

**Neath Port Talbot County Borough Council
Cyngor Bwrdeistref Sirol Castell-nedd**

**Democratic Services
Gwasanaethau Democrataidd**

Chief Executive: F.O'Brien

Date: 10 January 2025

Dear Member,

**SOUTH WEST WALES CORPORATE JOINT COMMITTEE - OVERVIEW
AND SCRUTINY SUB-COMMITTEE - WEDNESDAY, 15TH JANUARY,
2025**

Please find attached the following addendum in relation to agenda item 7 and report for consideration in relation to agenda item 8, at the next meeting of the **South West Wales Corporate Joint Committee - Overview and Scrutiny Sub-Committee - Wednesday, 15th January, 2025.**

Item

7. **Draft Regional Transport Plan, Integrated Well-being Appraisal and Regional Transport Delivery Plan (Pages 3 - 8)**
8. **Corporate Plan 2023-2028 - Priorities 2025/2026 Update (to follow) (Pages 9 - 16)**

Yours sincerely

A.Thomas

p.p Chief Executive

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Appendix 7 Regional List

| Intervention Name | Description including location(s) | Theme | Location |
|--|--|-------------------------------------|----------|
| Key employer access packages | Key employers provide concentrations of employment. | Active travel / walking and cycling | Regional |
| Regional Active Travel Monitoring and Evaluation | Ensure that the region are collectively working to a process which allows for the robust monitoring and evaluation of active travel scheme to increase propensity to travel actively. This scheme should maximise the value of capital investment on active modes across the region by ensuring that outcomes are closely monitored. | Active travel / walking and cycling | Regional |
| Regional Active Travel Promotion | Ensure that the region are collectively working to a process which promotes schemes to their greatest potential to increase propensity to travel actively. This scheme should produce promotional material which raises awareness and generates modal shift. | Active travel / walking and cycling | Regional |
| Regional Cycle Supporting Infrastructure and Cycle Hire Scheme | This scheme will undertake a gap analysis of existing provision across the region to understand where there is a need for infrastructure including (but not limited to), cycle parking, bike repair stations, E-bike charging. This will also include consideration for the further roll out of cycle hire, including E-Bike hire at locations across the region. The scheme will consider the unique needs of the four authorities within the region whilst aiming to provide infrastructure that supports the entire network and meets the needs of those using it and future users, increasing the propensity to cycle. | Active travel / walking and cycling | Regional |
| Regional Scooter Trials (Urban Mobility) | Trial the development of an E-scooter urban mobility scheme to provide flexible hire of E-scooters for use in town centres. This would provide an alternative to the private car for shorter journeys and integrate with public transport modes to facilitate the first and final mile of journeys. | Active travel / walking and cycling | Regional |
| Regional Road Safety and Highway Improvement Programme | A programme of demand-based interventions to provide localised road safety improvement to footways and highways within communities, upholding the sustainable transport hierarchy and prioritising pedestrians. This scheme will recognise the unique needs of the four authorities within the region and ensure that local prioritisation is applied. | Active travel / walking and cycling | Regional |
| Regional ROWIP | Delivery of the Region's Rights of Way Improvement Plan, in particular where PROWs serve a function to cater for pedestrians and cyclists to complete utility journeys and link to the wider Active Travel network. Focusing on structures and bridges included in the plan which provide critical links and run the risk of becoming impassible and fracturing the network. | Active travel / walking and cycling | Regional |

