



***SOUTH WEST WALES CORPORATE JOINT
COMMITTEE***

2.00 PM THURSDAY, 30 MARCH 2023

VIA MICROSFOT TEAMS

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DURATION OF THE MEETING**

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1. Welcome and Chairs Announcements
2. Declarations of Interests
3. Minutes of Previous Meeting (*Pages 3 - 14*)
4. Forward Work Programme (*Pages 15 - 18*)
5. South West Wales Corporate Joint Committee - Forward Work Programme of the Chief Executive (*Pages 19 - 22*)
6. Corporate Plan 2023-2028 (*Pages 23 - 188*)
7. Regional Transport Plan Guidance (*Pages 189 - 202*)
8. Urgent Items

K.Jones
Chief Executive

Civic Centre
Port Talbot

Friday, 24 March 2023

Committee Membership:

Chairperson: **Councillor R.Stewart**

Vice
Chairperson: **Councillor D.Price**

Councillors: D.Simpson and S.K.Hunt

National Park
Representatives: A.Edwards and T.Jones

Co-opted
Members: M.Battle, P.Boyle, M.Hughes and E.Woollett

South West Wales Corporate Joint Committee

(Via Microsoft Teams)

Members Present:

7 December 2022

Chairperson: Councillor R.Stewart

Councillors: D.Price, D.Simpson and S.K.Hunt

**National Park
Representatives:** T.Jones

**Officers In
Attendance:** M.Nicholls, W.Walters, G.Jones, K.Jones,
C.Griffiths, C.Moore, G.Jones, O.Enoch,
T.Evans, S.Jones, R.Heath-Davies, A.Parnell
and C.Plowman

1. **Welcome and Chairs Announcements**

The Chairperson welcomed everyone to the meeting.

2. **Declarations of Interests**

The following Officer declared an interest at the start of the meeting:

O.Enoch: Agenda Item 6 – Consider
Options in respect of the
2023/2024 budget as he is
employed by the South West
Wales Corporate Joint
Committee

3. **Minutes of Previous Meeting**

The minutes of the previous meeting, held on 11 October 2022, was approved as an accurate record.

4. **Forward Work Programme**

It was noted that the date of the March 2023 meeting had changed to a later rescheduled date of 30 March 2023, and that this would be reflected in the Forward Work Programme.

The Forward Work Programme was noted.

5. **Approval of Statement of Accounts 2021/22**

The Committee was provided with the Statement of Accounts for the year ended 2021/22.

Officers explained that earlier in the year, the South West Wales Corporate Joint Committee agreed to set a zero budget for 2021/22 and raised no levy; this was during the time in which the arrangements for the Corporate Joint Committee were being established. It was noted that the consequence of this, meant that there weren't any transactions for the year 2021/22; however, it was a requirement to produce a Statement of Accounts and confirmation of the financial position during the year.

Members were informed that, once the Statement of Accounts were approved, Audit Wales would be able to conclude the year 2021/22.

RESOLVED:

That the Joint Committee receive and approve the Statement of Accounts for 2021/22.

6. **Consider Options in respect of the 2023/2024 Budget**

O.Enoch reaffirmed his interest as left the meeting for this item only.

The circulated report set out a number of budget options for consideration, for the year 2023/24, for the South West Wales Corporate Joint Committee; Members would need to consider how the Committee would be developing the substantial workloads within the various work streams going forward.

Officers referred to the initial presentation of the budget, which was included in Appendix A of the circulated report; this provided a full budget evaluation for the South West Wales Corporate Joint Committee, if it were to start developing and undertaking work in relation to the four main work streams. It was noted that it entailed employing staff and commissioning certain pieces of work; this

evaluation formulated a potential cost of £1.5million, which was considerably more than the current years spend.

Following on from the above, it was stated that the potential cost of £1.5million raised concerns when in discussions with constituent Local Authorities, as this would put extra pressures on their budgets; due to these concerns, Officers carried out a piece of work which formulated different options in regards to setting the budget for the South West Wales Corporate Joint Committee for 2023/24. Details of the options were highlighted as follows:

- Option 1 – To agree to prioritise the work of the South West Wales Corporate Joint Committee and levy accordingly.
- Option 2 – To do minimum in 2023/24 and downsize the budget, with limited work being carried out in each of the work streams; however, still progressing the lower level work such as the Regional Transport Plan (RTP), as there would be an element of budget supporting the Plan going forward. It was mentioned that Welsh Government support of additional funds would be essential in developing certain activities. The circulated report identified that this option set out a budget of around £617k, which was marginally above this year's budget.
- Option 3 – Suspend all activities of the South West Wales Corporate Joint Committee. It was noted that in order to do this, Welsh Government would have to amend legislation; however, it was something that could be considered for future years (2024/25 onwards), as the budget pressures were likely to continue going forward.

Members were informed that they were required to set a draft budget, before then considering their final decision and formal approval in January 2023; once the draft budget was approved Officers would notify constituent Local Authorities of the indicative budget.

A discussion took place in regards to the proposals for activities in regards to Option 2, which was detailed in Appendix C of the circulated report. The following was highlighted for each of the four work streams:

- In March 2022, it was noted that the South West Wales Corporate Joint Committee approved the South West Wales Regional Energy Strategy; Wales Energy Services were going

to be funding this work. Officers were content that although there would be minimal budget provision for this work stream, the work can progress accordingly with the funding from Wales Energy Services.

- A lot of the work in regards to the Economic Development Strategy was stated to be linked to the Energy Strategy; Officers were comfortable to reduce the budget requirement on this work stream.
- In regards to the Regional Transport Plan (RTP), it was noted that there was still lack of clarity as to what support was going to be received from Welsh Government in terms of resourcing the Regional Transport Plan; Officers understood that this work stream was a priority for Leaders. The proposal for this work stream, within Appendix C of the circulated report, would be to employ someone to start to co-ordinating the work as there were sufficient monies to be able to do so. It was mentioned that the South West Wales Corporate Joint Committee had an underspend projected in this year's budget, which could be put into a reserve, and used for this work should the Committee need to do more; between now and the January meeting, Officers would press Welsh Government for more certainty and clarity on what resource they were going to put into the Regional Transport Plan activity.
- In terms of the Strategic Development Plan (SDP), it was stated that there was still consultation around the timescales and the approach of this work; Officers suggested formally writing to Welsh Government to ask for the SDP timescales to be extended, as there were a number of Local Authorities that needed to progress their Local Development Plans.

Further clarity was provided to the Committee in regards to Option 3, as detailed above. It was explained that the Local Government and Elections (Wales) Act 2021 created the establishment of the Corporate Joint Committees; the legislation stated that Local Authorities had to have a Corporate Joint Committee, and were required to undertake certain functions. Members were informed that the only way to be able to step away from this requirement was if Welsh Government chose to change the legislation and remove the obligation to have Corporate Joint Committees; it was open for representation to be made to Welsh Government around this matter, in order for them to understand the concerns that Local Authorities

had. However, it was confirmed that currently, by law, Local Authorities had to participate in Corporate Joint Committees and have a defined programme of activities.

The Committee discussed the costs and plans around the Energy Strategy in more detail. It was highlighted that the Wales Energy Service had been supporting the development of the Regional Energy Plan, and were now supporting and resourcing the development of the Local Energy Plan; this was funding that would enable this work stream to progress. Members were informed that there was a Regional Energy core group of Officers who had been working with the Welsh Government Energy Service, and partners, over a number of years to produce the strategy; Welsh Government had since then offered additional support for the next two years. It was noted that there will be at least 2-3 Officers in place to help with the roll out of the Local Energy Plan actions, and to assist in the further work of developing the Regional Energy Strategy, which will include supporting individual projects to come forward. In addition to that, it was stated that the region had submitted a bid to UK Government for a launch pad initiative; if successful, could provide a further £7million of grant funding to enable small and medium enterprises to bring forward schemes that will contribute to the Energy Strategy Action Plan. It was concluded that with the support of Welsh Government, the additional resources should be in place within the next 3 months or so.

Members provided their views and concerns in regards to the budget setting, and were unanimously in favour of budget Option 2, which was set out in Appendix C of the circulated report.

RESOLVED:

That the South West Wales Corporate Joint Committee:

(a) Consider the budget options as set out in Appendix A-C of the circulated report.

(b) Agree and approve the preferred budget option (Option 2, Appendix C) for 2023/24.

7. Presentation regarding the Strategic Development Plan

Members received a presentation in regards to the Strategic Development Plan (SDP).

The SDP was noted to be a statutory requirement and written into the legislation as the primary planning output of Corporate Joint Committees; it will have the same status for Local Authorities and their decision making, as the Local Development Plans (LDPs) and the Future Wales National Plan has. Officers explained that all planning applications, for Welsh Local Authorities, will need to be considered against its LDP, the Future Wales National Plan and the SDP once it had been produced; future LDPs must align and be consistent with the SDP framework. It was added that the purpose of the SDP was to move the planning agenda onto a regional basis, and tackling those issues that were cross boundary and wider than local significance.

Members were informed that there hadn't been any substantive progress so far on the SDP, this was due to minimal budget that was set for the current of 2022/2; however, cross boundary collaboration on projects was advancing, in order to inform LDPs within the region. It was noted that the work that was currently being undertaken will provide evidence for that SDP; some of the current work projects included defining what was described in Future Wales as the 'national growth area' for South West Wales, and looking into future growth projections.

In addition to the above, it was highlighted that Welsh Government had produced a guidance manual on SDPs, which was currently out for consultation for informal comments; Officers were going to be providing feedback on the manual as a region. It was mentioned that there will be a full consultation on the manual in summer 2023.

The following points were noted to still yet to be agreed in terms of the SDP:

- How to engage with Welsh Government on this matter going forward
- The timescales of the work, having regard to factors such as resources
- The budget of the work
- The staff resource and management of the whole process

A discussion took place in regards to the issues and risks associated with the SDP:

- No budget identified to deliver the SDP – subsequently there will be no work to progress it

- No existing resources within Planning Authorities – conversations had taken place, and there weren't any spare resource to divert from existing work streams in order to deliver the SDP
- Staff recruitment issues – there were currently issues with recruiting and finding experience planners for Local Authorities, this will be similar for when recruiting for the SDP
- Council's risk going over LDP end dates – each Local Authority was working on delivering their replacement LDPs, which could clash with the work of the SDP

Officers highlighted three main points for consideration which were engagement with Welsh Government, timescale for South West Wales SDP and the budget implications, as detailed within the circulated presentation.

It was noted that over the next 12 months, there will need to be ongoing dialogue with Welsh Government around the future timescale, and the potential for future funding to be provided to assist in the delivery of the SDP; there was a lot of work that still needed to be undertaken, and clarity that needed to be obtained, and any decision taken relating to the budget will have an effect on the position of the SDP.

Concerns were raised in regards to resources and the ability to progress this work. Officers expressed that it would be important to continue the line of communication with Welsh Government in relation to this matter; the region had a good working relationship with the relevant Welsh Government Officers, and they were understanding of the position that Local Authorities were in. In addition, it would be vital to continue working cross boundary and collaboratively on the projects mentioned in the presentation.

8. **Draft Corporate Plan 2023-2028**

The Committee considered their Draft Corporate Plan for the years 2023-2028, and discussed the proposal of its publication for a six week public consultation exercise.

It was stated that in addition to the responsibility of producing a Regional Transport Plan (RTP), and a Strategic Development Plan (SDP), the South West Wales Corporate Joint Committee was also responsible for a set of public sector requirements; this included the requirement to set Well-Being Objectives and having regard to the

Equality Act 2010. Members were informed that the Corporate Plan would be a document that would evolve as the South West Wales Corporate Joint Committee develops.

A discussion took place in relation to the proposed vision statement, detailed in the circulated report; the content of this had been drawn from the Economic Development Plan and the Regional Energy Strategy, with acknowledgement to what the legislation requires around Regional Transport Planning and Strategic Development Planning.

In addition to the above, Members were briefed on the three well-being objectives that were proposed. It was noted that the first objective committed to the Economic Delivery Plan and Regional Energy Strategy, the second objective committed to improving transport outcomes linked to the duties to provide a Regional Transport Plan, and the third objective set outcomes based around the statutory duty to prepare the Strategic Development Plan.

Members were also informed of the proposed Equality Objective which was noted to be a statutory requirement; this objective committed to delivering 'A more equal South West Wales by 2035'. It was highlighted that this could be achieved by contributing towards Welsh Government's long-term equality aim of eliminating inequality caused by poverty, the Equality statement set out in Llwybr Newydd (to make transport services and infrastructure accessible and inclusive), and Welsh Government's long-term equality aims of cohesive communities.

The circulated Draft Corporate Plan contained two appendices. It was explained that appendix one hadn't been filled in due to the need to discuss the budget (which took place earlier on in this meeting), which would determine the detail that would need to be included; appendix two detailed the work that would have been undertaken, had Members agreed to the first option within the budget report. It was noted that, subject to approval of the report, Officers would amend the activities detailed in appendix two, to reflect the decisions that were made in regards to the budget earlier on in the meeting.

Officers explained that there was a requirement for public consultation on the Draft Corporate Plan, and this was proposed to be undertaken between January 2023 and March 2023; this will provide opportunity to obtain wider engagement.

It was confirmed that the Corporate Plan would be brought back to the South West Wales Corporate Joint Committee in March 2023, for Members to consider the final version, following the public consultation.

RESOLVED:

(a) That Members receive and note the content of the Draft Corporate Plan (together with associated appendices) and approve its publication for a six-week public consultation exercise in January/February 2023;

(b) That further to (a) above, any consultation responses received will be reported back to Members with a view to informing a final version of the Plan ahead of its formal adoption (scheduled for March 2023);

(c) That delegated authority be provided to the Chief Executive to make any typographical, factual and / or editorial amendments to the Draft Corporate Plan ahead of its publication.

9. **The Environment (Wales) Act 2016 - Section 6 - Biodiversity and Resilience of Ecosystems Duty**

Members were briefed on the Environment (Wales) Act 2016, Section 6 requirements in relation to Biodiversity and Resilience of Ecosystems duty.

Officers explained that this report was a reflection of some of the wider corporate duties that were enforced on Corporate Joint Committees; as well as constituent Councils, the Corporate Joint Committee was bound by the Environment Act (Wales) 2016 requirements. It was noted that at this stage in the process, it was important to capture some of the key principles; this would develop further as the South West Wales Corporate Joint Committee evolves. Members were informed that there was a requirement to publish the proposed statement, included in the circulated report, by 31 December 2022; therefore, Officers were seeking Members endorsement of the statement, and if approved, a copy would be sent to Welsh Government for their information.

RESOLVED:

That Members note the content of the appended Section 6 Report and endorse its publication by the 31 of December 2022. It is further recommended that a copy of the Appended Report be sent to the Welsh Government.

10. **National Park Authorities as Co-opted members to the South West Wales Corporate Joint Committee**

The circulated report provided detail on the proposal to agree co-option status with National Park Authorities.

It was explained that the role of National Park Authorities was limited within the Corporate Joint Committee to the strategic planning work; Officers had been looking into alternative ways to involve the National Park representatives in the other matters that the Corporate Joint Committee will be dealing with in future.

The proposal contained within the circulated report was seeking to extend a co-opted, non-voting status to the Leaders from the National Park Authorities, in order for them to have a presence at the other various meetings associated with the South West Wales Corporate Joint Committee, including the Sub Committees; this will allow them to speak and give views on various matters, however they will still not be able to vote on any matters outside of strategic planning.

Clarification was made in relation to paragraph seven of the circulated report; the National Park Authorities would not need to be given co-opted status on the Regional Transport Planning Sub Committee as they had voting rights at this meeting.

A discussion took place in relation to the South West Wales Corporate Joint Committee Overview and Scrutiny Sub Committee that was recently established; it was proposed that co-opted, non-voting status be extended to one representative from each of the National Park Authorities, in order for them to attend these meetings as they progress.

Subject to approval today, the Lead Monitoring Officer for the South West Wales Corporate Joint Committee will make contact with the National Park Authorities to agree the representatives and discuss the co-option agreements.

RESOLVED:

Members agree that co-option (non-voting) status be granted to Pembrokeshire National Park Authority and Brecon Beacons National Park Authority, to the South West Wales Corporate Joint Committee (for areas other than strategic development planning) as set out in paragraphs 6, 7, and 8 of the circulated report.

11. **Urgent Items**

There were no Urgent Items received.

CHAIRPERSON

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**SOUTH WEST WALES CORPORATE JOINT
COMMITTEE**

FORWARD WORK PROGRAMME

2022 - 2023

Meeting Date 2023	Agenda Item	Type	Contact Officer
6 June 2023			

Meeting Date 2023	Agenda Item	Type	Contact Officer
5 September 2023			

Meeting Date 2023	Agenda Item	Type	Contact Officer
5 December 2023			

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SOUTH WEST WALES CORPORATE JOINT COMMITTEE

30th March 2023

JOINT REPORT OF THE CHIEF EXECUTIVE AND MONITORING OFFICER

Report Title: South West Wales Corporate Joint Committee – Forward Work Programme of the Chief Executive

Purpose of Report	To confirm the next Chief Executive of the South West Wales Corporate Joint Committee pursuant to previous decisions taken by the South West Wales Corporate Joint Committee.
Recommendation	It is recommended that members note that the role of Chief Executive of the South West Wales CJC is rotated annually amongst the Chief Executives of the Constituent Councils, changing on an annual basis and members appoint Mr William Bramble, Chief Executive of Pembrokeshire County Council as Chief Executive of the South West Wales Corporate Joint Committee from the 1 st November 2023 pursuant to this arrangement.
Report Author	Craig Griffiths
Finance Officer	N/A
Legal Officer	Craig Griffiths

Background:

1. The Local Government and Elections (Wales) Act 2021 (“the LGE Act”) created the framework for a consistent mechanism for regional collaboration between local government, namely Corporate Joint Committees (CJCs). The LGE Act provides for the establishment of CJCs through Regulations (CJC Establishment Regulations).
2. The South West Wales CJC will comprise Carmarthenshire County Council, the City and County of Swansea Council, Pembrokeshire County Council and Neath Port Talbot County Borough Council (“the Constituent Councils”). In respect of some functions, both Pembrokeshire National Park and Brecon Beacons National Park will also be members (as set out below).

