the Local Authority areas. Members were informed that the overall trip data was captured from 2021/22 financial year; the data from 2022/23 financial year will be issued at the end of February 2024.

A discussion took place in regards to the next steps of the RTP process. It was noted that the Case for Change would need to be approved by the Corporate Joint Committee, and then submitted to Welsh Government for approval. The challenging timescales associated with the development of the RTP was reiterated; Officers would need to discuss this further, in terms of what could be delivered within the specified time frame. It was mentioned that the dates were not confirmed; however, Officers were currently working towards developing the initial draft of the RTP by May 2024, the final draft of the RTP by October 2024, and the final RTP by March 2025.

A formal amendment to the recommendation, contained within the circulated report, was proposed and seconded:

'That the Regional Transport Sub-Committee endorse the Case for Change in respect of the Regional Transport Plan, subject to the inclusion of additional rail journey data; and that it is submitted to the South West Wales Corporate Joint Committee for approval and onward submission to Welsh Government to meet the requirements of the Regional Transport Plan mandate'

It was determined that the Committee were in support of the amendment to be considered by Corporate Joint Committee.

6. **Urgent Items**

There were no urgent items received.

CHAIRPERSON

SOUTH WEST WALES CORPORATE JOINT COMMITTEE

Southwest Wales Transport Sub Committee

7th May 2024

Report Title: South West Wales Regional Transport Plan – Programme Update

Purpose of Report	To inform and seek endorsement of an amendment to the programme of works for the SWW Regional Transport Plan – initial draft stage and that it be commended to the Corporate Joint Committee for approval.
Recommendation(s)	It is recommended that members endorse an amendment to the programme of works for the SWW Regional Transport Plan – initial draft stage as identified in this report and that it be commended to the Corporate Joint Committee for approval.
Report Author	Stuart Davies Head of Highways & Transportation, City & County of Swansea Council Mark Wade Director of Place, City & County of Swansea Council
Finance Officer	Chris Moore
Legal Officer	Craig Griffiths

Introduction / Background:

The Southwest Wales team have worked effectively to date, delivering the Implementation Plan and Case for Change stages of the project in a timely manner. This has recently been commended by Ken Skates, the new Cabinet Secretary for North Wales and Transport.

'The South West must be congratulated for producing this Case for Change efficiently and moving forward swiftly in the RTP development.' (**Appendix 1**)

Prior to submitting the draft Regional Transport Plan by the 31st of October 2024 deadline, it has been suggested by Welsh Government that we should undertake an additional early public consultation during May and June to verify our proposed direction of travel. The timeline for this consultation is further challenged by the pre-election period for the Police and Crime

Commissioner elections. This will delay the proposed submission of the initial draft to Welsh Government which was originally intended for the 29th May 2024.

Timescales:

Next Phase

The proposed amendment to the programme indicates that we will continue with the full draft submission by 31st October 2024. The intention is to submit a ‘policy only’ update to Welsh Government in late July, following the May/June consultation. The team have been told this is acceptable by Welsh Government.

Proposed Draft RTP timeline:

Initial Timeline	May	July	October
Draft RTP	Submit first draft 29 th May		Submit final draft 31 st October
Proposed Timeline	May/June	July	October
Draft RTP	Technical stakeholder, community councils and public consultation	Submit policy update to Welsh Government	Submit final draft 31 st October

Remaining Programme Delivery

To note, whilst the region has expressed concern regarding both finance and the final completion timeline to Welsh Government, response indicates there remains no change to either. **(See Appendix 1)**

The working group continues to be concerned about the inadequate amount of budget allocated and the completion of a meaningful final plan by 29th March 2025. A possible general election in the Autumn could impact significantly on full consultation of the draft plan in Oct, November and December 2024 as currently planned, leading to further delays. The overall programme for RTP development remains extremely challenging.

Financial Impacts:

The CJC has allocated funding to assist with the development of the RTP and Welsh Government has made £125k of funding available for 2023-24 work, and £100k available for this new financial year towards the development of the RTP.

The full cost of the RTP is yet to be determined but further funding will be required. The funding will need to be provided to enable the plan to be progressed and this will need to be identified and allocated through discussion with Welsh Government.