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| Regional Safe Routes in Communities | The ongoing development and delivery of walking and cycling schemes delivered through the Safe Routes in Communities grant, through an involved process and extensive consultation to create schemes that meet the specific needs of the Region's diverse communities. | Active travel / walking and cycling | Regional |
| Regional School Streets | The ongoing development of School Streets schemes which aim to create safer environments outside of schools by limiting vehicular access, in the interest of road safety and increasing the propensity of families to walk and cycle to school. | Active travel / walking and cycling | Regional |
| Regional School Travel Planning | Developing a unified approach across the Region, in conjunction with Sustrans, to ensure that all schools across the county have the opportunity to produce, adopt and deliver a School Travel Plan. | Active travel / walking and cycling | Regional |
| Regional Whole School Cycle Training and Provision of Associated Facilities | Working in conjunction with Sustrans and internal Road Safety colleagues to ensure that children at all stages of primary school are offered road safety education, across the Region. Supporting this with appropriate provision of cycle and scooter parking and parent waiting infrastructure to increase propensity to walk and cycle. | Active travel / walking and cycling | Regional |
| Regional Active Travel Infrastructure | Provision of a programme of active travel interventions across the region, delivering routes included in the ATNM and ensuring that Walking, Cycling and Wheeling infrastructure meets the criteria set out in the ATAG. Alongside distinct Active Travel schemes this will also include the provision of accessible infrastructure and wayfinding signage. | Active travel / walking and cycling | Regional |
| Tourism Access Package | Tourism is worth £1.2bn a year to the regional economy 2 National Parks encourage sustainable access. Proposed leisure complex in Afan Valley. Tenby P&R for summer months. Pembrokeshire Coast summer bus service | Multi-modal scheme | Regional |
| Regional Aerodrome and Out of Region Airport Access | Measure and policy to (i) allow safe access to current SWW aerodromes (ii) to support access to international gateways (Cardiff, Heathrow and Bristol airports for pax and freight | Multi-modal schemes | Regional |
| Regional Behavioural Change Programme | A programme of measures aimed at encouraging more sustainable use of the transport network. This will include (but not be limited to) working with employers in the public and private sector to provide workplace travel planning, educational travel planning, access to healthcare, specific travel planning for those with additional learning needs and any other multimodal behavioural change initiatives to support the delivery of capital schemes and maximise the value of investment. | Multi-modal schemes | Regional |
| Regional Freeport facilitation package | Measures to facilitate delivery of the Freeport. Likely to include localised road improvement, new / additional bus services, AT schemes and a travel brokerage scheme | Multi-modal schemes | Regional |

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| Regional Road Safety Training Programme | Develop and implement an effective Road Safety Training programme which recognises the needs of the most vulnerable road users, including the young and old. This should include the roll-out of Road safety education at all levels including specific training programmes for motorcyclists. | Multi-modal schemes | Regional |
| Regional Transport/Land Use Planning Initiative | Policy based framework for the integration of land use planning with transport. This is designed to support the development of the SDP and will include policy and scheme definition in the SDP context | Multi-modal schemes | Regional |
| Town access packages | Access to town centres is key to local economic activity. Health Boards adopting town centre primary care model | Multi-modal schemes | Regional |
| Regional Bus Infrastructure Improvements | A package of region-wide improvements to bus waiting infrastructure to deliver a consistent and recognisable brand and ensure the public transport is accessible to all, increasing propensity to travel by sustainable modes. | Public transport improvements (RTP delivery) | Regional |
| Regional Driver Training Programme | Develop a regional programme to recruit and train drivers to address existing shortfalls and future proof the industry. This scheme would be developed in partnership with operators to identify the specific challenges facing the industry and ensure that those challenges were addressed by tailored training programmes. | Public transport improvements (RTP delivery) | Regional |
| Regional Mobility Hubs | Develop a Mobility Hub strategy which identifies opportunities to integrate ULEV charging with other modes, and deliver localised mobility hubs within communities, which promote sustainable travel options. | Public transport improvements (RTP delivery) | Regional |
| Regional Real Time Passenger Information System | Develop and implement an RTPI strategy which is consistent with the wider region and allows for the introduction of RTPI across the bus network. | Public transport improvements (RTP delivery) | Regional |
| Regional School Transport Initiative | In light of bus franchising, develop a sustainable model for the delivery of education transport across the region, recognising the specific needs of the region's diverse communities and addressing matters including SEN education transport. | Public transport improvements (RTP delivery) | Regional |

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| Regional Asset Management Strategy and Delivery | Development and implementation of a Regional approach to Asset Management including the recording and assessment of the network as well as the delivery of climate resilience and upgrade schemes. The scheme will consider the unique needs of the four authorities within the region and approaches taken across those authorities. It will aim to take advantage of synergies and economies of scale to bring benefits to all of the region and maintain the highway and structural asset portfolio in the face of climate change and wider challenges. This will recognise the role of the highway network across the region as a lifeline to many and the role it plays in deep rural connectivity. | Resilience schemes | Regional |
| Regional Approach to Park and Ride | Park and ride sites for town / city centres and key employment locations / tourism hotspots. | Roads and parking (RTP delivery) | Regional |
| Regional Bus Journey Time Reliability Improvements | Identify pinch points across regional corridors which are creating poor journey time reliability outcomes for public transport. Deliver a package of measures to address these pinch points, to be delivered in conjunction with neighbouring authorities to maximise the benefit along the entire routes. This package may include measures such as bus lanes, junction redesign and priority-based measures. | Roads and parking (RTP delivery) | Regional |
| Regional Bypass Approach | Local congestion locations and locations of safety concerns (note specific schemes e.g. Llandeilo by pass listed below) Est max of 2 – 4 individual schemes across the region | Roads and parking (RTP delivery) | Regional |
| Regional Car Parking Strategy | A package of measures aimed at assessing current supply and demand across the region, acknowledging the unique challenges faced by specific locations within the four authorities. The scheme will consider options for incentivising sustainable transport through provision and pricing of parking as well as maintaining economic growth across the region and understanding where parking is required to facilitate longer range multimodal journeys. | Roads and parking (RTP delivery) | Regional |
| Regional HGV Strategy and delivery | Measures to ensure HGV movements 'add value' to the region and to reduce their community impacts. Measures could include 1. new roadside facilities 2. routing map and promotion 3. Selective local improvement on HGV suitable routes to facilitate movement of HGVs | Roads and parking (RTP delivery) | Regional |
| Regional Review of 20mph speed limit | A review of the blanket 20mph speed limit based on public response, acknowledging the unique character of each of the four authorities within the region and the localised challenges faced. | Roads and parking (RTP delivery) | Regional |
| Regional Road Capacity Management Programme | Programme of road management measures to reduce road capacity for private cars with locations TBC or to affect the balance of cost between private and public transport in appropriate circumstances | Roads and parking (RTP delivery) | Regional |