Role of the Chief Executive

3. CJs are required to appoint a number of statutory “executive officers” similar to the roles within principal councils (i.e. Chief Executive, Chief Finance Officer and Monitoring Officer).
4. At its establishment meeting in January 2022, it was proposed that the role specifically of the Chief Executive of the South West Wales CJC be rotated annually amongst the Chief Executives of the Constituent Councils, changing on an annual basis (Neath Port Talbot being first, followed by Pembrokeshire, Carmarthenshire and Swansea)
5. Members of the CJC designated Karen Jones (Neath Port Talbot County Borough Council) as the first Chief Executive of the CJC and accordingly that officer is required to perform the following role:
 - (a) Oversee the manner in which the exercise by the CHC of its different functions are co-ordinated;
 - (b) Oversee the CJC’s arrangements in relation to—(i) financial planning, (ii) asset management, and (iii) risk management;
 - (c) the number and grades of staff required by the CJC for the exercise of its functions
 - (d) the organisation of the CJC’s staff;
 - (e) the appointment of the CJC’s staff;
 - (f) the arrangements for the management of the CJC’s staff (including arrangements for training and development).
6. The CJC must provide its chief executive with such staff, accommodation and other resources as are, in the chief executive’s opinion, sufficient to allow the chief executive’s duties under this section to be carried out.
7. Discussions have been ongoing amongst regional Chief Executives pursuant to the original determination, which has identified that the role of the next Chief Executive will be Mr William Bramble from the 1st November 2023. It is felt that the November 2023 date would be the most appropriate date for this transfer to take place as it will enable existing governance arrangements to be concluded and a new Chief Executive be in place prior to the budget setting process for 2024/2025 and priorities for the forthcoming year being established.

Financial Impacts:

8. No impacts.

Integrated Impact Assessment:

9. 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.
10. 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’.
11. There is no requirement for an Integrated Impact Assessment for this report as the setting up of the CJC is underpinned by legislation and this report is to establish governance arrangements in accordance with legislation.

Workforce Impacts:

12. No impacts.

Legal Impacts:

13. Part 5 of the LGE Act provides for the establishment, through regulations, of CJCs and compliance will be had with this and other legislative obligations in the establishment of CJCs. In particular the South West Wales Corporate Joint Committee Regulations came into force on 1st April 2021 and set out an initial framework for example, that the CJC should be established and the timeframes for the discharging of specific functions.

Risk Management Impacts:

14. Failure to confirm a Chief Executive would mean that the CJC would be in breach of the South West Wales Corporate Joint Committee Regulations 2021, and could expose the CJC to legal challenge of non-compliance as well as the reputational issues that this could bring,

Consultation:

15. There is no requirement for consultation in respect of this report.

Reasons for Proposed Decision:

16. To ensure appropriate governance arrangements are in place for the CJC to be established in line with the policy intent and related legislative provisions enacted by the Welsh Government.

Implementation of Decision:

17. This decision is proposed for implementation following a three-day call in period.

Appendices:

18. None

List of Background Papers:

19. None

SOUTH WEST WALES CORPORATE JOINT COMMITTEE

30 March 2023

Report of the Chief Executive

Report Title: Corporate Plan 2023-2028

Purpose of Report	To allow for the consideration of comments received in respect of the consultation held on the Draft Corporate Plan and its associated documentation with a view to formally approving / finalising the Corporate Plan.
Recommendation(s)	<p>It is recommended that:</p> <p>(a) Members receive and consider the consultation comments received together with the officer responses and recommendations provided; and</p> <p>(b) Members provide delegated authority to the Chief Executive to make any minor editorial amendments and/or typographical amendments to the Plan and IIA ahead of its publication, and</p> <p>(c) Members formally approve the Plan for publication as finalised.</p>
Report Author	Karen Jones
Finance Officer	Chris Moore
Legal Officer	Craig Griffiths

Background:

1. [Statutory guidance](#) has been produced by the Welsh Government in respect of Corporate Joint Committees (CJCs). Members will note that there are a range of matters listed therein that require the CJC to respond to, notably in respect of public sector duties. It should also be noted that Audit Wales have a duty to assess compliance with the Wellbeing of Future Generations (Wales) Act 2015. To this end, Audit Wales are carrying out a study of CJCs through a 'light-touch' commentary piece to gather understanding and assurance around progress.
2. [At its October 2022 meeting](#), the CJC resolved that the most appropriate method of meeting its public sector duties in a proportionate and integrated manner would be via the formulation of its first ever Corporate Plan.

3. [At its December 2022 meeting](#), the CJC approved the publication of the Draft Corporate Plan and its associated documentation for a six-week public consultation period. The CJC also resolved that comments received should be reported back to Members with a view to informing a final version of the Plan ahead of its formal adoption – scheduled for March 2023. Members will note that further to the agreeing of the 2023/2024 budget at the [January 2023 meeting](#) of the CJC, further clarity was provided in respect of actions steps/measures. The [Draft Corporate Plan](#), and its associated documentation (including [Integrated Impact Assessment](#)) was published for consultation from Thursday 26 January 2023 00:00 to Wednesday March 8 2023 23:59.
4. With specific reference to Section 6 of the Environment (Wales) Act 2016 and the Biodiversity and resilience of ecosystems, it should be noted that the CJC is embedding its first ever Section 6 Duty Plan into its Corporate Plan. Also, the CJC has already [published its report](#) on what has been done to comply with the Section 6 duty ahead of the deadline of 31 December 2022.

Programme of Publicity:

5. A proactive approach was undertaken in terms of awareness raising in regards the [consultation on the Draft Corporate Plan](#). This included issuing of press/media releases and informing stakeholders within the region – including Senedd Members and Members of the UK Parliament, the Economic Strategy Board of the Swansea Bay City Deal as well as the Public Service Boards. Each constituent Council (and the 2 National Parks) listed the consultation on the ‘have you say/current consultation’ sections of their respective websites. They were also asked to raise awareness amongst their various consultation contacts. The CJC Overview and Scrutiny Sub-Committee considered the Draft Corporate Plan at its [meeting on the 23 of February 2023](#).
6. It should be noted that efforts were made to make the material as accessible and engaging as possible – this included an [‘Easy Read’](#) version of the Draft Corporate Plan together with a [‘Plan on a Page’](#).

Overview of comments received.

7. 36 respondents completed the online questionnaire. Letters were received from the Chair of the CJC Overview and Scrutiny Sub-Committee and from the Swansea Bay University Health Board. Whilst the numbers of respondents can be considered as limited, the responses received were wide ranging and raised a number of interesting points. An overview of the consultation responses received, together with officer responses and recommendations in relation thereto, are set out in Appendix 1. A schedule of recommended changes to the Draft Corporate Plan is set out in Appendix 2 – these include changes as a result of consultation responses received (table 1) and officer led changes (table 2). Appendix 3 sets out a schedule of recommended changes to the Integrated Impact Assessment as a result of consultation comments received. Appendix 4 contains a report of the comments made to the online questionnaire. Appendices 5 and 6 are reference / composite

versions of the Corporate Plan and IIA with all of the recommended changes built into them for ease of reference.

- 8 Members will note that within Appendix 2 (Table 2) there are recommended 'officer led' changes to the Draft Corporate Plan's appendices. These changes have been drafted by The Chief Executive, in conjunction with the Regional Regeneration Directors, and are not a direct response to the consultation responses received on the Draft Plan. To this end, these changes are primarily focused on clarifying matters of delivery and action planning whilst reflecting budgeting considerations. In this regard, it is considered that a concise action plan is needed at this point as the detail will emerge over the next year as the CJC moves into operational mode.
- 9 It should be noted that in addition to the schedule of changes proposed in Appendix 2, there be some minor editorial / grammatical amendments that will be required ahead of the publication of the Plan in its final form. Whilst there are no material / substantive changes proposed in many sections of the Corporate Plan, it is proposed that the Plan as a whole be updated to reflect chronological events – including the fact that the consultation process has been completed.

Timescale/Next steps:

10. Pending Members approval, the final 'composite/ consolidated' Plan will be published on the CJC's website as soon as practicably possible – i.e. upon completion of translation requirements. What is important to note is that the agreement of the final Plan by the CJC at this meeting (i.e. 30/3/23) means that the CJC will have set its well-being objectives in advance of the 1 April 2023 – with the publication of the objectives to follow as soon as the 3 day call in period is completed.

Financial Impacts:

11. There are no new financial related to this report. Also, the formulation of the Corporate Plan (including the consultation process) is being undertaken within approved budgets. In respect of the delivery of the Plan, it is considered that the interrelationship between the CJC's budgeting considerations and its activity/action/corporate planning is implicit.

Integrated Impact Assessment:

12. 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.
13. 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. Members will however note that a full / stage 2 [IIA](#) was prepared to accompany the public consultation on the Draft Corporate Plan itself. Reference is made to responses received to the public consultation as set out in Appendix 1 of this report, together with recommended amendments to the IIA set out and to Appendix 3 of this report.
14. Whilst there are no material / substantive changes proposed in many sections of the IIA, it is proposed that the IIA as a whole be updated to reflect chronological events – including the fact that the consultation has been completed. The Assessment Conclusions are now finalised in Section 12, whilst Members will note that an additional action has been identified in Section 13.
15. Members will note that the formulation of the Draft Corporate Plan has allowed for the identification of a draft equality objective. This draft objective will be finalised upon Members approving the Corporate Plan as final/approved. For ease of reference, the draft objective (as it was published for consultation) is set out below. This draft objectives should however be read in conjunction with any recommended amendments proposed in relation thereto within appendix 2 of this report.

“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.”*

Well-being of Future Generations (Wales) Act 2015 (and emerging CJC Corporate Plan and its identified well-being objectives):

Alignment with CJC Corporate Plan 2023-2028 (draft/emerging at the time of writing) and the identified CJC Well-being objectives:

16. 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’.

- 17 Members will note that the formulation of the Draft Corporate Plan has allowed for the identification of draft well-being objectives for the CJC. It is considered that having a Corporate Plan in place will firmly embed the 3 well-being objectives into the corporate governance of the CJC and provide a central organising principle in this regard. These draft objectives will be finalised upon Members approving the Corporate Plan as final/approved. For ease of reference, the 3 draft well-being objectives (as they were published for consultation) are set out below for ease of reference. These draft objectives should however be read in conjunction with any recommended amendments proposed in relation thereto within appendix 2 of this report.

Draft Well-being objective 1

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.

Draft 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 future generations of people and communities, good for our environment and good for our economy and places.

Draft Well-being objective 3

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.

Workforce Impacts:

18. There are no new workforce impacts for Members to be concerned with in relation to this report. The production of the Draft Corporate Plan, together with the consultation and reporting facets, were undertaken within existing staffing resource. Due regard will be given in respect of staffing capacity to deliver the Corporate Plan and its well-being objectives moving forward, with notable reference to the budget approved for 2023/2024 by the CJC at its [January 2023 meeting](#). Currently any employment within the CJC is undertaken by the constituent authorities and it is anticipated that such arrangements will continue moving forward.

Legal Impacts:

19. There are no specific legal impacts for Members to be concerned with in relation to this report. However, as a wider point, it should be noted that there are range of public sector duties imposed on CJCs. The production of the Corporate Plan sets out a proportionate and pragmatic way of discharging many of such duties at this early stage of the CJC's evolution.

Risk Management Impacts:

20. There are no specific risk management impacts for Members to be concerned with in relation to this report. Members will note the requirement for Annual Reports to be produced in regards the progress being made to deliver the well-being objectives, and the CJC Overview and Scrutiny Sub-Committee will also provide an important function in terms of monitoring progress in this regard.
21. As a wider point, failure to comply with the public sector duties could result in a negative report from Audit Wales and the issue of statutory recommendations which would reflect negatively on the reputation of the CJC.

Consultation:

22. There is no requirement for consultation in respect of this report. As a wider point, it should be noted that Draft Corporate Plan and its associated documentation was subject to a [six week public consultation exercise](#) (the deadline for receipt of comments was midnight on March 8 2023). Reference should also be made to paragraphs 5 and 6 of this report in respect of the programme of publicity.

Reasons for Proposed Decision:

23. To ensure that Members are furnished with a full suite of information with a view to informing the intended finalisation/approval of the Corporate Plan by the CJC following the recent consultation undertaken on the Plan in Draft form.

Implementation of Decision:

24. This decision will be implemented following the three day call in period.

Appendices:

25. Appendix 1- Overview of the consultation comments received together with officer responses and recommendations in relation thereto.

Appendix 2 - Schedule of recommended changes to the Draft Corporate Plan. Table 1 sets out recommended changes as a result of consultation comments received and Table 2 sets out recommended officer led changes.

Appendix 3 – Schedule of recommended changes to the Integrated Impact Assessment as a result of consultation comments received.

Appendix 4 - Questionnaire survey results document.

Appendix 5 – Composite / reference document showing the proposed final Corporate Plan with the recommended changes incorporated therein.

Appendix 6 – Composite / reference document showing the proposed final IIA with the recommended changes incorporated therein.

List of Background Papers:

[Welsh Government Statutory Guidance on CJs.](#)

[CJC meeting October 2022.](#)

[CJC meeting December 2022.](#)

[CJC meeting January 2023.](#)

[CJC Overview and Scrutiny Sub-Committee meeting February 23 2023](#)

[Draft Corporate Plan](#)

[Draft Corporate Plan – Integrated Impact Assessment](#)

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Appendix 1 Overview of the consultation comments received together with officer responses and recommendations in relation thereto.

1. Online Questionnaire

Overview

- 1.1 This Appendix provides an officer summary of the responses received to the online questionnaire (Section 1), together with the content of a letter received from the Chair of the CJC Overview and Scrutiny Sub-Committee (Section 2) and Swansea Bay University Health Board (Section 3).
- 1.2 Along with a summary, an officer response is provided together with any recommended amendments to the Corporate Plan and/or the Integrated Impact Assessment.
- 1.3 This Appendix should be read in conjunction with appendices 2-4 of this report. It is noted that Appendix 4 sets out the full responses received from the online consultation, together with other background information.

The Draft Vision

How far do you agree that our Draft Vision clearly sets out the way we want South West Wales to look in 2035?

- 1.4 **Answers:** Strongly agree (25%), Agree (55.55%), Disagree (2.78%), Strongly disagree (0%) and Don't know (16.67%).

Please let us know if there are any amendments, including additions, that you would like to see in regards to our Draft Vision.

- 1.5 **Officer response:** Statistically, it is considered that there is general support for the Draft Vision. A thematic summary of the comments received, together with officer responses in relation thereto, is set out below.

1.5.1 **Rural /Urban Context:**

(i) **Officer summary:** It is claimed that the Vision would benefit from an increased recognition of the contribution of rural communities and the challenges they face. The importance of the agricultural sector was raised in comments submitted to other sections of the Plan (notably from a food resilience and biodiversity perspective - see paragraph 1.11.2 of this appendix). It is claimed that that the Vision needs an explicit reference to a strong city economy, which drives the region enterprising culture sustainable transport options connecting communities and job opportunities.

Officer response: Whilst it is noted that the Vision already refers to “*..vibrant rural places with access to homes, jobs and services,..*” it is accepted that explicit reference to sustainable agriculture in the Vision would be beneficial.

The Vision should be overly prescriptive in regards spatial considerations, particularly when noting the rural-urban patchwork that characterises our region. It will be for the specific Plans, Policies and Programmes of the CJC (notably the Strategic Development Plan (SDP) and Regional Transport Plan

(RTP)) to consider such matters of detail and indeed communicate the current and future role and function of the region's settlement framework and linkages.

1.5.2 Focus and Detail:

(i) **Officer summary:** It is claimed that the Vision lacks focus and is "woolly". It is also claimed that there needs to be a clear focus on improving the efficiency of the existing housing stock to get near achieving carbon neutrality.

(ii) **Officer response:** It is considered that the Vision, when supported by a shorter term aim, reflects the wider policy and legal parameters as they apply to the CJC without being overly prescriptive in this regard. Also, the Vision is written in a way where it seeks to transport the reader to 'South West Wales 2035'. Further detail on how key elements will be achieved (including net zero and carbon neutrality) will be for the specific workstreams and policies. Specific reference may be made to the policy review section as set out in Section 2 of the Corporate Plan - together with the well-being objectives themselves. Whilst not a direct response to these comments on the Vision, reference may be made to Table 2 in Appendix 2 of this report, where officer updates are suggested to the Corporate Plan's appendices with a view to sharpening up the action planning aspects.

1.5.3 The Welsh language:

(i) **Officer summary:** Specific /contrasting viewpoints outlined in respect of the reference to the Welsh language in the Vision.

(ii) **Officer response:** In recognising the Welsh Government's target of a million Welsh speakers by 2050, it is considered appropriate that the Vision explicitly states that our region will be a contributor towards meeting this target in 2035. To this end, the Vision appropriately reflects key national policy commitments and the importance of the language to the social fabric of our region.

1.5.4 Making the connections:

(i) **Officer summary:** It is claimed that there is a need to secure the serious inclusion of the private sector as part of effective regional collaboration efforts. Also, it is claimed that the Vision should state that South West Wales is an integral part of Wales and that it will make a strong contribution to Wales as a whole nation.

(ii) **Officer response:** It is accepted that specific reference to all sectors – including the private sector - within the Vision would be helpful. It is also accepted that the Vision should recognise that the region is an integral part of Wales and will continue to make a strong contribution to Wales as a whole nation in 2035.