Integrated Impact Assessment:

The CJC is subject to the Equality Act (Public Sector Equality Duty and the socio-economic duty), the Well-being of Future Generations (Wales) Act 2015 and the Welsh Language (Wales) Measure, and must in the exercise of their functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Acts.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.
- Deliver better outcomes for those people who experience socio-economic disadvantage
- Consider opportunities for people to use the Welsh language
- Treat the Welsh language no less favourably than English.
- Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

In recognition of the above duties, the CJC has adopted an Integrated Impact Assessment (IIA) Tool which allows for a 2 stage approach to be undertaken to measure any potential impact of its decisions. It is not considered that an Integrated Impact Assessment (IIA) is required for this report as it does not seek a substantive policy decision from Members

The CJC approved its Corporate Plan 2023-2028 in March 2023. The Corporate Plan includes the CJC's Equality Objective which is set out below for ease of reference:

“To deliver a more equal South West Wales by 2035 by contributing towards:

- (a) The achievement of the [Welsh Government's long-term equality aim](#) of eliminating inequality caused by poverty;*
- (b) The achievement of the [Equality statement set out in Llwybr Newydd](#) which is to make our transport services and infrastructure accessible and inclusive by aiming to remove the physical, attitudinal, environmental, systemic, linguistic and economic barriers that prevent people from using sustainable transport, and*
- (c) [The achievement of the Welsh Government's long-term equality aims](#) of cohesive communities that are resilient, fair and equal and where everyone is able to participate in political, public and everyday life. There will be no room for racism and / or discrimination of any kind.”*

Well-being of Future Generations (Wales) Act 2015

Alignment with CJC Corporate Plan 2023-2028 and the identified CJC Well-being objectives:

The Well-being of Future Generations (Wales) Act 2015 mandates that public bodies in Wales must carry out sustainable development. Sustainable development means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the 'well-being goals'.

The CJC approved its Corporate Plan 2023-2028 in March 2023. The Corporate Plan contains the CJC's well-being objectives and frames the corporate direction of travel. To this end, it is considered that the recommendation(s) contained within this report align(s) to the corporate policy framework of the CJC as set out within its Corporate Plan, most notably in terms of Well-being Objective 2 as outlined below for ease of reference:

Well-Being Objective 2

“To produce a Regional Transport Plan for South West Wales that is founded on collaboration and enables the delivery of a transport system which is good for our current and future generations of people and communities, good for our environment and good for our economy and places (rural and urban).”

Workforce Impacts:

The CJC has approved resources to support the development of the RTP and hence recruitment processes are continuing to be followed to secure support. In addition, the region will procure specialist support as necessary to develop the RTP.

Legal Impacts:

The draft phase of developing a Regional Transport Plan is a duty placed on the CJC by Welsh Government pursuant to the Local Government and Elections (Wales) Act 2021. The South West Wales Corporate Joint Committee Regulations came into force on 1st April 2021 which contains the timeframes for the discharging of specific functions.

Risk Management Impacts:

None.

Consultation:

No formal consultation required for the purpose of this report.

Reasons for Proposed Decision:

To meet the duty placed on the CJC.

Implementation of Decision:

Following the 3-day call in period.

Appendices:

Appendix 1 – WG Letter 9.4.24

List of Background Papers:

None

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Eich cyf/Your ref CJCSWW/MCC/RTP/CfC/R
Ein cyf/Our ref LW/00431/24

Cllr Rob Stewart
Leader
Swansea Council

cllr.rob.stewart@swansea.gov.uk

09 April 2024

Dear Rob,

Thank you for your letter of 29 February enclosing a copy of the approved Case for Change for the Regional Transport Plan (RTP) and discussing funding of the work.

The South West must be congratulated for producing this Case for Change efficiently and moving forward swiftly in the RTP development.

We recognise the resource pressures that CJs, and Local Authorities, currently face. To minimise call on both your financial resources and personnel time we suggest that the plans are prepared collaboratively with emphasis placed on the right people discussing the solutions and producing succinct reports. Lengthy reporting, often requiring expensive consultant input, should be avoided.

The Welsh Government has set out the financial contribution it is able to make towards plan preparation. Additionally, we are reshaping our transport planning resource, and staff within Transport for Wales, to provide technical and management support to the CJC to prepare the plans.

Regarding funding to deliver the measures set out in the RTP, we are of course unable to give definitive figures because we don't have our total budgets yet. However, as guidance, in the past 5 years the average level of annual Welsh Government funding for local transport grants across the whole of Wales has been around £135m.

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:
0300 0604400

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1SN

Gohebiaeth.Ken.Skates@llyw.cymru
Correspondence.Ken.Skates@gov.wales

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

Our officials will work with yours to develop a balance between keeping the RTP package achievable within likely budgets but also being ambitious to create a strong case for increasing investment in regional transport.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Ken', with a long, sweeping flourish above the name.

Ken Skates AS/MS

Ysgrifennydd y Cabinet dros Drafnidiaeth a Gogledd Cymru
Cabinet Secretary for North Wales and Transport