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| Regional Road Safety Plan following update of Road Safety Framework for Wales | Develop a Regional Road Safety plan to give local context to the Road Safety Framework for Wales. | Roads and parking (RTP delivery) | Regional |
| Regional Traffic Signals Programme | Programme to enhance / provide smart control and UTC in urban areas | Roads and parking (RTP delivery) | Regional |
| Regional Approach to Biodiversity Net Gain and Highway Verges | Continuing to expand the biodiversity of highway owned land, creating and maintaining habitats in highway verges and alongside active travel facilities. | Roads and parking (RTP delivery) | Regional |
| Cross boundary corridor improvements | Cover routes into Ceredigion, Powys, Bridgend and Rhondda Cynon Taff that are not trunk roads | Strategic Schemes | Regional |
| Regional DRT, CT, Car Clubs and Rural Mobility | A programme of measures to assess the need for, develop and deliver a transport system that can cater for door to door, sustainable journeys across the region. This will capture both urban and rural areas where there is a specific need for greater transport connectivity which cannot be satisfied by the timetabled bus network. the scheme will work in conjunction with the third, private and voluntary sectors, as well as public sector partners to deliver a fit for purpose solution for those across the region who are the most deprived in terms of transport. | Taxi and community transport | Regional |
| Regional Bus Fleet Decarbonisation and associated infrastructure | A package of measures aligning with existing TFW bus decarbonisation programme aimed at phasing out older and less efficient vehicles in favour of lower carbon alternatives. This may include the purchase of vehicles and/or the development of supporting infrastructure. | ULEV | Regional |
| Regional Public Sector Fleet Decarbonisation | Delivery of a consistent approach to decarbonising public sector fleet by working in conjunction with public sector partners. This scheme will deliver a robust and fit for purpose ULEV charging network across the region through local authorities and their public sector partners, giving a more robust changing infrastructure. The scheme will also include the purchase of ULEV vehicles to facilitate the transition to a decarbonised fleet and provide the relevant upskilling of staff and facilities to accommodate more modern vehicles. | ULEV | Regional |

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| Regional ULEV Behavioural Change Programme | Development of a behavioural change programme based on the COM-B approach and in doing so informing and empowering the public to transition to ULEV where real or perceived barriers exist | ULEV | Regional |
| Regional ULEV Charging Programme (Private Vehicles) | The delivery of an enhanced ULEV charging network across the region including (but not limited to) specific studies and implementation thereof On-Street Charging, Rapid Hubs, Workplace Charging, Destination Charging, Railway Station Charging, School and Community Charging. This scheme will also explore opportunities to decarbonise power supplies for the charging network. | ULEV | Regional |
| Regional Zero Emission Taxi Strategy | The development of a regional strategy to encourage the introduction of zero emission vehicles into taxi fleets, working in conjunction with the private sector and understanding the use of taxis within local authority operations. | ULEV | Regional |