1.5.5 Social fabric and face to face services

(i) **Officer summary:** It is stated that the importance of access to sport & leisure services in order to promote physical & mental health – along with the need to enhance well being - are huge priorities given that the stats on dietary and the use of substances are key issues. Also, it is stated that there is need to have accessible face to face services available for those who have communication issues and need that option (not just online).

(ii) **Officer response:** It is accepted that access to sport & leisure services are key issues, however, it is not considered that these would fall directly within the remit of the CJC. It is also noted that the Vision envisages that in 2035 “People are living and working in connected, inclusive and healthy places...” In regards the availability of face to face services, the CJC can make information as accessible as possible, particularly in the consultation processes associated with the Statutory Plans – i.e. the SDP and RTP.

1.5.6 Resilience of the natural environment

(i) **Officer summary:** It is stated that it is encouraging that the Vision includes reference to the need to increase the resilience of our natural environments by creating the networks linking ecosystems

(ii) **Officer response:** Support welcomed.

1.6 Recommended changes to the Plan:

1.6.1 Include a reference within the Vision to recognising the region as an integral part of Wales and its strong contribution to Wales as a whole nation. Refer to change ref CP/Ch/1 in Appendix 2, Table 1 of this report.

1.6.2 Include reference to the importance of a sustainable and engaged agriculture sector in the Vision. Refer to change ref CP/Ch/2 in Appendix 2, Table 1 of this report.

1.6.3 Include reference to ‘all sectors – including private industry’ within the Vision. Refer to change ref CP/Ch/3 in Appendix 2, Table 1 of this report.

The Draft Aim

How far do you agree that our Draft Aim sets out a clear pathway for the next 5 years as we work towards achieving our Draft Vision for South West Wales 2035?

1.7 **Answers:** Strongly agree (20.59%), Agree (55.88%), Disagree (14.71%), Strongly disagree (0%) and Don't know (8.82%).

Please let us know if there are any amendments, including additions, that you would like to see in regards to our Draft Aim

1.8 **Officer response:** Statistically, it is considered that there is general support for the Draft Aim. A thematic summary of the comments received, together with officer responses in relation thereto, is set out below.

1.8.1 Terminology

(i) **Officer summary:** Reference made to the terminology ('lack of plain English').

(ii) **Officer response:** The Corporate Plan will inevitably read in corporate language and it should be noted that the Corporate Plan consultation was accompanied by an 'Easy Read' and 'Plan on a Page'.

1.8.2 Deliverability and Scrutiny

(i) **Officer summary:** It is claimed that there are concerns as to the deliverability of the Corporate Plan and how achievable the aspirations are noting the financial challenges faced. A comment states *"It would be nice to see a brief yearly report on how you are doing against your objectives. Will small nuclear be included to sustain our region and maintain steel production? Will all the steel be local to increase jobs and lower greenhouse gases?"*

(ii) **Officer response:** Reference is made to Section 9 of the Corporate Plan – 'Measuring Our Performance'. It should be noted that Annual Reports will be produced to measure progress being made in respect of the well-being objectives, whilst the CJC Overview and Scrutiny Sub-Committee will also have a role in this regard.

In preparing the SDP and RTP, specific agreements will need to be drawn up in the form of a Delivery Agreement and Implementation Plan respectively. The preparation of such Plans will include engagement with a range of stakeholders. It is accepted that the budget available will influence what can be achieved and whilst not a direct response to these comments on the Aim, reference may be made to Table 2 in Appendix 2 of this report, where officer updates are suggested to the Corporate Plan's appendices with a view to sharpening up the action planning aspects.

It is accepted that there will be challenges facing the CJC moving forward – including resources. It is considered however that the production of the Corporate Plan and its well-being objectives allows for such challenges to be tackled in an integrated manner. With regards financial challenges, the Corporate Plan clearly acknowledges these from the outset and an extract from the Foreword as provided by Cllr Rob Stewart is as follows *"Whilst the outlook for public spending is very challenging, we also see significant opportunities to grow the regional economy and are committed to working together to realise those opportunities."*

The comments raised regarding small nuclear and steel production are considered to be matters of detail which would be considered within Plans, Policies and Programmes as they emerge.

1.8.3 Timescales

(i) **Officer summary:** It is claimed that that the formulation of Plans by 2028 does not appear to give sufficient time to deliver upon ambitions by 2035. Also, it is claimed that bullet point 1 of the Aim should be completed well before 2028 (end of 2023 is suggested by the respondent).

(ii) **Officer response:** It is considered that the reference to 2028 is appropriate. This allows for the delivery of the Plan’s Vision and ambitions by 2035, whilst also affording a degree of flexibility in this regard – noting the processes associated in the preparation of the 2 statutory Plans are emerging. With reference to the comment made on bullet point 1 of the Aim, it accepted that it is realistic to refer to this specific ‘sub-aim’ as being completed by the end of 2023.

1.8.4 Involvement

(i) **Officer Summary:** It is stated that there is a need to ensure that people feel engaged and involved – including on specific issues e.g wind turbines.

(ii) **Officer response:** It is considered that increasing involvement and making sure that residents are actively encouraged to contribute will be a challenge. Reference is made to paragraph 5.2.3 of the Corporate Plan which is set out below for ease of reference: *“**Involving a diversity of the population in the decisions that affect them:** This Plan will be subject to consultation. The preparation of this Corporate Plan has engendered an increased awareness of the need for us to develop a Participation Strategy. In noting that the Constituent Councils will have their own strategies and engagement exercises, we do have an opportunity to develop an approach which is proportionate and does not duplicate existing provisions within the region. In respect of the WBO’s themselves, specific reference should be given to WBO3 which emphasises the fact that the SDP Plan making process will be subject to consultation as per the requirements to prepare a Community Involvement Scheme. We will emphasise that a key message is one of involvement in the delivery of our well-being objectives and the undertaking of Plan making.”*

To this end, it should be noted that the production of the Statutory Plans (RTP and SDP) will be accompanied by a requirement for engagement and consultation.

1.8.5 Enhancing wellbeing and resilient ecosystems -

(i) **Officer Summary:** It is requested that an additional aim/ ‘sub-aim’ is included that reflects the commitment in the Vision to embedding the need to enhance wellbeing and resilient ecosystems into all decision making. The aims currently refer only to the net zero carbon journey part of the nature and climate emergency.

(ii) **Officer response:** It is not considered that a specific aim/ ‘sub-aim’ is required in this regard. Such matters will be suitably integrated into the corporate governance of the CJC by virtue of the fact that the Section 6 Duty Plan is embedded into the Corporate Plan.

1.9 Recommended changes to the Plan:

1.9.1 Clarify within bullet point / ‘sub-aim 1 (i.e. ‘Complete all of the constitutional, corporate and governance aspects of the SWWCJC’s establishment’) that this will be achieved by the end of 2023. Refer to change ref CP/Ch/4 in Appendix 2, Table 1 of this report.

The Draft Well-being objectives as a whole

Taking our 3 Draft Well-being Objectives as a whole, how far do you agree that they provide a sound focus for us to guide our initial work and ultimately achieve our Draft Aim and deliver our Draft Vision in the longer term?

1.10 **Answers:** Strongly agree (21.88%), Agree (56.25%), Disagree (6.25%), Strongly disagree (0%) and Don't know (15.62%)

Noting that that legally we can only work on strategic planning, regional transport, regional energy and the promotion of economic well-being (and that we are in a challenging financial environment), please let us know if there is anything else you think we should be identifying and/or considering in setting our Well-being objectives?

1.11 **Officer response** - Statistically, it is considered that there is general support for the 3 draft well-being objectives as a whole – notwithstanding any comments as to the well-being objectives individually. A thematic summary of the comments received, together with officer responses in relation thereto, is set out below.

1.11.1 Infrastructural considerations

(i) **Officer summary:** The importance of strategic infrastructure investment was emphasised, particularly in regards transport. Specific areas / issues within the region were identified – as was the need for lobbying for investment in this regard.

(ii) **Officer response:** The comments received are duly noted and reflect the emphasis on having a joined up and integrated approach. It is considered in that as the individual Plans, Policies and Programmes of the CJC are developed, such matters can be addressed and raised as appropriate within implementation phases. Reference is also made to the establishment of the thematic sub-committees of the CJC (including transport), where matters of detail can be considered and actioned accordingly.

1.11.2 Agriculture

(i) **Officer summary:** The importance of agriculture within the region as highlighted – with specific comments made on resilience of the food chain/food miles/biodiversity/net zero.

(ii) **Officer response:** It is accepted that agriculture has a key role to play. Whilst it is not proposed to amend any of the 3 well-being objectives to make explicit reference to agriculture, reference should be made to paragraph 1.6.2 of this appendix, where it is proposed to refer to sustainable agriculture within the Vision of the Plan.

1.11.3 Social fabric

(i) **Officer summary:** The importance of a strategic plan was raised with reference to the economically challenged areas across the region. Considerations raised included meaningful kids activities to steer them away from boredom, drugs etc.

(ii) **Officer response:** It is not considered that these important issues would fall directly within the remit of the CJC. It is also noted that the Vision does states that in 2035 *“People are living and working in connected, inclusive and healthy places...”*

1.11.4 Allocation of resource, production of Plans and terminology:

(i) **Officer summary:** Concerns in regards the deliverability of the Plan, its resourcing and the terminology used were raised. The need to be realistic about what will be done was raised.

(ii) **Officer response** It is considered that the Corporate Plan is quite clear in recognising the statutory duties and powers available to the CJC and its defined remit in this regard. This also extends to the fact that the requirement to produce the RTP and SDP have been mandated onto the CJC. In regards the terminology and engagement, reference can be made to paragraphs 1.8.1 and 1.8.4 of this appendix.

1.11.5 Other organisations plans and the order of the objectives.

(i) **Officer summary:** Reference was made to the preparation of Plans and objectives by other organisations – including the PSBs and the wider connections that are required in this regard.

Specific suggestions were made in regards Table 1 (paragraph 5.8) of the Plan in regards (i) A Resilient Wales (ii) A Healthier Wales and (iii) A Globally Responsible Wales (see paragraph 1.12 of this appendix for detail).

It was claimed that the order in which the objectives are set out needs to be amended.

(ii) **Officer response:** The wider landscape in regards the development of plans and objectives is noted. The CJC can take opportunities to work in partnership to accrue added value and to avoid duplication. It should be noted that there is a commitment to review the CJC well-being objectives on an annual basis and as such amendments may be made as and where appropriate.

In terms of the specific suggested amendments in regards Table 1 (paragraph 5.8) of the Plan, it is accepted these will add value and clarity. Reference should be made to paragraph 1.12 of this appendix in this regard.

In regards the claim that the order in which the well-being objectives are set out needs to be changed, it should be noted that they are not listed in level of importance and should in fact be read together as part of an integrated approach.

1.12 Recommended changes to the Plan:

1.12.1 In regards Table 1 at paragraph 5.8 of the Plan, the following changes are required:

(i). The ‘Healthier Wales’ goal (Integrated contribution of our well-being objectives column) requires a recognition that transport is a major contributor to poor air quality, especially in urban areas, and is also a driver of climate change (itself having health impacts). The connection to active travel also

promotes a healthier population from the point of view of increased physical exercise. Improving access to blue and green spaces can also have positive impacts for health/health inequalities. Refer to change ref CP/Ch/9 in Appendix 2, Table 1 of this report.

(ii). The 'Resilient Wales' goal (Integrated contribution of our well-being objectives column) should make reference to identifying climate risks to assets and communities and actions that will need to be taken to address these across multiple areas of society and the economy. Refer to change ref CP/Ch/8 in Appendix 2, Table 1 of this report.

(iii). The 'Globally Responsible Wales' goal (Integrated contribution of our well-being objectives column) should acknowledge that the economic development plan isn't just relevant in the context of decarbonisation, but also in terms of how it might address social and environmental impacts on a global scale, e.g. through off-shoring. Refer to change ref CP/Ch/11 in Appendix 2, Table 1 of this report.

Draft Well-being objective 1

How far do you agree that Draft Well-being Objective 1 is logical given that it reflects the progress already made in terms of the South West Wales Regional Economic Delivery Plan and the South West Wales Regional Energy Strategy and that the Draft Objective is also realistic given that it is supported by clear action/measures/steps as set out in Appendix 1 and 2 of the Draft Corporate Plan which acknowledge the challenging financial climate?

1.13 **Answers** for logical: Strongly agree (16.13%), Agree (58.07%), Disagree (12.90%), Strongly disagree (0%) and Don't know (12.90%).

1.14 **Answers** for realistic: Strongly agree (6.67%), Agree (33.33%), Disagree (13.33%), Strongly disagree (10%) and Don't know (36.67%).

Please let us know if there are any amendments, including additions, that you would like to see in regards this Draft Objective and/or Appendices 1/2 of the Draft Corporate Plan?

1.15 **Officer response** - Statistically, it is considered that there is general support for Draft well-being objective 1 – albeit it is accepted that in regards 'realistic' the results are notable. A thematic summary of the comments received, together with officer responses in relation thereto, is set out below.

1.15.1 Collaboration and Accountability

(i) **Officer summary:** Representations questioned whether Authorities working collaboratively will work, particularly when they often have different or conflicting priorities. Also, with reference to collaboratively delivering, emphasis was put on clarifying matters of responsibility and accountability.

(ii) **Officer response:** It should be noted there is a track record of regional working within South West Wales. The South West Wales CJC is a statutory body which was put in place by the Welsh Government. The requirements for delivering through the CJC are mandated legally, whilst the CJC has already made considerable progress- not least in terms of constitutional and governance aspects. The accountability for delivery rests with the CJC and

information on the CJC's Governance and Constitutional Framework is set out within the Corporate Plan.

Reference is made to Section 9 of the Corporate Plan – 'Measuring Our Performance'. It should be noted that Annual Reports will be produced to measure progress being made in respect of the well-being objectives, whilst the CJC Overview and Scrutiny Sub-Committee will also have a role in this regard.

It is considered that in undertaking its functions, including the production of the Statutory Plans, the CJC can seek to collaborate as widely as possible with key stakeholders and representatives from a number of sectors.

1.15.2 Constraints (including financial)

(i) **Officer summary:** Constraints / financial challenges are highlighted.

(ii) **Officer response:** It is accepted that there will be challenges facing the CJC moving forward – notably financial / resources. It is considered however that the production of the Corporate Plan and its well-being objectives allows for such challenges to be tackled in an integrated manner.

With regards financial challenges, the Corporate Plan clearly acknowledges these from the outset and an extract from the Foreword as provided by Cllr Rob Stewart is as follows *"Whilst the outlook for public spending is very challenging, we also see significant opportunities to grow the regional economy and are committed to working together to realise those opportunities."*

1.15.3 Private Sector engagement

(i) **Officer summary:** The importance of a route map for private sector engagement is raised.

(ii) **Officer response:** It is agreed that this is a key matter.

Reference should be made to paragraph 7.3 of the Corporate Plan where it is confirmed that *"We have also agreed an approach for the appointment of private sector representatives to an Advisory Board"*. Also, reference may be made to paragraph 1.6.3 of this appendix in respect of a proposed amendment to the Plan's Vision.

1.15.4 Policy considerations

(i) **Officer summary:** The need for town centre and inner-city regeneration are cited as part of an integrated approach.

(ii) **Officer response:** It is considered that such matters will be for the emerging Plans, Policies and Programmes (including the RTP and SDP) of the CJC to consider in accordance with the relevant policy frameworks – e.g. Future Wales and Llwybr Newydd.

The reference to an integrated approach is helpful and is noted. With specific reference to well-being objective 1, reference is made to the Regional

Economic Delivery Plan (REDP), where under Mission 3: “*Growing and sustaining the South West Wales ‘experience’ offer*” there is reference to “*Investing in our experience economy... we will invest in our city, town and community centres*”.

1.15.5 Specific Comment and Progress to date

(i) **Officer summary:** The brackets around the word decarbonised in well-being objective 1 is queried. Also, concerns are raised that progress to date has not been set out.

(ii) **Officer response:** It is considered that removing the brackets around the word decarbonised within the objective would aid clarity.

With regards progress to date, it is considered that paragraph 4.5 of the Corporate Plan clarifies such matters suitably. Section 2 of the Corporate Plan provided this detail, with the documents of relevance to well-being objective 1 being the REDP and the Regional Energy Strategy (RES) – both of which have been adopted / approved already by the CJC.

Information as to the progress made from a governance / constitutional point of view (including the establishment of the sub-committees) is set out in Section 7 of the Corporate Plan. These sub-committees include economic-well being and energy.

1.15.6 Editorial –

(i) **Officer summary:** A query is raised with regards page 49 (Appendix 1 of the Corporate Plan) – in that the statement ' the cost of development far exceeding the cost of development' does not make sense.

(ii) **Officer response:** This is an editorial error, with the extract intended to state that “the cost of development exceeding the **end value** of the development”.

However, reference should be made to the wider suite of changes for the appendix as set out in Table 2 - Appendix 2 of this report. In this regard, it should be noted that the whole block of text is earmarked for deletion in any event.

1.16 Recommended changes to the Plan:

- 1.16.1 Remove the brackets around the word decarbonised within well-being objective 1. Refer to change ref CP/Ch/5 in Appendix 2, Table 1 of this report.

Draft Well-being objective 2

How far do you agree that Draft Well-being Objective 2 is logical given that it reflects our legal duty to prepare a Regional Transport Plan for South West Wales and that the Draft Objective is also realistic given that it is supported by clear action/measures/steps as set out in Appendix 3 of the Draft Corporate Plan which acknowledges the challenging financial climate?