SOUTH WEST WALES CORPORATE JOINT COMMITTEE

Overview and Scrutiny Committee

15th January 2025

Report of the Chief Executive

Report Title: Corporate Plan 2023-2028 (2025-2026 Priorities)

| | |
|---------------------------------|---|
| <p>Purpose of Report</p> | <p>To advise the Members of South West Wales Corporate Joint Committee Overview and Scrutiny Committee (SWWCJC) of the proposed priorities for 2025/26.</p> <p>Whilst the Wellbeing Objectives remain unchanged, the actions to deliver them have been revised.</p> <p>The South West Wales Corporate Joint Committee (SWWCJC) Corporate Priorities for 2025/26 will be presented to Members of SWWCJC on 21st January 2025.</p> |
| <p>Recommendation(s)</p> | <p>That Members endorse the proposed Corporate priorities and associated actions for onward approval by the South West Wales Corporate Joint Committee (SWWCJC).</p> |
| <p>Report Author</p> | <p>Wendy Walters, Chief Executive for the South West Wales Corporate Joint Committee (SWWCJC)</p> |
| <p>Finance Officer</p> | <p>Chris Moore</p> |
| <p>Legal Officer</p> | <p>Craig Griffiths</p> |



Cyngor Castell-nedd Port Talbot
 Neath Port Talbot Council



Parc Cenedlaethol
 Arfordir Penfro
 Pembrokeshire Coast
 National Park



1. Introduction / Background

The Committee approved the South West Wales Corporate Joint Committee Corporate Plan 2023-2028 in October 2022. The Plan set out the following three objectives.

- To **collaboratively deliver the Regional Economic Delivery Plan and Regional Energy Strategy** thereby improving the decarbonised economic well-being of South West Wales for our future generations.

- 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).
- To **produce a sound, deliverable, co-ordinated and locally distinctive Strategic Development Plan for South West Wales** which is founded on stakeholder engagement and collaboration, which clearly sets out the scale and location of future growth for our future generations.

This report proposes no change to the wellbeing objectives set for the Committee, however, the proposed actions/steps that the Committee proposes to take in 2025/26 in pursuit of the wellbeing objectives have been revised.

The SWWCJC will continue to consult with stakeholders in accordance with the three Well being objectives.

2. Proposed Actions

The Corporate Plan adopted for 2023-2028 by the South West Wales Corporate Joint Committee sets out three well-being objectives. Whilst there are no changes to the objectives set for the Corporate Joint Committee it does require an update on the actions/steps that the Committee proposes to take in 2025 - 2026 in pursuit of those objectives, subject to sufficient resources being available.

Economic Well-being Objective 1 with associated steps/actions

To collaboratively progress the implementation of the Regional Economic Delivery Plan and Regional Energy Strategy thereby improving the decarbonised economic well-being of South West Wales for our future generations Regional Economic Well-being.

- Explore opportunities to support the range of activities set out in the Investment Zone prospectus.
- Further develop the skills and supply chain arrangements across the region to maximise the benefits from investments in Floating Offshore Wind and wider renewable energy developments.
- Work to clarify the successor funding arrangements for Shared Prosperity Fund and Levelling Up funding.
- Continue to develop work to improve the promotion of and access to investment opportunities across the region.
- Further develop the regional work to enhance the visitor economy.
- Continue work with Net Zero Industry Wales to develop a regional investment pack, to promote the area to potential investors.
- Test the Regional Energy Strategy to ensure its deliverability and support the completion of work to establish the Local Area Energy Plans.
- The need to ensure balance and proportionality towards achieving Net Zero, without impacting the economy.
- Net Zero targets need to be proportionate to the locality without impacting the local economy and added impoverishment.
- Continue to deliver against the South West Wales Regional Economic Development Plan (REDP)

- Review together with the Regional Energy Plan incl of Freeports
- Develop a prospectus for Inward Investment
- Continue to deliver against the Regional Energy Strategy and pilot projects;
- Solar Together – South West Wales (iChoosr)

Project Summary

Group Purchasing Scheme for Solar, Battery and EV Chargers designed to establish a fixed price with good quality products from reputable installers for private property owners who are 'able to pay' and don't qualify for grant schemes, projected managed by iChoosr.

Project Objectives

Accelerate the uptake of Photovoltaic (PV) generation, battery storage and Electric Vehicle (EV) home charging in the region.

- South West Wales Behavioral Change Programme

Project Summary

Community based behavioural change programme consisting of a regional communications/coordination officer and website with advice and sign-posting and retrofit advice delivered by trusted local community groups, to help the public make the energy transition to net zero carbon.

Project Objectives

Empower the public make the switch from fossil fuels and change how they use energy in their daily life, reducing their carbon emissions and their bills by increasing their energy efficiency in the home, in travel, etc.

- Cross-Boundary Electric Vehicle (EV) charging pilot

Project Summary

Pilot looking at the feasibility of sharing Local Authority depot EV charging infrastructure, particularly for home to work vehicle users working with Welsh Government Energy Service.

Project Objectives

Pilot to identify the benefits and challenges of sharing EV charging infrastructure ultimately to accelerate the uptake of EV vehicles within the public fleet.

Regional Transport Plan (RTP) Well-being Objective 2 with associated steps/actions

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).

- Further progress the development of the Regional Transport Plan in line with the delivery agreement submitted to Welsh Government in 2023/24.

- Continue to lobby Welsh Government for the funding necessary to meet the statutory duty to prepare a regional transport plan.
- Continue to engage with stakeholders to develop and finalise the South West Wales Regional Transport Plan.

Strategic Development Plan (SDP) Well-being Objective 3 with associated steps/actions

To produce a sound, deliverable, co-ordinated and locally distinctive Strategic Development Plan for South West Wales which is founded on stakeholder engagement and collaboration and which clearly sets out the scale and location of future growth for our future generations.

- Prepare to start the process of developing the regional Strategic Plan for South West Wales once in receipt of Welsh Government guidance, together with the appropriate budget with reliance on Welsh Government funding.
- Investigate the options for delivering the expertise and support needed to complete the Strategic Development Plan.

3. Stakeholder Engagement

The South West Wales Corporate Joint Committee (SWWCJC) hold the views and interests of the those living, working and visiting the region at the heart of our decisions.

We endeavour to promote an active and holistic approach to promote sustainable futures amongst the region and indeed for Wales. Engagement with our stakeholders is vital, whilst we engage using several methods and approaches, the views of our communities are especially important to ensure representation.

The proposed actions will be refined and a final set of proposed actions will be submitted to the SWWCJC for approval as part of the corporate planning process and budget setting. The final proposal will include timescales, resource allocations and the means of monitoring progress of delivery against the three wellbeing objectives.

4. Financial Impacts

The resources available to the South West Wales Corporate Joint Committee are finite and therefore the programmes of work will need to be deliverable within the budget constraints, further representation will be made through Welsh Local Government Association (WLGA) and to Welsh Ministers regarding the resource impacts of the statutory duties placed upon CJs.

5. 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.

In recognition of the above duties, the CJC has adopted an Integrated Impact Assessment (IIA) Tool which allows for a two-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, as the commitments and wellbeing objectives remain unchanged.

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'. Members will note that in respect of the Wellbeing of Future Generations (Wales) Act 2015 one of the seven Well-being Goals is “A Wales of vibrant culture and thriving Welsh language”.

Following the consultation, the proposed actions to deliver the wellbeing objectives have been updated to include the feedback received, however, the objectives are unchanged.

6. Workforce Impacts

There are minimal workforce impacts for the SWWCJC to be concerned with in relation to this report.

7. Legal Impacts

There is no requirement to undertake public consultation on the updating of priorities as part of the Well-being of Future Generations (Wales) Act 2015, consultation is only required when setting or changing objectives.

The SWWCJC will continue to consult with stakeholders in accordance with the three Well being objectives.

8. Risk Management Impacts

Failure to update the actions/steps would create a risk that the wellbeing objectives would not be achieved, adversely impacting the reputation of the South West Wales Corporate Joint Committee.

9. Consultation

There is no requirement to undertake public consultation on the updating of priorities as part of the Well-being of Future Generations (Wales) Act 2015, consultation is only required when setting or changing objectives.

The SWWCJC will continue to consult with stakeholders in accordance with the three Well being objectives.

10. Reason for Decision

To advise the members of South West Wales Corporate Joint Committee Overview and Scrutiny Committee (SWWCJC) of the draft version two of the Corporate Plan, to include revised actions the South West Wales Corporate Joint Committee (SWWCJC) proposes to deliver the Wellbeing Objectives set for 2024/25 and seek their endorsement.

11. Recommendation

It is recommended that Members endorse the draft version two of the Corporate Plan 2023 – 2028 for onward approval by the South West Wales Corporate Joint Committee. Whereby the proposed actions to deliver the wellbeing objectives have been updated following the consultation undertaken during February 2024.

12. Implementation of Decision

Following the conclusion of the 3 day call in period.

13. Appendices

14. List of Background Papers

[Agenda for South West Wales Corporate Joint Committee on Tuesday, 5th December, 2023, 10.00 am: NPT CBC](#)

[Agenda for South West Wales Corporate Joint Committee on Thursday, 30th March, 2023, 2.00 pm: NPT CBC](#)

[South West Wales Corporate Joint Committee - Overview and Scrutiny Sub-Committee - Tuesday, 16th July, 2024 2.00 pm](#)

[South West Wales Corporate Joint Committee - Tuesday, 30th July, 2024 2.00 pm](#)

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