- 1.17 **Answers** for logical: Strongly agree (25.81%), Agree (48.39%), Disagree (9.68%), Strongly disagree (3.22%) and Don't know (12.90%)
- 1.18 **Answers** for realistic: Strongly agree (3.33%), Agree (33.33%), Disagree (16.67%), Strongly disagree (16.67%) and Don't know (30%)

Please let us know if there are any amendments, including additions, that you would like to see in regards this Draft Objective and/or Appendix 3 of the Draft Corporate Plan?

- 1.19 **Officer response** - Statistically, it is considered that there is general support for Draft well-being objective 2 – albeit it is accepted that in regards ‘realistic’ the results are notable. A thematic summary of the comments received, together with officer responses in relation thereto, is set out below.

1.19.1 **Specific Policy Considerations / proposed interventions**

(i) **Officer summary:** There are a number of comments made in regards specific matters (e.g importance of non vehicular transport modes / cycling, investment/subsidy needs and concerns with specific transport issues within the region e.g. request for Dual carriage way to Haverfordwest.).

It is claimed that it should be made abundantly clear that this is not just a Plan for transport within the region, but also transport into and out of the region, through the region, beyond the boundaries of Wales and possibly even the UK.

Journey times and accessing services are raised – with Pembrokeshire cited as an example. A comment was received stating that *“Realistic implies not just that it is feasible to happen but that it is made to happen. Despite the Wales transport Strategy placing great value of connectivity, their actions (discontinuing through trains from Manchester to Milford Haven and replacing with two halves which do not connect) do not reflect this. If a plan is to be realistic it needs to be managed to happen and not just ignored.”*

(ii) **Officer response:** Whilst helpful, the matters raised are considered to be more relevant to the production of the RTP itself (and potentially for the consideration of the transport sub-committee). In this regard, the preparation and engagement associated with RTP production will allow for such matters to be considered in detail as matters of policy – including those comments relating to journey times, the need to consider north-south travel as well as east-west travel and also the need to consider integration with other policy considerations such as town centre regeneration efforts.

In terms of how realistic the well-being objective is, it should be noted that the RTP is a statutory plan – however it is accepted that for the RTP to be deliverable sufficient resource and policy alignment will be required.

1.19.2 **RTP delivery/implementation and collaboration**

(i) **Officer summary:** Doubts expressed as to whether the RTP will be delivered and implemented.

(ii) **Officer response:** It is clear that the success of this well-being objective hinges on the successful delivery and implementation of the RTP. It should be noted in this regard that the CJC is taking incremental steps forward – albeit within the recognition of budgetary pressures. To this end, the CJC will consider the draft RTP guidance as issued by the Welsh Government on March 30 2023. Progress is also being made on securing dedicated staffing resource, with the 2023/24 CJC budget now agreed.

In regards collaboration, it should be noted there is a track record of regional working within South West Wales. Furthermore, the requirements for delivering through the CJC are mandated legally, whilst the CJC has already made considerable progress- not least in terms of constitutional and governance aspects. It is considered that in undertaking its functions, including the production of the Statutory Plans, the CJC can seek to collaborate as widely as possible with key stakeholders and representatives from a number of sectors.

1.19.3 Rural context

(i) **Officer summary** Concern that transport in rural areas may become the 'poor relation' when compared with transport in urban areas. There needs to be clear support for transport to and from more isolated communities.

(ii) **Officer response:** Whilst it is considered that matters of policy detail will be for the RTP itself, it is considered that referring explicitly to both urban and rural within the well-being objective is appropriate as it will assist in shaping the recognition of such considerations from the outset.

1.19.4 Contemporary perspective and local need

(i) **Officer summary:** It is claimed that the RTP needs to consider the needs of today as well that of future generations.

Also, it is claimed that the RTP needs to be for the benefit of those who live or operate in the region, but this will also include those travelling into, out of, or through the region. There needs to be a thorough understanding of the journeys people want to make, and why they choose one mode over another. In formulating the RTP, it is accepted that balancing the need to reflect national policy with the local dimension will be a key consideration.

The importance of transport being linked up to key facilities – eg hospital services – was also cited.

(ii) **Officer response:** It is agreed that it would be beneficial for the well-being objective to reference the needs of today as well that of future generations as a matter of clarity.

In regards the other matters raised, it is considered that such matters of policy detail will be for the RTP itself to consider. In formulating the RTP, it is considered that balancing the need to reflect national policy with a locally distinctive approach will be a key consideration.

1.20 Recommended changes to the Plan:

1.20.1 Insert reference to a transport system which is good for current as well as future generations within well-being objective 2. Refer to change ref CP/Ch/6 in Appendix 2, Table 1 of this report.

1.20.2 Insert reference to both rural and urban within well-being objective 2. Refer to change ref CP/Ch/7 in Appendix 2, Table 1 of this report.

Draft Well-being objective 3

How far do you agree that Draft Well-being Objective 3 is logical given that it reflects our legal duty to prepare a Strategic Development Plan for South West Wales and that the Draft Objective is also realistic given that it is supported by clear action/measures/steps as set out in Appendix 4 of the Draft Corporate Plan which acknowledges the challenging financial climate?

1.21 **Answers** for logical: Strongly agree (16.13%), Agree (54.84%), Disagree (6.45%), Strongly disagree (3.23%) and Don't know (19.35%).

1.22 **Answers** for realistic: Strongly agree (3.22%), Agree (48.39%), Disagree (16.13%), Strongly disagree (6.45%) and Don't know (25.81%).

Please let us know if there are any amendments, including additions, that you would like to see in regards this Draft Objective and/or Appendix 4 of the Draft Corporate Plan

1.23 **Officer response** - Statistically, it is considered that there is general support for Draft well-being objective 3. A thematic summary of the comments received, together with officer responses in relation thereto, is set out below.

1.23.1 Engagement and Consultation

(i) **Officer summary:** Concern expressed over engagement and consultation – with too much ‘corporate talk’. It is also claimed that effective mechanisms are needed for meaningful engagement with industry leaders and regionally influential employers.

(ii) **Officer response:** It should be noted that well-being objective 3 explicitly refers to stakeholder engagement and collaboration. Reference is also made to paragraph 5.2.3 of the Corporate Plan where ‘involving a diversity of the population in the decisions that affect them’ is discussed. To this end, it should be noted that the production of the Statutory Plans (RTP and SDP) will be accompanied by a requirement for engagement and consultation (in the case of the SDP a Community Involvement Scheme).

In regards engagement with industry leaders and regionally influential employers, reference should be made to paragraph 7.3 of the Corporate Plan where it is stated that “*We have also agreed an approach for the appointment of private sector representatives to an Advisory Board*”. Also, reference may be made to paragraph 1.6.3 of this appendix in respect of a proposed amendment to the Plan’s vision.

1.23.2 Measuring success and timescales –

(i) **Officer summary:** Comments indicate that more clarity is needed on action and defining success. It is also claimed that formulation of the Plan by 2028 does not appear to give sufficient time to deliver the Vision by 2035.

(ii) **Officer response:** It is clear that the success of this well-being objective hinges on the successful delivery and implementation of the SDP. It should be noted in this regard that the CJC is taking incremental steps forward – albeit within the recognition of budgetary pressures.

In terms of timescales, further clarity as to the timescale for the preparation of the SDP will become apparent once the Delivery Agreement is formalised in due course. Therefore, it is considered that the reference to 2028 within the aim is suitable due to the flexibility afforded, however such matters can be subject to ongoing monitoring and review as appropriate. It should be noted that the requirement to produce SDPs is mandated.

1.23.3 Policy considerations

(i) **Officer summary:** It is stated that whilst a locally distinctive approach is important, liaising with adjacent CJC's will be required to ensure a 'joined up Wales'. The importance of town centre regeneration is highlighted. The LDPs drawn up within the region are raised.

(ii) **Officer response:** It is considered that these matters will be for the SDP preparation process and the associated evidence base and relevant planning policy frameworks (including national policy in the form of Future Wales). The requirement for an understanding and recognition of the role of LDPs within the region is implicit and duly noted in this regard. To this end, it is not considered that these comments necessitate an amendment to well-being objective 3.

1.24 Recommended changes to the Plan:

1.24.1 None.

Draft Equality Objective – A more equal South West Wales by 2035

How far do you agree that our Draft Equality Objective clearly sets out our commitment to achieving a more equal South West Wales by 2035?

1.25 **Answers:** Strongly agree (25.80%), Agree (48.39%), Disagree (16.13%), Strongly disagree (0%) and Don't know (9.68%)

Please let us know if there are any amendments, including additions, that you would like to see in regards this Draft Objective.

1.26 **Officer response** - Statistically, it is considered that there is general support for the Draft Equality Objective. A thematic summary of the comments received, together with officer responses in relation thereto, is set out below.

1.26.1 Specific Policy Considerations / proposed interventions

(i) **Officer summary:** Comments were made in regards specific transport matters /ideas (non vehicular transport modes and investment/subsidy ideas).

(ii) **Officer response:** Comments noted. reference should be made to the officer response provided at paragraph 1.19.1 of this appendix.

1.26.2 Llwybr Newydd

(i) **Officer summary:** Disagreement is noted with elements of the Welsh Government's policies listed, particularly Llwybr Newydd and it is stated that *“addressing the region’s own needs to be prioritised over the Welsh Government’s political aims.”* It is also claimed that economic barriers to the use of transport services are far more important than language barriers – hence ‘linguistic’ should be at the end of the list as set out in paragraph (b) of the Objective.

(ii) **Officer response:** It is considered that achieving the desired balance between the provisions and policies as set out with national policy and the production of a framework which meets the needs of the region will be a key component in the production of the RTP itself.

In noting the comments made in regards economic/linguistic matters, it should be noted that paragraph (b) reflects the delineation as set out within Llwybr Newydd. Rather than focus on one aspect/barrier, it is considered that an integrated approach is required and as such there would be ‘no order of importance’ when it comes to potential barriers in respect of preventing the use of sustainable transport.

1.26.3 Reference to poverty

(i) **Officer summary:** A comment was received querying the reference to poverty in the equality objective.

(ii) **Officer response:** The reference to eliminating inequality caused by poverty reflects one of the Welsh Government’s long term equality aims as set out its Strategic Equality Plan 2020-2024. This is considered to be appropriate given the CJs powers and functions and taking into account the challenges faced across the region.

It should also be noted that CJs are relevant authorities that are required to make and demonstrate their contribution towards the eradication of child poverty in Wales.

1.26.4 Content is too broad

(i) **Officer Summary** – It is claimed that the content is too broad.

(ii) **Officer response:** It is considered that the setting of an overarching equality objective, coupled with the adoption of an integrated impact assessment tool, will allow the CJC to suitably embed a number of pertinent considerations into its corporate governance framework – noting its public

sector duties. There will be opportunities to review and reflect as the CJC matures over the coming years, however this is considered to be an important first step.

1.26.5 Specific concern

(i) **Officer Summary** – Specific concerns are raised about the accessibility of trains, with issues in Pembrokeshire specifically cited (along with a specific experience of a respondent in this regard). It is stated that “*however well you plan for disabilities in routine circumstances you also need to plan for them properly when your service changes*”.

(ii) **Officer response:** Comments noted. The clear relationship between transport and accessibility is acknowledged. To this end, it is considered that a key consideration for the RTP and wider work of the CJC will be the consideration of inclusivity.

1.27 Recommended changes to the Plan:

1.27.1 None.

Public Sector Duties, Plans and Strategies

Whilst we take a taking a proportionate and integrated approach to meeting our wider public sector duties, how far do you agree that Section 8 of the Draft Corporate Plan demonstrates that we are being proactive from the outset in regards our responsibilities and policy commitments – for example our adoption of an Integrated Impact Assessment tool?

1.28 **Answers:** Strongly agree (12.90%), Agree (45.16%), Disagree (6.45%), Strongly disagree (0%) and Don't know (35.49%)

1.29 **Officer response** - Statistically, it is considered that there is general support for proposed approach. A thematic summary of the comments received, together with officer responses in relation thereto, is set out below.

1.29.1 Historic landscape and Built heritage –

(i) **Officer summary:** Concern expressed that there is no reference within Section 8 of the Plan to the historic landscape or built heritage which also need preserving for future generations.

(ii) **Officer response:** Whilst the Section 6 Duty Plan itself seeks to meet the specific requirements placed upon the CJC under The Environment (Wales) Act 2016, it is considered that reference to the historic landscape and built heritage within Section 8 of the Plan would be appropriate so that there is a corporate recognition of the importance of such matters moving forward.

1.29.2 Agricultural Sector

(i) **Officer summary:** It is claimed that biodiversity needs the active involvement of those who make their living from the land and that there needs to be a clear involvement with the agricultural sector.

(ii) **Officer response:** The importance of such matters is noted. Reference can be made to paragraph 1.6.2 of this appendix in this regard.

1.29.3 Democratic aspects

(i) **Officer summary:** A Comment was received stating: *“What voice do I have outside the Council. In other words, Councillors will still do what they seem fit”*.

(ii) **Officer response:** It should be noted that the Corporate Plan and its associated documentation was published for consultation. Reference can be made to paragraph 1.23.1 of this appendix in regards matters of engagement and consultation.

1.29.4 Integrated Impact Assessment Tool

(i) **Officer summary:** The CJC’s commitment to the use of this tool is cited.

(ii) **Officer response:** Comments welcomed.

1.29.5 Section 6 Biodiversity Duty Plan

(i) **Officer summary:** NRW has undertaken further relevant work since the publication of The Nature Recovery Action Plan (NRAP) for Wales. It is advised that the Corporate Plan takes into consideration the content within the Marine Area Statement and the Welsh National Marine Plan given the significant implications for marine and coastal environments in the region. There is an interest in making the Area Statements more useful and to work with the CJC and relevant partners in tackling the challenges and realising the opportunities set out.

NRW has published State of Natural Resources Report (SoNaRR) for Wales 2020, which promotes the need for a regenerative economy and associated transformative changes to our food, energy and transport systems. It also identifies that work is needed to meet the 4 interconnected, long terms aims of sustainable management of natural resources (SMNR) These are: safeguarded and enhanced natural resources, resilient ecosystems, healthy places for people, and a regenerative economy. The CJC has an important role to play in helping to achieve these aims.

(ii) **Officer response:** The reference to working with the CJC on the Area Statements is welcomed. In regards the other comments, it is accepted that reference to these documents and policies within the Duty Plan would be useful as a matter of clarity and to reflect the contemporary position. Reference should be made to paragraph 1.30.2 of this appendix in this regard.

1.30 Recommended changes to the Plan

1.30.1 Include reference within paragraph 8.7 of the Corporate Plan to historic landscape and built heritage. Refer to change ref CP/Ch/13 in Appendix 2, Table 1 of this report.

1.30.2 Include reference within the Section 6 Duty Plan (Table 3 of the Corporate Plan) to the Marine Area Statement, Welsh National Marine Plan, SoNaRR and the SMNR. Refer to change ref CP/Ch/16 in Appendix 2, Table 1 of this report.

Any further comments about the Draft Corporate Plan

1.31 **Officer response** - A thematic summary of the comments received, together with officer responses in relation thereto, is set out below.

1.31.1 Delivering and Measuring Performance

(i) **Officer summary:** The deliverability of the Corporate Plan is questioned in terms of the degree to which intentions can be turned into reality – it is claimed that there is a need for tangible objectives.

(ii) **Officer response:** Reference is made to Section 9 of the Corporate Plan – ‘Measuring Our Performance’. It should be noted that Annual Reports will be produced to measure progress being made in respect of the well-being objectives, whilst the CJC Overview and Scrutiny will also have a role in this regard.

In preparing the SDP and RTP, specific agreements will need to be drawn up in the form of a Delivery Agreement and Implementation Plan respectively and the preparation of such Plans will include engagement with a range of stakeholders. It is accepted that the budget available will influence what can be achieved and whilst not a direct response to these comments on the Aim, reference may be made to Table 2 in Appendix 2 of this report, where officer updates are suggested to the Corporate Plan’s appendices with a view to sharpening up the action planning aspects.

1.31.2 Comments relating to growth and focus upon areas west of Swansea

(i) **Officer summary:** The focus on growth was questioned and whether the aims are achievable. Also, a comment was submitted stating that “The Welsh Government has ignored anywhere west of Swansea for the last 25 years and will continue to do so”.

(ii) **Officer response:** With regards the comments on growth and deliverability, the Corporate Plan recognises those policy priorities already agreed by the CJC – notably the REDP and RES, as well as the duty to prepare the RTP and SDP. Therefore, it will be for the evidence base of these respective Plans to determine such matters in detail. It should be noted that the South West Wales CJC is a corporate body with defined legal duties having been established by the Welsh Government. Reference is made to Section 9 of the Corporate Plan – ‘Measuring Our Performance’. It should also be noted that Annual Reports will be produced to measure progress being made in respect of the well-being objectives, whilst the CJC Overview and Scrutiny Sub-Committee will also have a role in this regard.

The claims made in regards the Welsh Government focus on areas west of Swansea are noted and would be for the Welsh Government to respond to as they see fit.

1.31.3 Terminology in general and specific queries

(i) **Officer summary:** Concerns are expressed as to the language used in the Corporate Plan – notably that it is “bureaucratic and woolly” and that “none of this would stand up for five minutes in a commercial environment”. Specific queries are also raised as to the references within the Corporate Plan to “resilience to future technology” and “economic inclusion outcomes” (Table 1 Paragraph 5.8 of the Plan refers).

(ii) **Officer response:** The Corporate Plan will inevitably read in corporate language and it should be noted that the Corporate Plan consultation was accompanied by an ‘Easy Read’ and ‘Plan on a Page’.

In regards the query on the meaning of “Resilience to future technology” reference should be made to the REDP for the full context of the statement. As a region we endeavour to keep track of technology advancement and attempt to ensure the region is well equipped to deal effectively to any future changes.

In regards the query on the meaning of “economic inclusion outcomes” reference should be made to the REDP for the full context of the statement. By engaging with local communities, it is envisaged that there will be stronger community linkages which in itself will bring people together and improve economic inclusion across the region.

1.31.4 Overarching comments

(i) **Officer summary:** NRW has identified the key systems where transformative change is required in response to the dual nature and climate crisis: food, energy and transport. With its remit for strategic planning and regional transport planning, the CJC has an important role in shaping our response to these crises in SW Wales. The plan recognises the fantastic environment that we have in the area, including national parks and AoNB. It should also be noted that the SW Wales area and coast also host internationally important environments, including those within the marine protected areas. Whilst net-zero and decarbonisation feature centrally in the Region’s future economic development plan, and that is to be applauded, relevant plans and development will need to be sympathetic and compatible with the safeguarding of these designated areas.

(ii) **Officer response:** It is agreed that referring to the SW Wales area and coast hosting internationally important environments (including those within the marine protected areas) and the need to be sympathetic and compatible with the safeguarding of these designated areas would be helpful and would further embed the consideration of such matters within the corporate governance of the CJC.

1.32 Recommended changes to the Plan:

1.32.1 Include reference within paragraph 8.7 of the Plan to the SW Wales area and coast hosting internationally important environments (including those within the

marine protected areas) and as such relevant plans and development will need to be sympathetic and compatible with the safeguarding of these designated areas. Refer to change ref CP/Ch/14 in Appendix 2, Table 1 of this report.

Integrated Impact Assessment (IIA) related comments

Equalities - Protected Characteristics

Our integrated impact assessment concludes that the Draft Corporate Plan will have a positive impact in respect of age and disability. What action will do you think we can take to improve these positive impacts, or do you disagree with the assessment conclusions? If you do disagree – what can we do to mitigate any negative impacts?

1.33 Officer response A thematic summary of the comments received, together with officer responses in relation thereto, is set out below. As a general point, it is not considered that any of the responses received would change the initial conclusion of a positive impact of the Corporate Plan in terms of age and disability.

1.33.1 Engagement and responsibilities

(i) **Officer summary:** A request is made to appoint a Councillor in cabinet to deal directly with age related issues and moreover disabilities and to make this person a point of contact (not delegate). A further comment states that there are no meaningful proposals to seek increased public involvement which should be a priority.

(ii) **Officer response:** The preparation of this Corporate Plan has engendered an increased awareness of the need to develop a CJC Participation Strategy. In noting that the Constituent Councils will have their own strategies and engagement exercises, there is an opportunity to develop an approach which is proportionate and does not duplicate existing provisions within the region. It is considered that the preparation of a Participation Strategy can increase any positive impacts and lessen any negative impacts.

The comment with regards definition of duties is noted, albeit this may be more akin to the roles of Councillors within their respective Constituent Councils.

1.33.2 Sport and Leisure

(i) **Officer summary:** A focus on sport and leisure opportunities is required.

(ii) **Officer response:** The importance sport & leisure opportunities is duly noted. However, it is not considered that such matters would fall directly within the remit of the CJC and the Corporate Plan. However, from the point of view of strengthening the IIA, adding a reference to a potential indirect link is deemed appropriate.

1.33.3 Wider benefits

(i) **Officer summary:** It is claimed that benefits have only been described in terms of transport. What about the employment of older people and people with disabilities ?

(ii) **Officer response :** It is considered that delivering the Corporate Plan will have employment benefits for all age groups and for people with disabilities. Therefore it is considered that adding such a reference within the IIA is appropriate.

1.33.4 Individual customer experiences

(i) **Officer summary:** With reference to comments previously provided under paragraph 1.26.5, further information is provided on a recent customer experience, with reference to autism.

(ii) **Officer response :** The comments are noted. The clear relationship between transport and accessibility / customer experience is noted and to this end it is considered that a key consideration for the RTP and the wider work of the CJC will be the emphasis on inclusive approaches.

1.34 Recommended changes to the IIA:

1.34.1 Add in reference to the opportunity to prepare a Participation Strategy for the CJC in the future. Refer to change ref IIA/Ch/1 in Appendix 3 of this report.

1.34.2 Add in reference to the potential indirect contribution that can be made in respect of sports and leisure. Refer to change ref IIA/Ch/2 in Appendix 3 of this report.

1.34.3 Add in reference to the potential positive contribution of delivering well-being objective 1 on all age groups and for people with a disability. Refer to change ref IIA/Ch/3 in Appendix 3 of this report.

1.35 Answers

Gender reassignment	Yes 0%	No 76%	Don't Know 24%
Marriage or civil partnership	Yes 11.54%	No 73.08%	Don't Know 15.38%
Pregnancy and maternity	Yes 3.85%	No 76.92%	Don't Know 19.23%
Race	Yes 4%	No 80%	Don't Know 16%
Religion or belief	Yes 4%	No 76%	Don't Know 20%
Sex	Yes 4%	No 80%	Don't Know 16%
Sexual orientation	Yes 11.54%	No 69.23%	Don't Know 19.23%

What action will do you think we can take to improve any positive or mitigate any negative impacts?

1.36 **Officer response** - A thematic summary of the comments received, together with officer responses in relation thereto, is set out below. As a general point, it is considered that results set out in the table above indicate that respondents did not anticipate an impact on them and/or their family resulting from the Corporate Plan in regards the identified characteristics. It is deemed appropriate therefore to leave the anticipated impact for these 7 characteristics as neutral in the IIA and continue to monitor as appropriate.

1.36.1 - Engagement and responsibilities

(i) **Officer summary:** It is deemed important to prioritise the interaction between local communities and the involvement of residents within those communities. Councillor surgeries are suggested, and it is emphasised that there needs to be a focus on awareness raising and the educational aspect. Concerns that this is a ‘tick box exercise’.

(ii) **Officer response:** In terms of interaction and engagement, it is considered that the preparation of the Corporate Plan has engendered an increased awareness of the need to develop a CJC Participation Strategy. In noting that the Constituent Councils will have their own strategies and engagement exercises, we do have an opportunity to develop an approach which is proportionate and does not duplicate existing provisions within the region. It is considered that the preparation of a Participation Strategy can increase any positive impacts and lessen any negative impacts. This can also assist in raising awareness and the educational aspects.

In regards the comment on a ‘tick box’ exercise, it is important that the CJC is as informed as possible when drafting the Corporate Plan about the Plan’s impact and in this regard reference is made to the pertinent public sector duties and legal responsibilities as they apply to the CJC. The IIA is a means in which the CJC can obtain key information in this regard.

In terms of participation aspects, reference can be made to paragraph 1.34.1 of this appendix.

1.36.2 Focus

(i) **Officer summary:** There is a need to be more specific about what achievements are intended to be secured.

(ii) **Officer response:** It is considered that at this early stage of the CJC’s existence, the Corporate Plan does provide a measurable and realistic route map which recognises the applicable statutory and policy frameworks.

1.36.3 Regional Context

(i) **Officer summary:** A comment is received stating *“Presumably disabilities and inequalities are not regional, though people who exhibit them may be within the region. Is there any particular reason why the region would have an above average proportion of any particular inequality disability. Presumably there are national lists of disabilities and national lists of mitigations. The problem is the same throughout the UK. Would the solution, or the emphasis have any reason to be different in SWWales?”*

(ii) **Officer response:** As the work of the CJC develops (including the formulation of the RTP and SDP) an increased understanding of the particular social and economic fabric of the region can be captured. Reference can be made to the well-being plans and accompanying well-being assessments that have already been undertaken within the region.

In this regard, it is accepted that the IIA can be strengthened by making reference to the importance of gaining an understanding of the disabilities and inequalities position as it applies to the region as the work of the CJC progresses.

1.37 Recommended changes to the IIA:

1.37.1 Add in reference to the importance of gaining an understanding of the disabilities and inequalities position as it applies to the region as part of the development of a locally distinctive evidence base as the work of the CJC progresses. Refer to change ref IIA/Ch/4 in Appendix 3 of this report.

Public Sector Equality Duty

Our integrated impact assessment concludes that the Draft Corporate Plan will have a positive impact. What action will do you think we can take to improve these positive impacts, or do you disagree with the assessment conclusions? If you do disagree – what can we do to mitigate any negative impacts?

1.38 **Officer response** - A thematic summary of the comments received, together with officer responses in relation thereto, is set out below. As a general point, it is not considered that any of the responses received would change the initial conclusion of a positive impact of the Corporate Plan.

1.38.1 Terminology, deliverability and Involvement

(i) **Officer summary:** The deliverability of the aspirations are challenged and there is scepticism as to whether anything will change. The terminology used is also questioned. Furthermore, the importance of raising awareness is stressed.

(ii) **Officer response:** Reference is made to Section 9 of the Corporate Plan – ‘Measuring Our Performance’. It should be noted that Annual Reports will be produced to measure progress being made in respect of the well-being objectives, whilst the CJC Overview and Scrutiny Sub-Committee will also have a role in this regard. In preparing the SDP and RTP, specific agreements will need to be drawn up in the form of a Delivery Agreement and Implementation Plan respectively. The preparation of such Plans will include engagement with a range of stakeholders.

It is accepted that the budget available will influence what can be achieved and whilst not a direct response to these comments on the Aim, reference may be made to Table 2 in Appendix 2 of this report, where officer updates are suggested to the Corporate Plan’s appendices with a view to sharpening up the action planning aspects.

It is accepted that there will be challenges facing the CJC moving forward – including resources. It is considered however that the production of the Corporate Plan and its well-being objectives allows for such challenges to be tackled in an integrated manner. With regards financial challenges, the Corporate Plan clearly acknowledges these from the outset and an extract from the Foreword as provided by Cllr Rob Stewart is as follows *“Whilst the outlook for public spending is very challenging, we also see significant opportunities to grow the regional economy and are committed to working together to realise those opportunities.”*

The Corporate Plan will inevitably read in corporate language and it should be noted that the Corporate Plan consultation was accompanied by an ‘Easy Read’ and ‘Plan on a Page’.

Reference can be made to paragraph 1.34.1 of this appendix in regards participation / involvement aspects.

1.38.2 Rural and Urban – equality of opportunity in terms of the RTP

(i) **Officer summary:** It is stated that equality of opportunity between those in urban areas and those in rural areas needs to be fully supported by the transportation plan.

(ii) **Officer response:** It should be recognised that as a response to the consultation on the Corporate Plan an amendment is proposed to well-being objective 2 to reflect such considerations in the Plan itself (see paragraph 1.20.2 of this appendix). It is also accepted that the IIA should also refer to the importance of this matter also so as to strengthen positive impact.

1.38.3 Transgender issues

(i) **Officer summary:** It is claimed that transgender issues should be ignored because they are a waste of resource.

(ii) **Officer response:** Reference should be made to the pertinent legal and policy related duties as they apply to the CJC as part of the recognition of its wider public sector duties.

1.39 Recommended changes to the IIA:

1.39.1 Add in reference to the importance of the RTP reflecting the importance of equality of opportunity between those in urban areas and those in rural areas. Refer to change ref IIA/Ch/5 in Appendix 3 of this report.

Socio-economic Duty

Our integrated impact assessment concludes that the Draft Corporate Plan will have a positive impact. What action will do you think we can take to improve these positive impacts, or do you disagree with the assessment conclusions? If you do disagree – what can we do to mitigate any negative impacts?

1.40 **Answers / comments received.** I actually do not think that the statements written mean anything.

- Promote awareness.
- Support for SMEs is essential to the growth of the economy.
- The golden thread is not very clear.

1.41 **Officer response** - A thematic summary of the comments received, together with officer responses in relation thereto, is set out below. As a general point, it is not considered that any of the responses received would change the initial conclusion of a positive impact of the Corporate Plan.

1.41.1 Terminology, Deliverability and Involvement

(i) **Officer summary:** Concern as whether the statements mean anything and a feeling that there is a need to promote awareness.

(ii) **Officer response:** Reference can be made to paragraph 1.38.1 of this appendix in regards deliverability and involvement aspects. Reference can be made to

paragraph 1.34.1 of this appendix in regards participation / involvement / awareness raising aspects.

1.41.2 Support for SME's

(i) **Officer summary:** Support for SMEs is essential to the growth of the economy

(ii) **Officer response:** It is accepted that a reference to SMEs should be included within the IIA in recognition of their contribution.

1.41.3 Golden Thread

(i) **Officer summary:** Concern that the golden thread is not very clear.

(ii) **Officer response:** It is considered that when read alongside the Corporate Plan itself, the IIA does reflect the wider picture in terms of the CJC's defined functions and responsibilities – along with future ambitions.

1.42 Recommended changes to the IIA:

1.42.1 Add in reference to the importance of SME's. Refer to change ref IIA/Ch/6 in Appendix 3 of this report.

Community Cohesion/Social Exclusion/Poverty

Our integrated impact assessment concludes that the Draft Corporate Plan will have a positive impact. What action will do you think we can take to improve these positive impacts, or do you disagree with the assessment conclusions? If you do disagree – what can we do to mitigate any negative impacts?

1.43 **Officer response** - A thematic summary of the comments received, together with officer responses in relation thereto, is set out below. As a general point, it is not considered that any of the responses received would change the initial conclusion of a positive impact of the Corporate Plan.

1.43.1 Cohesion, integration, and diversity –

(i) **Officer summary:** Comment states “Stop trying to force cohesion, integration, and diversity”.

(ii) **Officer response:** It should be noted that the IIA considers the duties and requirements of the following legislation in order to inform and ensure effective decision making and compliance - Equality Act 2010; Welsh Language Standards (No.1) Regulations 2015; Well-being of Future Generations (Wales) Act 2015 and the Environment (Wales) Act 2016.

1.43.2 Wider matters-

(i) **Officer summary:** The following comments were received: “Make school dinners for all” and “Most “2nd home owners” want to be part of the community they have bought into and to contribute economically, rather being blamed for impoverishing the local residents”

(ii) **Officer response:** In noting the comments received, is not considered that these matters would fall within the remit of the CJC.

1.43.3 Clarity and Impact

(i) **Officer summary:** Concerns in regards lack of clarity as to what will be achieved or the envisaged positive impacts that will accrue as a result of the Corporate Plan.

(ii) **Officer response:** It is considered that when read alongside the Corporate Plan itself, the IIA does reflect the wider picture in terms of the CJC's defined functions and responsibilities – along with future ambitions.

1.44 Recommended changes to the IIA:

1.44.1 None.

Welsh Language

Our integrated impact assessment concludes that the Draft Corporate Plan will have a positive impact . What action will do you think we can take to improve these positive impacts, or do you disagree with the assessment conclusions? If you do disagree – what can we do to mitigate any negative impacts?

1.45 **Officer response** - A thematic summary of the comments received, together with officer responses in relation thereto, is set out below. As a general point, it is not considered that any of the responses received would change the initial conclusion of a positive impact of the Corporate Plan.

1.45.1 Conflicting viewpoints

(i) **Officer summary:** A range of comments were received which are outlined below for ease of reference:

- Stop the rollout of the Welsh language. Double paper work, double signage, how is this helping the planet. Everything we watch and see is in English.
- Economic well being (well-being objective 1): Is that trying to say that Welsh language projects will be preferred ? If so say it.
- Stop forcing people to learn the language. It should be optional.
- The promotion of the Welsh language is less important than providing work and housing opportunities. The language is no longer in danger of being lost and hence does not need significant levels of support from the (limited) public purse.

(ii) **Officer response:** In noting the comments received, the positive impact identified within the IIA reflects the means in which the CJC has embedded the consideration of the Welsh language into its corporate governance framework and via its Corporate Plan. To this end, the pertinent legislative and policy frameworks that apply to the CJC in regards the Welsh language are duly noted, as is the eminence of the language within the social fabric of our communities. In regards the comment on well-being objective 1, the focus of the objective is clear in that it seeks to recognise the CJC's commitment to delivering the REDP and RES.

1.45.2 Specific promotional ideas -

(i) **Officer summary:** Comments received stating: “More education for parents/ young adults to support children attending Welsh schools”. “Have a clear sign in Pubs / Cafes / Restaurants....we speak Welsh by having a Welsh Dragon Badge on the door...and a Welsh Dragon Badge Pin...that shows the establishment and people speak Welsh....so the default isn't English”

(ii) **Officer response:** These comments / suggestions are noted, however it is not considered that these would be within the remit of the CJC itself.

1.46 **Recommended changes to the IIA:**

1.46.1 None.

Biodiversity and the resilience of ecosystems

Our integrated impact assessment concludes that the Draft Corporate Plan will have a positive impact . What action will do you think we can take to improve these positive impacts, or do you disagree with the assessment conclusions? If you do disagree – what can we do to mitigate any negative impacts?

1.47 **Officer response** - A thematic summary of the comments received, together with officer responses in relation thereto, is set out below. As a general point, it is not considered that any of the responses received would change the initial conclusion of a positive impact of the Corporate Plan.

1.47.1 **Agricultural Sector, historic landscape and built heritage -**

(i) **Officer summary:** Disappointment at the exclusion of historic landscape or built heritage which also need preserving for future generations. Also, the lack of reference to the agricultural sector is raised and it is stated that their involvement is key to a biodiverse future.

(ii) **Officer response:** It should be noted that changes are proposed to the Corporate Plan itself which are of relevance to these comments. Reference should be made to paragraphs 1.6.2 and 1.30.1 of this appendix in this regard.

However, it is also considered that the IIA should also be updated to reflect these matters.

1.47.2 **Specific comments**

(i) **Officer summary:** It is suggested that any new building erected by (or for) a public body should come with a carbon report and include travel of goods for construction as this would make developers shop local so to speak to lower their footprint. Another comments states that “restoring and preserving habitats is of course essential, but the plan needs to recognise that there will be some drift in environmental conditions due to global warming. This will cause some inevitable species shift in and out of the region. Working with this rather than trying to stem the tide like king Canute is likely to be more effective.”

(ii) **Officer response:** It is not considered that these comments necessitate a change to the content of the IIA. In regards any implications for the Corporate Plan itself, it

will be a matter for the specific Plans, Policies and Programmes that will follow to consider such matters as appropriate -notably the production of the RTP and SDP.

1.47.3 Energy

(i) **Officer summary:** A comment is also submitted thus “Where is the Welsh Hydrogen plan. More lip service in the Milford Haven energy hub”.

(ii) **Officer response:** It is not considered that this comment necessitates a change to the content of the IIA. In regards any implications for the Corporate Plan itself, it will be a matter for the specific Plans, Policies and Programmes that will follow to consider such matters as appropriate -notably the work of the energy sub-committee under the over-arching policy framework of the RES.

1.47.4 Wording

(i) **Officer summary** Concerns are also expressed that the “wording says nothing realistically about how the needs are to be met”

(ii) **Officer response:** Reference can be made to paragraph 1.38.1 of this appendix in regards deliverability and Involvement. Reference can be made to paragraph 1.34.1 of this appendix in regards participation / involvement / awareness aspects.

1.48 Recommended changes to the IIA:

1.48.1 Add in reference to the importance of the historic landscape and built heritage. Refer to change ref IIA/Ch/7 in Appendix 3 of this report.

1.48.2 Add in reference to the importance of a sustainable and engaged agriculture sector. Refer to change ref IIA/Ch/8 in Appendix 3 of this report.

2. CJC Overview and Scrutiny Sub-Committee letter

- 2.1 A copy of a letter sent from the Chair of the sub-committee to the Chair of the CJC is set out below for ease of reference. For information - The Draft Corporate Plan was considered as an agenda item at the sub-committee's meeting of the 23 of February 2023.

Dear Cllr. Rob Stewart

Re: Corporate Joint Committee

I am writing to you in your capacity as Chairperson of South West Wales (SWW) Corporate Joint Committee (CJC) at the request of the membership of the South West Wales Corporate Joint Committee – Overview and Scrutiny Sub Committee in my capacity as Chairperson of said Sub-Committee.

In the last two meetings of our Sub-Committee members have expressed their frustration and lack of clarity about the purpose and benefit of the new regional structure. The CJC appears to be attempting to formalise existing excellent relationships between the member organisations. However, our local authorities have a proven track record of joint working and the duties of the new CJCs appear to be a costly and unnecessary burden which is costing our residents at a time when budgets could not be under more pressure from the ongoing cost of living crisis, brought on by the consequences of several factors including Brexit, the COVID-19 pandemic and the war in Ukraine.

In our last meeting on 23rd February, the substantive items on the agenda 5, 6 and 7 were the Draft Corporate Plan 2023-2028, The SWW Economic Delivery Plan 2025-2030 and the Regional Transport Plan 2025-2030. In each of them officers and members both noted that the work of the CJC appears to be superfluous since the member organisations already work together on these projects.

We appear to have been forced into this by Welsh Government and there is concern that the necessary levels of bureaucracy that the CJC requires does not offer a clear benefit. Whilst future benefits might be in the offing in the future, they are not clear now. At the very least we suggest that we should have more clarity from Welsh Government and if they will insist on this structure, we recommend that they fund the costs directly rather than creating additional burdens on local authorities.

I would kindly request that you note our sub-committee's frustration and I ask you to pass this onto the members of SWW CJC and in your ongoing engagement with Welsh Government and Ministers.

Yours faithfully,

Cllr. Russell Sparks

Chair of the Corporate Joint Committee – Overview and Scrutiny Sub Committee

Officer response: (as it applies to the Corporate Plan's content):

2.2 A range of comments are made, including those in regards the purpose and benefit of the new regional structure. Reference is also made to the mandating of the CJC's by the Welsh Government, with points made around matters of resource and accrual of benefit. Whilst these comments are duly noted, and can be subject to wider consideration by the CJC, it is not considered they necessitate any change to the content of the Corporate Plan itself (or indeed the IIA).

Recommended changes to the Plan / IIA:

2.3 None.

3. Comments from Swansea Bay University Health Board

Ref.	Wording	SBUHB Comment
General		<p>The Health Board shares the aspiration set out in the draft corporate plan for people in South West Wales (SWW) to live and work in connected, inclusive and healthy places. There is strong alignment with the Health Board’s own Wellbeing Objectives. Furthermore the alignment with the Health Board’s developing Population Strategy is clear. Consequently at a high level our Integrated Medium Term Plan (IMTP) will undoubtedly correspond well to the plan. These areas should be explored further and in more detail to strengthen our partnership offer and the steps where we could undertake joint working.</p> <p>Swansea Bay’s developing Population Health Strategy has been co-designed with partners and is based on the Marmot principles. Through this co-design process and engagement with a range of partners, the CJC has been identified as a potential mechanism for delivering significant population health impact, with economic development, strategic development planning and regional transport planning all being key drivers of health outcomes at a population level.</p> <p>It is good to see that the corporate plan explicitly describes how greater prosperity that is more equally distributed will lead to better health outcomes. In addition, the plan also recognises how environmental and infrastructure planning and development contributes to more connected and inclusive communities and healthier places.</p> <p>However, we know that both work and living environments in our areas are often far from healthy, which is reflected in the Health Boards Population Health Strategy. We therefore welcome this common and shared focus for action, along with the focus on tackling health and socio-economic inequality and the opportunities this gives us to ensure our plans are aligned.</p>

Ref.	Wording	SBUHB Comment
		<p>The Health Board recognises the importance of partnerships in delivering improved population health and there is a need to consider how action emerging from the plan will fit with existing delivery requirements & partnerships/system structures at regional and local levels, with a need to build synergy, avoid overburdening those who are working to meet expectations of delivery and breaking down silo working.</p> <p>It was noted that greater consideration of the following areas would be welcomed:</p> <ul style="list-style-type: none"> • Early years / children and young people- more specific reference to the needs of different population groups and the importance of actions targeted at children and young people in order to maximise population health benefits in the long-term. The needs of children, young people and families across these areas of remit should be considered (e.g. engage with children and families to understand their transport, employment and skills development needs when developing plans). • Mental health and well-being- these plans have the potential to introduce improved mental health and well-being at a population level. Further detail on the data surrounding this and how plans may be able to deliver impact on mental health and well-being would be welcomed.
<p>3.1 CJC Officer Response: The reference to alignment is welcomed and the CJC can continue to work in partnership as part of a collaborative approach. In noting the specific remit of the CJC, the importance of considering needs and actions in regards early years / children and young people are fully acknowledged and as such it is considered that as the Plans, Policies and Programmes of the CJC develop there will be opportunities to promote an inclusive approach which is founded on engagement. It is considered that the preparation of the RTP and SDP will be heavily influenced by such engagement – including the formulation of a Community Involvement Scheme for the SDP. It is accepted that the Plans of the CJC (notably the RTP and SDP) offer potential to introduce improved mental health and well-being and as such the requirement for dedicated impact assessments to be produced in support of these Plans is noted – with a key component of such policy formulation being a robust evidence base and dataset. The RTP and SDP preparatory processes are underpinned by impact assessments and as such there will be opportunities to review needs in terms of transport, employment and skills development. Reference is made to the established fora in place, including the Regional Learning and Skills Partnership for South West Wales and as such any opportunities to maximise linkages and added values will be taken.</p>		

Ref.	Wording	SBUHB Comment
3.2 CJC Officer recommended Changes to the Corporate Plan / IIA: None.		
2.0 Introducing South West Wales		Further detail would be welcomed around how data and intelligence has been used to inform the plan and strategies, as well as how data or intelligence will inform future planning.
<p>3.3 CJC Officer Response: Section 2 of the Corporate Plan seeks to capture and reflect those policy decisions of the CJC to date (notably the REDP and RES), together with an overview of other pertinent policy considerations – including national policy – in the form of Future Wales (SDP) and Llwybr Newydd (RTP). Reference should be made to the content of the REDP and RES in regards the use of data and intelligence in their formulation and it is considered that further information will follow as these Plans turn to implementation (including through the sub-committees). In regards the SDP and RTP, the Plans will be prepared in accordance with guidance and statutory requirements – notably in the form Welsh Government issued guidance / manuals. In noting the high level policy review set out in Section 2 of the Corporate Plan, it is considered that the production of the RTP and SDP – and the delivery of the ambitions already set out within the REDP and SDP – should be predicted upon robust evidence. Such evidence is important in delivering sound plans which meet guidance/regulatory requirements but also provide a locally distinctive framework which addresses those issues that are prevalent to the South West Wales region.</p> <p>3.4 CJC Officer recommended Changes to the Corporate Plan / IIA: None.</p>		
3.0 Our Vision	p17 "It will be a distinctive region that tackles health and socio-economic inequality through sustainable growth."	Whilst sustainable growth has the potential to contribute to improvements in health and reductions in socio-economic inequality, it is worth noting that sustainable growth alone will not tackle health and socio-economic inequality. It would be useful to consider the potential challenges around balancing the needs of social, economic, environmental and cultural well-being in this regard.

Ref.	Wording	SBUHB Comment
		<p>3.5 CJC Officer Response: The Corporate Plan seeks to provide for an integrated approach where the consideration of a number of factors are acknowledged. Reference should also be made to the content of the Integrated Impact Assessment (IIA). In noting the specific remit of the CJC, it is considered that the Vision does provide a suitable ‘high level’ hook which acknowledges a wide range of issues in this regard – including social/cultural matters e.g. - reference to the Welsh language, as well as environmental facets.</p> <p>3.6 CJC Officer recommended Changes to the Corporate Plan / IIA: None.</p>
<p>4.0 Our Aim and Well-being Objectives</p>	<p>Objective 1- 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.</p>	<p>The first mission is to establish the SWW area as a UK leader in renewable energy and development of a net zero economy which will contribute to mitigating against climate change and will contribute to direct and indirect health benefits. Furthermore, the third mission describes growing and sustaining environmental quality, quality of life and community character. However, while it is recognised that the key challenge is balancing economic, environmental and community sustainability challenges, we would welcome greater consideration of the role of supporting nature recovery within this mission.</p> <p>The plan seeks to build in an ‘inclusive growth model’ although further detail on this would be welcomed.</p> <p>It would be useful to have greater recognition of the importance of making sure pathways and first steps into employment and training that will support economic well-being are easy to find and make and that people who are disadvantaged are supported to stay in work and continue to contribute to the economic well-being of the region.</p> <p>This objective has the potential to help address the issue of multi-generational NEET (not in education, employment or training) in deprived communities. We would encourage consideration of how best to support these communities and reducing inequalities when implementing the plan. This would also support the Vision for South West Wales for 2035 which includes tackling health and socio-economic inequality.</p>

Ref.	Wording	SBUHB Comment
		<p>Further details on the following would be welcomed:</p> <ul style="list-style-type: none"> • Economic approaches that will be used, including the role of foundational economy and circular economy approaches. • Further detail on how the plan would lead to improved access to secure, warm, energy efficient and affordable housing, as well as considering those at risk of becoming homeless. • Regarding the energy strategy, how various energy users such as the health board and other organisations are involved in its implementation. • Strategies which will help maximise household incomes and reduce unmanageable debt, understanding root causes so we move from management to prevention & early intervention. • Solutions that recognise that those in the worst position have to pay more for services/facilities or credit.
<p>3.7 CJC Officer Response: The Comments relate primary to the content of the REDP and RES. It is noted that these 2 policy frameworks/plans have already been endorsed by the CJC and as such the Corporate Plan seeks to reflect their approval as key policy drivers moving forward. In regards the matters of implementation, it is considered important that an emphasis is placed on encouraging consideration of how best to reduce inequalities when turning the contents into of the overarching Plans and the well-being objectives themselves into action. In this regard, the comments submitted are welcomed and helpful. It is considered that an appropriate fora for such considerations will be the economic and energy sub-committees of the CJC. This can ensure that such matters form part of the implementation phases as and where appropriate.</p> <p>3.8 CJC Officer recommended Changes to the Corporate Plan/ IIA: None.</p>		
<p>4.0 Our Aim and Well-being Objectives</p>	<p>Objective 2- To produce a Regional Transport Plan for South West Wales that is</p>	<p>Sustainable travel and transport is one of the top issues raised by the public and patients with the Health Board, particularly as people increasingly travel from one Local Authority (LA) area to another for services. Public transport (especially buses) are not organised on this basis, requiring people to travel to their LA bus station in most cases before being able to catch a bus into another county. The Health Board would therefore welcome the opportunity to influence and engage in discussions on strategic planning for SWW</p>

Ref.	Wording	SBUHB Comment
	<p>founded on collaboration and enables the delivery of a transport system which is good for our future generations of people and communities, good for our environment and good for our economy and places.</p>	<p>sustainable travel and transport plans. The stated intention in the report to develop this work through collaboration is welcomed as would be the opportunity for the Health Board to participate strategically in this work to realise alignment opportunities with Changing for the Future and our Clinical Services Plan.</p> <p>The Well-being Objective to produce a Regional Transport Plan which is good for future generations presents an opportunity to improve equal access to employment and good quality work, but it will depend on the plan produced and we would encourage consideration of how it can support the most disadvantaged in society to access employment and good quality work. This would also support the Vision for South West Wales for 2035 which includes tackling health and socio-economic inequality.</p> <p>Further consideration around the link between connected communities and economy would be welcomed, e.g. ensuring individuals can access and afford the systems that enable them to access work, such as childcare provision.</p> <p>A sustainable transport system has the potential to lead to significant population health benefits. It would be useful to explore how the Health Board can best work in collaboration around development of the regional transport plan, especially with data held on staff/patients and the health board's sustainable travel strategy.</p>
<p>3.9 CJC Officer Response: The recognition of the importance of sustainable transport welcomed. It is considered that the comments made are relevant to the production of the RTP itself (and potentially for the consideration of the transport sub-committee). In this regard, engagement and consultation will form a key part of RTP production and can allow for such matters to be considered in detail as matters of policy. The suggestion of working in collaboration – particularly in terms of sharing of data – is helpful and would help in the formulation of a robust evidence base to support the RTP.</p> <p>3.10 CJC Officer recommended Changes to the Corporate Plan / IIA: None.</p>		

Ref.	Wording	SBUHB Comment
4.0 Our Aim and Well-being Objectives	Objective 3- 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.	<p>In our collective challenge to mitigate and adapt to the risks of climate change as well as tackle the nature emergency, it would be useful to consider the role of planning in harnessing nature-based solutions in capital planning and development. Access to green space is unequally distributed across the social gradient and nature-based solutions can improve health outcomes, air quality, support nature recovery but ultimately contribute to growing and sustaining the SWW 'experience' offer.</p> <p>It would useful to consider the role of re-greening as part of planning and supporting nature recovery.</p>
<p>3.11 CJC Officer Response: The comments made will be relevant to the production of the SDP itself (and potentially for the consideration of the strategic planning sub-committee). In this regard, the preparation and engagement associated with SDP production will allow for such matters to be considered in detail as matters of planning policy. Reference may also be made to the role of respective LDPs across the region.</p> <p>3.12 CJC Officer recommended Changes to the Corporate Plan / IIA: None.</p>		
5.0 Our Well-being Statement		<p>Clear alignment to the well-being goals and ways of working is welcomed.</p> <p>It would be useful to add further detail which highlights the potential range of direct and indirect benefits to population health from actions within this plan.</p>

Ref.	Wording	SBUHB Comment
		<p>Further detail on data around ethnicity and other protected characteristics as part of the demographics for the South West Wales area would be welcomed.</p> <p>The environmental sustainability agenda within the plan focusses upon renewable technologies and net zero economy. Further detail would be welcomed on how this investment will be distributed across the social gradient and improve health equity.</p> <p>We would welcome further detail on the sustainability appraisal and how this is assessed, to ensure shared learning and shared approaches across the region.</p> <p>The plan identifies a need to develop a Participation Strategy and a Community Involvement Scheme. The Health Board would welcome the opportunity to be engaged and involved in these developments to maximise areas of added value and minimise any potential duplication.</p>
<p>3.13 CJC Officer Response: Comments referring to clear alignment to the well-being goals and ways of working are welcomed. It is accepted that there is an opportunity to clearly reference the potential direct and indirect benefits to population health within the Plan. In regards the comments on data around ethnicity and other protected characteristics as part of the demographics for the South West Wales area, reference should be made to the IIA which accompanied the consultation on the Plan. Furthermore, it is considered that as the work of the CJC matures, a wider appreciation of key data will be required. Reference is made to the commitment to provide Annual Reports as to the progress being made on the well-being objectives. It should be noted that impact / integrated assessments will be developed (e.g. Sustainability Appraisal). As such, there will be an opportunity to feed into the scoping/baseline positions of these, as well as the proposed monitoring frameworks. It is considered that further detail on how investment will be distributed across the social gradient and improve health equity will emerge as the work of the CJC develops, however as part of an integrated approach there will be an emphasis on working collaboratively across the region on such matters – with the role of the Regional Skills Partnership deemed important in this regard.</p>		

Ref.	Wording	SBUHB Comment
3.14	<p>CJC Officer recommended Changes to the Corporate Plan / IIA:</p> <p>3.14.1 Insert reference within the 'A Healthier Wales' section of Table 1 of paragraph 5.8 of the Corporate Plan to the potential direct and indirect benefits to population health from the actions within the Plan.</p> <p>Refer to change ref CP/Ch/10 in Appendix 2, Table 1 of this report.</p>	
<p>6.0 Our Contribution Towards Achieving a More Equal Region</p>		<p>The draft corporate plan sets out the intent to develop SWW wellbeing objectives, including an equality objective, with actions to achieve these. To gain the greatest traction for delivery it would be helpful to consider how we collectively achieve alignment of existing wellbeing objectives across SWW and how in future individual organisations refresh these.</p> <p>The CJC plan does not explicitly discuss racism, discrimination or their outcomes, therefore further detail on this would be welcomed.</p> <p>It would be useful to explore the extent to which Health Impact Assessments within the Public Health (Wales) Act could be used to support and enhance existing impact assessments which are already outlined in the plan.</p> <p>The draft plan signs up to the use of the NPT 2 stage Integrated Impact Assessment Toolkit. The Health Board would appreciate the sharing of this documentation with a view to us understanding any potential for aligning our own EIA process when we refresh it in 2023-24 to supporting harmonising the Health Board's work with that of our Local Authorities as well as SWWCJC. Additionally, there is reference to Integrated Impact Assessments to ensure decisions don't impact disproportionately negatively, an approach the Health Board is supportive of.</p>

Ref.	Wording	SBUHB Comment
	<p>3.15 CJC Officer Response: Collective alignment of existing wellbeing objectives across SWW will be key if respective ambitions are to be achieved. To this end, the production of the Corporate Plan can be seen as the start of the conversation, however a key challenge for all organisations will be alignment and indeed avoiding repetition. It is agreed that specific reference to a society without racism and discrimination of any kind should be explicit within the equality objective. In regards Health Impact Assessments, such work can be undertaken as appropriate in support of the emerging Duty Plans – most notably the RTP and SDP. The CJC will gladly share its 2 stage IIA toolkit and the support for its usage is welcomed. To this end, it should be noted that the Corporate Plan is accompanied by a full (Stage 2) IIA.</p> <p>3.16 CJC Officer recommended Changes to the Corporate Plan / IIA:</p> <p>3.16.1 Insert reference to a society without racism and discrimination of any kind within the equality objective. Refer to change ref CP/Ch/12 in Appendix 2, Table 1 of this report.</p>	
<p>7.0 Governance and Operational Facets</p>	<p>p32 We have agreed an approach for representatives from the two local health boards that serve our area, along with Swansea and Trinity St David Universities, to be co-opted. We have also agreed an approach for the appointment of private sector representatives to an Advisory Board.</p>	<p>As a co-opted member of the committee, the Health Board welcomes the opportunity to work in partnership with both the committees and sub-committees as appropriate, with collaboration repeatedly stated to be at the very essence of the SWWCJC way of working. The Health Board would welcome further information in respect of this and potential opportunities to engage and support this work.</p>

Ref.	Wording	SBUHB Comment
7.0 Governance and Operational Facets		<p>The draft plan represents a level of collaboration between Local Councils which is to be commended. To further facilitate the success of the plan and its impact, the Health Board would welcome opportunities to build on this and explore how continued engagement with wider partners can add further value and benefit for the people of SWW.</p> <p>It is currently unclear in the draft plan how the SWWCJC arrangements fit with RPBs and PSBs, particularly as the SWWCJC is a constituted body in its own right, unlike these other partnerships.</p> <p>The Health Board would also welcome clarification in respect of current representation on the four sub-committees identified in the draft plan; Regional Transport Planning, Economic Well Being, Strategic Development Planning and Economic Well Being.</p>
<p>3.17 CJC Officer Response: The Health Board is a valued co-optee to the CJC. The reference to ongoing engagement and collaboration between the Health Board and the CJC is welcomed. Whilst progress has been made in regards confirming the Terms of Reference of the 4 sub-committees, these have not been ‘stood-up’ as at the time of writing and as such when further information emerges this can be shared as and where appropriate. It is accepted that further work can be undertaken in respect of where the CJC ‘fits’ within the broader policy landscape. It should be noted that the establishment for CJC’s was undertaken by the Welsh Government and as such reference may be given to any guidance issued by WG in this regard.</p> <p>3.18 CJC Officer recommended Changes to the Corporate Plan / IIA: None.</p>		
8.0 Public Sector Duties, Plans and Strategies	<p>p40 The requirement for us to prepare a Child Poverty Strategy is noted. We will address this as the CJC work activities are further developed.</p>	<p>Poverty is a key population health issue and has emerged as a strong theme within the Population Health Strategy. Poverty has a cumulative negative effect on people’s health throughout their life, which can in turn make it harder to escape poverty. The Health Board note, support and register our interest in the stated intent to develop a Child Poverty Strategy and the value this would add to locally related plans.</p>

Ref.	Wording	SBUHB Comment
8.0 Public Sector Duties, Plans and Strategies		The importance of 'Future Wales' as a key policy for improving population health is recognised. It would also be useful to make reference to other relevant policies which clearly align and have the potential to maximise population health impacts within the CJC through effective integration of policies and strategies, adopting a 'Health in all Policies' approach. This includes Welsh Government's 'A Healthier Wales' as well as the Swansea Bay Population Health Strategy.
8.0 Public Sector Duties, Plans and Strategies		Reducing health inequalities is a theme (Theme 1 or T1) within the Duty Plan. It is noted however that the actions identified at Table 3 could better reflect the breadth of this objective. The Health Board would welcome the opportunity to propose actions for inclusion linked to our Population Health Strategy.
<p data-bbox="203 683 2065 900">3.19 CJC Officer Response: The comments received in regards poverty are noted. The input of partners is considered to be paramount in the undertaking of the Child Poverty Strategy. The overriding driver for the Biodiversity Duty Plan as set out in Section 8 of the Corporate Plan is to meet the requirements placed upon the CJC under the Environment (Wales) Act 2016. It is accepted that the Duty Plan would benefit from a recognition of a 'Health in all Policies' approach, together with reference to the Welsh Government's 'A Healthier Wales' as well as the Swansea Bay Population Health Strategy as part of engendering an integrated approach.</p> <p data-bbox="203 938 1234 970">3.20 CJC Officer recommended Changes to the Corporate Plan / IIA:</p> <p data-bbox="203 975 1957 1082">3.20.1 Insert reference to a 'Health in all Policies' approach within the Biodiversity Duty Plan - having reference to the Welsh Government's 'A Healthier Wales' Plan as well as the Swansea Bay Population Health Strategy. Refer to change ref CP/Ch/15 in Appendix 2, Table 1 of this report.</p>		

Appendix 2 Schedule of recommended changes to the Draft Corporate Plan

Table 1 - Recommended changes as a result of consultation comments received.

Change Reference	Paragraph of the Plan	Section of the plan and Description of change	Source and reason for change	IIA impact?
		Foreword		
		No changes recommended as a result of consultation responses.		
		1.0 Introduction		
		No changes recommended as a result of consultation responses.		
		2.0 Introducing South West Wales		
		No changes recommended as a result of consultation responses.		
		3.0 Our Vision		
CP/Ch/1	3.8	Insert the following <u>new sentence</u> at the end of paragraph 1 of the Vision to read as follows: <u>‘The region is an integral part of Wales and is making a strong contribution to Wales as a whole nation.’</u>	To respond to comments made during the consultation undertaken on the Plan (see paragraph 1.6.1 in Appendix 1 of this report).	Neutral
CP/Ch/2	3.8	Insert the following <u>wording</u> at the end of sentence 3, paragraph 2 of the Vision so that the sentence reads as follows: <u>‘Prosperity, innovation and culture are promoted within the region, and the importance of a sustainable and engaged agricultural sector is fully recognised.’</u>	To respond to comments made during the consultation undertaken on the Plan (see paragraph 1.6.2 in Appendix 1 of this report).	Neutral
CP/Ch/3	3.8	Insert the following <u>wording</u> into sentence 2, paragraph 3 of the Vision so that the sentence reads as follows: <u>‘Effective collaboration between the region’s decision and change makers from all sectors – including private industry – is demonstrated by the fact that the South West Wales Corporate Joint Committee continues to discharge all of its functions effectively.’</u>	To respond to comments made during the consultation undertaken on the Plan (see paragraph 1.6.3 in Appendix 1 of this report).	Neutral

4.0 Our aim and well-being objectives				
CP/Ch/4	4.1	<p>Insert the following <u>wording</u> at the end of bullet point 1 so that the bullet point reads as follows :</p> <p>‘• Complete all of the constitutional, corporate and governance aspects of the SWWCJC’s establishment <u>by the end of 2023</u>;’</p>	To respond to comments made during the consultation undertaken on the Plan (see paragraph 1.9.1 in Appendix 1 of this report).	Neutral
CP/Ch/5	4.4	<p>Delete the brackets around the word (decarbonised) within well-being objective 1, resulting in the well-being objective reading as follows:</p> <p>‘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.’</p>	To respond to comments made during the consultation undertaken on the Plan (see paragraph 1.16.1 in Appendix 1 of this report).	Neutral
CP/Ch/6 CP/Ch/7	4.7	<p>Insert the following <u>wording</u> into well-being objective 2, resulting in the well-being objective reading as follows:</p> <p>‘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 <u>current and</u> future generations of people and communities, good for our environment and good for our economy and places <u>(rural and urban)</u>.’</p>	To respond to comments made during the consultation undertaken on the Plan (see paragraphs 1.20.1 and 1.20.2 in Appendix 1 of this report).	Neutral
5.0 Our Well-being Statement				
CP/Ch/8	5.8 Table 1	<p>Insert the following <u>new sentence</u> at the end of the paragraph included under the section ‘A Resilient Wales’ (Integrated contribution of our well-being objectives i.e. column 2) to read as follows:</p> <p><u>‘The identification of climate risks to assets and communities and the actions that will need to be taken to address these across multiple areas of society and the economy are key considerations.’</u></p>	To respond to comments made during the consultation undertaken on the Plan (see paragraph 1.12.1 (ii) in Appendix 1 of this report).	Neutral

CP/Ch/9 CP/Ch/10	5.8 Table 1	<p>Insert the following <u>4 new sentences</u> at the end of the paragraph included under the section 'A Healthier Wales' (Integrated contribution of our well-being objectives i.e. column 2) to read as follows:</p> <p><u>'It is recognised that transport is a major contributor to poor air quality, especially in urban areas, and is also a driver of climate change (itself having health impacts). The connection to active travel also promotes a healthier population from the point of view of increased physical exercise. Improving access to blue and green spaces can also have positive impacts for health/health inequalities. The potential range of direct and indirect benefits to population health from actions within this Corporate Plan are noted.'</u></p>	To respond to comments made during the consultation undertaken on the Plan (see paragraphs 1.12.1 (i) and 3.14.1 in Appendix 1 of this report).	Neutral
CP/Ch/11	5.8 Table 1	<p>Insert the following <u>new sentence</u> at the end of the paragraph included under the section 'A Globally Responsible Wales' (Integrated contribution of our well-being objectives i.e. column 2) to read as follows:</p> <p><u>'It is acknowledged that economic development isn't just relevant in the context of decarbonisation, but also in terms of how it might address social and environmental impacts on a global scale, e.g. through off-shoring.'</u></p>	To respond to comments made during the consultation undertaken on the Plan (see paragraph 1.12.1 (iii) in Appendix 1 of this report).	Neutral
6.0 Our contribution towards achieving a more equal region				
CP/Ch/12	6.8	<p>Insert the following <u>new wording</u> at the end of paragraph (c) of the equality objective, resulting in the paragraph reading as follows:</p> <p><u>(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 and where there is no room for racism and / or discrimination of any kind.'</u></p>	To respond to comments made during the consultation undertaken on the Plan (see paragraph 3.16.1 in Appendix 1 of this report).	Neutral
7.0 Governance and operational facets				
		No changes recommended as a result of consultation responses.		

8.0 Public Sector Duties, Plans and Strategies				
CP/Ch/13 CP/Ch/14	8.7	<p>Insert the following <u>2 new sentences</u> at the end of the paragraph to read as follows:</p> <p><u>'Whilst the Section 6 Duty Plan seeks to meet the specific requirements placed upon the CJC under The Environment (Wales) Act 2016, it is considered that giving due regard to our region's historic landscape and built heritage can also, where appropriate, form part of our corporate thinking moving forward. It is noted that the South West Wales area and coast hosts internationally important environments (including those within the marine protected areas) and as such relevant plans and development will need to be sympathetic and compatible with the safeguarding of these designated areas.'</u></p>	To respond to comments made during the consultation undertaken on the Plan (see paragraphs 1.30.1 and 1.32.1 in Appendix 1 of this report).	Neutral
CP/Ch/15	8.9 Table 3	<p>Insert the following <u>new paragraph</u> (to become paragraph 5) within column 3 row 1 of the table (NRAP objective 1, SWWCJC Action refers) to read as follows:</p> <p><u>'We will embed a 'Health in all Policies' approach and have reference to the Welsh Government's 'A Healthier Wales' Plan as well as the Swansea Bay Population Health Strategy.'</u></p>	To respond to comments made during the consultation undertaken on the Plan (see paragraph 3.20.1 in Appendix 1 of this report).	Neutral
CP/Ch/16	8.9 Table 3	<p>Insert the following <u>new paragraph</u> (to become paragraph 3) within column 3 row 4 of the table (NRAP objective 4, SWWCJC Action refers) to read as follows:</p> <p><u>'We also recognise the potential significant implications of the Marine Area Statement and the Welsh National Marine Plan for our region; along with our potential contribution in respect of State of Natural Resources Report (SoNaRR) for Wales 2020 and the 4 Sustainable Management of Natural Resources (SMNR) long-term aims.'</u></p>	To respond to comments made during the consultation undertaken on the Plan (see paragraph 1.30.2 in Appendix 1 of this report).	Neutral
9.0 Measuring our performance				
No changes recommended as a result of consultation responses.				

		10.0 Next steps			
		No changes recommended as a result of consultation responses.			
		Appendix 1 – Well-being objective 1 - action/steps, timescale and impact measures (Regional Economic Delivery Plan)			
		No changes recommended as a result of consultation responses.			
		Appendix 2 – Well-being objective 1 - action/steps, timescale and impact measures (Regional Energy Strategy)			
		No changes recommended as a result of consultation responses.			
		Appendix 3 – Well-being objective 2 - action/steps, timescale and impact measures (Regional Transport Plan)			
		No changes recommended as a result of consultation responses.			
		Appendix 4 – Well-being objective 3 - action/steps, timescale and impact measures (Strategic Development Plan)			
		No changes recommended as a result of consultation responses.			

Table 2 Recommended changes to the Plan – officer amendments.

Whilst not a direct response to specific comments received during the consultation, the below officer led amendments are recommended to the Corporate Plan’s appendices. In this regard, it is considered that there is a requirement for a concise action plan at this point as the detail will emerge over the next year as the CJC moves into operational mode. There are a number of issues that remain uncertain at the present time due to issues with resourcing. To this end, the below ‘officer led changes’ are proposed to the appendices of the Corporate Plan, with authorisation also sought to make any minor editorial / consequential amendments elsewhere within the Plan as a result. The appendices (as amended and proposed in their final form) are set out below for Members endorsement, having been developed by the Chief Executive in conjunction with the Region’s Regeneration Directors.

Appendix 1 – Well-being objective 1 - action/steps, timescale and impact measures (Regional Economic Delivery Plan).

1 Regional Economic Delivery Plan (Well-being Objective 1)

To deliver the REDP, we will take the following steps 2023-2028:

Priority	Actions	Impact Measures
<p>Secure and align resources to support the delivery of the REDP.</p>	<ul style="list-style-type: none"> • Map and maintain visibility of regional activity managed outside of the scope of the CJC eg Shared Prosperity Fund Grant; Levelling Up Fund Grant; etc. • Identify and secure new investment and funding opportunities. 	<p>Effective Coordination & Delivery of REDP.</p>
<p>Build capacity, governance and expertise to maximise SWW renewable energy and net zero potential.</p>	<ul style="list-style-type: none"> • Scope the substantial opportunities in renewables and the low carbon energy sector across the region. • Clearly define a programme of work to maximise the benefits for the region. • Establish appropriate governance to further develop regional coordination between the major projects and through skill development, business growth and potential for local ownership models. 	<p>Growth in renewable energy sector.</p>

<p>Further develop the economic development infrastructure across the region.</p>	<ul style="list-style-type: none"> • Create a virtual innovation agency to provide a better integrated regional innovation offer. • Establish co-ordinated regional business support programme to support enterprise and entrepreneurship at scale. • Establish regional commercial property investment fund. • Develop regional inward investment proposition. • Establish a regional Commercial Property Investment Group. • Develop governance structure. • Develop a property commercial investment fund for SW Wales. • Explore the feasibility of devolved regional investment fund. 	<p>X amount of businesses supported.</p> <p>X amount of jobs created.</p> <p>Improved coordination of business support across region.</p> <p>X - amount of businesses supported.</p> <p>X – amount of employment space to be created.</p> <p>X – amount of jobs accommodated.</p> <p>X inward investment leads New Regional Investment Fund.</p> <p>X – External Funding levered.</p>
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Appendix 2 – Well-being objective 1 - action/steps, timescale and impact measures (Regional Energy Strategy).

2 Regional Energy Strategy (Well-being Objective 1)

To deliver the RES, we will take the following steps 2023-2028:

Priority	Actions	Impact Measures
<p>Map available resources and identify resource gaps.</p>	<ul style="list-style-type: none"> • Undertake an evaluation exercise to determine that the correct level of resource and expertise is embedded within each Council for the effective delivery of activity and programmes within each specific thematic theme of the strategy: <ol style="list-style-type: none"> 1. Domestic energy 2. Renewable energy generation 3. Transport and active travel 4. Commercial and industrial <ul style="list-style-type: none"> • Complete Local Area Energy Plans 	<p>Establish regional delivery team.</p> <p>Alignment to existing programmes.</p>
<p>Formulate implementation programmes alongside our partners, including private industry.</p>	<ul style="list-style-type: none"> • Develop prioritised action plans for the four programme themes • Enable and facilitate programme and project implementation • Align projects (and benefits) with REDP low carbon objectives • Ensure Well-being objective informs Regional Transport Plan. 	<p>Local Authority Energy Plans aligned with RES benefits realised.</p>

Appendix 3 – Well-being objective 2 - action/steps, timescale and impact measures (Regional Transport Plan).

3 Regional Transport Plan (Well-being Objective 2)

To deliver the RTP, we will take the following steps 2023-2028:

Priority	Actions	Impact Measures
Engage with Welsh Government.	<ul style="list-style-type: none"> Consider and respond to draft Welsh Government guidance. 	Any issues addressed.
Develop RTP.	<ul style="list-style-type: none"> Develop RTP delivery programme. Identify resources needed to deliver the programme. Agree RTP delivery programme and resources with Welsh Government. Approve and publish RTP. 	Robust and resourced programme establishing clear transport priorities for the region.
Implement and continuously develop RTP.	<ul style="list-style-type: none"> Develop business cases for programme priorities, work with Welsh Government, Transport for Wales and other stakeholders and secure investment to ensure delivery. 	Improved connectivity and increased modal shift to sustainable modes of transport.

Appendix 4 – Well-being objective 3 - action/steps, timescale and impact measures (Strategic Development Plan).

4 Strategic Development Plan (Well-being Objective 3)

To deliver the SDP, we will take the following steps 2023-2028:

Priority	Actions	Impact Measures
Engage with Welsh Government.	<ul style="list-style-type: none"> Engage with Welsh Government Officers on the draft SDP Manual to ensure the final version of that guidance serves to help facilitate an SDP that can deliver on CJC, Council and National Parks corporate objectives. Further engage with Welsh Government regarding the resource requirements to develop the SDP. 	Any issues addressed in final guidance.
Prepare Delivery Agreement.	<ul style="list-style-type: none"> Work collaboratively across the region to undertake key studies that will form an evidence base for the SDP. 	Ensures early key stage work benefit from alignment with latest underpinning evidence, and is aligned with replacement LDPs being produced.
Develop SDP.	<ul style="list-style-type: none"> Deliver a number of SDP key stages with engagement and consultation of stakeholders – (including Community Involvement Scheme, the ‘Call for’ Strategic Locations and Sites/Areas, Preferred Strategy. 	Compliant SDP.

Appendix 3 - Schedule of recommended changes to the Integrated Impact Assessment (IIA) as a result of consultation comments received.

Change Reference	Paragraph of the IIA	Section of the IIA and Description of change	Source and reason for change and any impact upon the Plan itself?
		1 Overview	
		No changes recommended as a result of consultation responses.	
		2 Details of the initiative	
		No changes recommended as a result of consultation responses.	
		3 Evidence	
		No changes recommended as a result of consultation responses.).
		4 Equalities	
IIA/Ch/1 IIA/Ch/2 IIA/Ch/3. IIA/Ch/4	4.2.1	<p>Insert the following <u>4 new sentences</u> at the end of the paragraph to read as follows:</p> <p><u>'The preparation of a Participation Strategy would allow for positive impacts to be further strengthened. The potential indirect positive contribution that can be made in regards sports and leisure opportunities are noted. Also, the potential positive impact in terms of employment for all age groups and for people with a disability that would result from delivering well-being objective 1 is noted. As the work of the CJC progresses, it will be important to gain an understanding of the disabilities and inequalities position as it applies to the region as part of the development of a locally distinctive evidence base.'</u></p>	<p>To respond to comments made during the consultation undertaken on the IIA (see paragraphs 1.34.1, 1.34.2, 1.34.3 and 1.37.1 of Appendix 1 of this report).</p> <p>It is considered that there will be a neutral impact on the Corporate Plan itself.</p>
		5 Public Sector Equality Duty	
IIA/Ch/5	5.2.1	<p>Insert the following <u>new sentence</u> at the end of the paragraph to read as follows:</p> <p><u>'The importance of the Regional Transport Plan reflecting equality of opportunity between those in urban areas and those in rural areas is noted.'</u></p>	<p>To respond to comments made during the consultation undertaken on the IIA (see paragraph 1.39.1 of Appendix 1 of this report).</p> <p>It is considered that there will be a neutral impact on the Corporate Plan itself.</p>

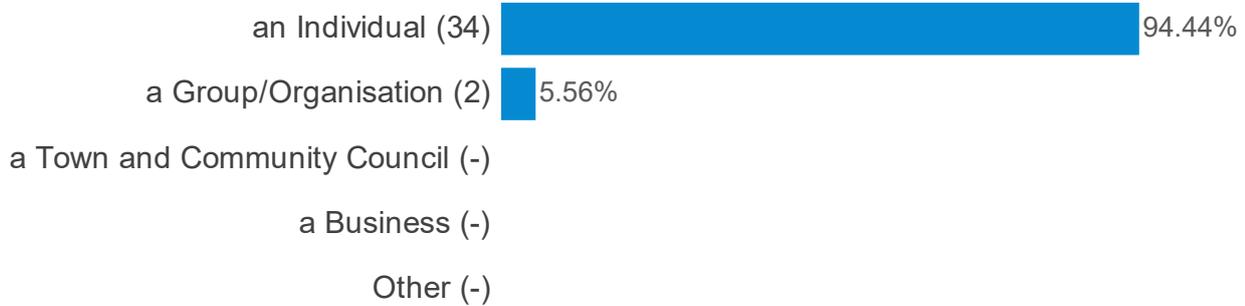
		6 Socio Economic Duty	
IIA/Ch/6	6.1.1	Insert the following <u>new sentence</u> at the end of the paragraph to read as follows : <u>'The importance of Small and Medium Enterprises (SMEs) is noted.'</u>	To respond to comments made during the consultation undertaken on the IIA (see paragraph 1.42.1 of Appendix 1 of this report). It is considered that there will be a neutral impact on the Corporate Plan itself.
		7 Community Cohesion/Social Exclusion/Poverty	
		No changes recommended as a result of consultation responses.	
		8 The Welsh language	
		No changes recommended as a result of consultation responses.	
		9 Biodiversity and the resilience of ecosystems.	
IIA/Ch/7 IIA/Ch/8	9.2.1	Insert the following <u>new sentence</u> at the end of the paragraph to read as follows : <u>'The importance of the historic landscape and built heritage, as well as a sustainable and engaged agricultural sector, are noted.'</u>	To respond to comments made during the consultation undertaken on the IIA (see paragraphs 1.48.1 and 1.48.2 of Appendix 1 of this report). It is considered that there will be a neutral impact on the Corporate Plan itself.
		10 Well-being of Future Generations	
		No changes recommended as a result of consultation responses.	
		11 Monitoring Arrangements	
		No changes recommended as a result of consultation responses.	
		12 Assessment Conclusions	
		No changes recommended as a result of consultation responses.	
		13 Actions	
		No changes recommended as a result of consultation responses.	
		14 Sign off	
		No changes recommended as a result of consultation responses.	

*Whilst not a response to consultation comments – the Actions (Section 13) will be updated to reflect the requirement for Annual Reports to be produced and the Assessment Conclusions (Section 12) will be populated. *

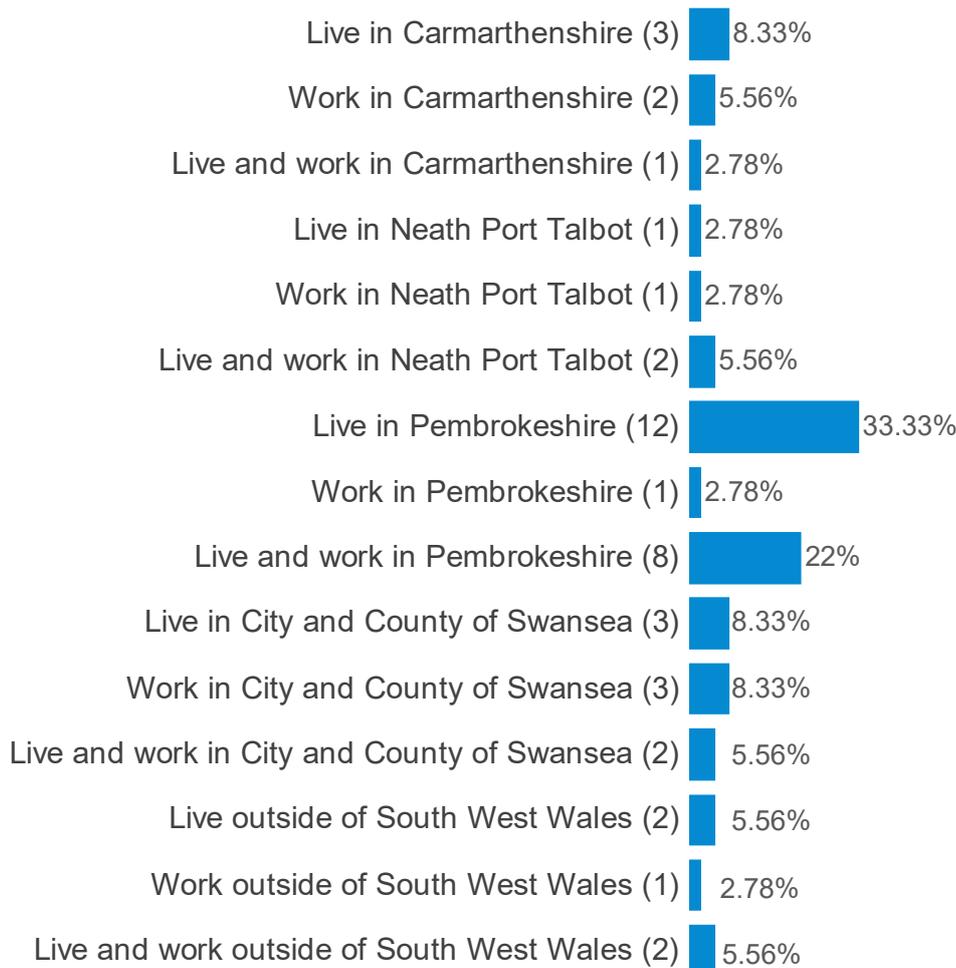
Report to CJC - Appendix 4 - 30/3/23

This report was generated on 09/03/23. Overall 36 respondents completed this questionnaire. The report has been filtered to show the responses for All Respondents

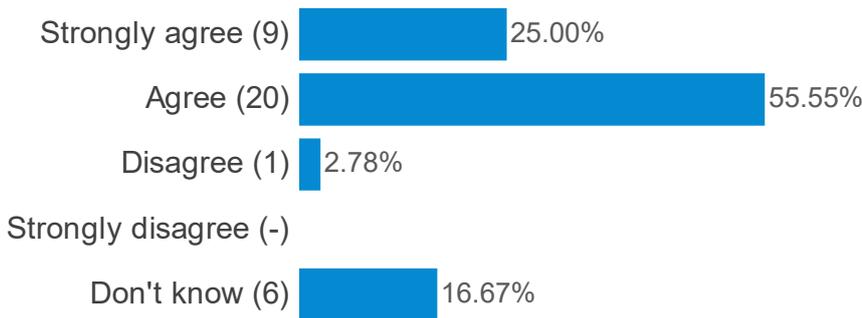
Are you responding as:



Do you:



How far do you agree that our Draft Vision clearly sets out the way we want South West Wales to look in 2035?



Please let us know if there are any amendments, including additions, that you would like to see in regards to our Draft Vision

Focus needs to be included on rural communities also not just towns and cities, the use of tech should help stop councils and other companies employers traveling into work every day

It's a bit woolly. There isn't any clear indication of what exactly you plan to do and who will do it. If its meant to be a bit more overarching then it needs to be much shorter.

There is certain aspects I agree with ie Increasing the number of Welsh speakers within the area as this has been lost. I think achieving a net zero carbon economy by 2050 would be somewhat impossible and I'd like to see more detail on how this is planned to be achieved? The need to enhance well being is a huge priority given the stats on dietary and the use of substances.

I have seen such visions before. This is just a repeat. These "plans" just keep people in work. What has been achieved?

Remove the ridiculous aim of 1 million welsh speakers. In the current economic climate it is hardly a priority.

Hard to see any fault in your vision. Words are cheap however, so action and results are necessary.

The statement in the third para "South West Wales is a place.....national" is not an aspiration or a vision it needs to be turned into an aim. Neither is the final sentence in that para. To get near achieving carbon neutrality there need to be goals in improving the efficiency of the existing housing stock.

Specify the access to sport & leisure services in order to promote physical & mental health.

Agree that the Welsh language is to be encouraged and supported, but the world works in English, especially in business and technology, and to thrive economically Welsh must not be promoted to the detriment of English.

"Effective collaboration between the region's decision and change makers is demonstrated by the fact that the South West Wales Corporate Joint Committee continues to discharge all of its functions effectively." Effective regional collaboration needs to go much further than just discharging the functions of the CJC it needs serious inclusion of private sector.

Please note that my comments in your boxes are limited to Qu. 7a, which also applies to 9a. (I do not have the knowledge to comment on the other issues.)

The vision should include that South West Wales is an integral part of Wales that will make a strong contribution to Wales as a whole nation.

a strong city economy which drives the region enterprising culture sustainable transport options connecting communities and job opportunities

It is encouraging that the CJC's 2035 Vision for SW Wales includes reference to the need to increase the resilience of our natural environments by creating the networks linking ecosystems.

better public transportation and cycling network

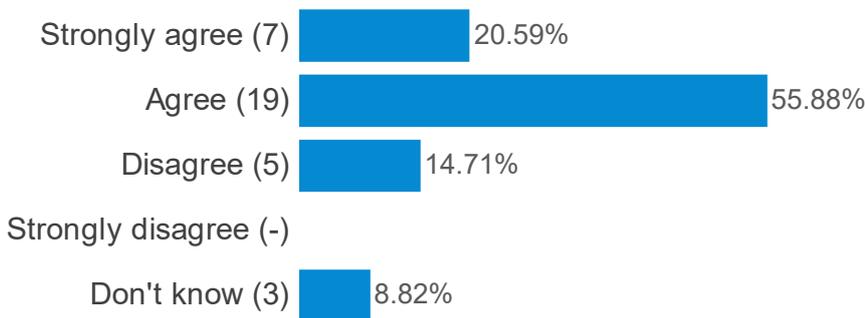
Please let us know if there are any amendments, including additions, that you would like to see in regards to our Draft Vision

That due consideration is given to all age groups whether working or non-working ages, that there is a focus on inclusion and the need to have accessible available face to face services for those who have communication issues and need that option not just online only

I would like it to acknowledge that to have "vibrant rural places", you will be expecting rural residents to spend their life savings on an electric car that will have to have its batteries replaced, at great expense, every few years. If you force rural residents back to using a bicycle or a horse and cart, you will never have a connected and inclusive society.

Duall carrige way to Haverfordwest.

How far do you agree that our Draft Aim sets out a clear pathway for the next 5 years as we work towards achieving our Draft Vision for South West Wales 2035?



Please let us know if there are any amendments, including additions, that you would like to see in regards to our Draft Aim

It would be nice to see a brief yearly report on how you are doing against your objectives. Will small nuclear be included to sustain our region and maintain steel production? Will all the steel be local to increase jobs and lower greenhouse gases?

Translate this into plain English please.

Let's be realistic. You can only have a vision if you can afford it. Otherwise, This draft agreement is useless.

This is incredibly woolly and typical of much of the plan which is short on real measurable commitments. There are lots of fancy words but very few ' we will do this...' ...'and this will be measured by...'

Increase local involvement in our goals and make sure that our residents are actively encouraged to contribute

Formulation of plans by 2028 does not appear to give sufficient time to deliver by 2035.

None that I can see.

Most of the aims as stated set out aspirational achievements. What's far more important is to set out what actions will be taken to achieve them.

Progressing plans is fine in as far as it goes. Delivery is what is needed. Delivery and implementation of transport solutions and key strategic developments. Less words more action. A tangible inclusion of private sector within regional structures to voice and deliver ambitions and requirements needs to be fundamental to this.

The first bullet point should be completed well before 2028, say end of 2023. Without that achievement of the other aims will be severely hampered.

aims are not specific enough

Please let us know if there are any amendments, including additions, that you would like to see in regards to our Draft Aim

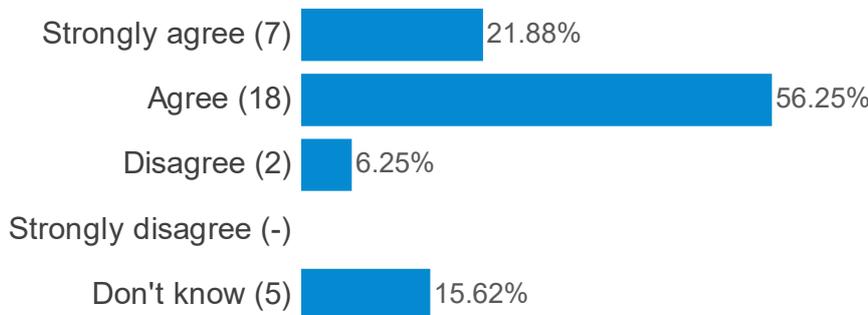
We are particularly interested in the transport plan. It should be made abundantly clear that this is not just a plan for transport within the region, but also transport into and out of the region, through the region, beyond the boundaries of Wales and possibly even the UK, and reflects the transport of people and goods. The way TfW behaves, one gets the impression that they favour transport within Wales over longer distance transport.

An additional aim should reflect the commitment in the Vision to embedding the need to enhance wellbeing and resilient ecosystems into all decision making. The aims currently refer only to the net zero carbon journey part of the nature and climate emergency.

Ensure that any changes/developments have full representation by citizens and that their voice is heard and options are not limited to pre-defined solutions but opened out to all for input.

Consider community objection to wind turbines

Taking our 3 Draft Well-being Objectives as a whole, how far do you agree that they provide a sound focus for us to guide our initial work and ultimately achieve our Draft Aim and deliver our Draft Vision in the longer term?



Noting that that legally we can only work on strategic planning, regional transport, regional energy and the promotion of economic well-being (and that we are in a challenging financial environment), please let us know if there is anything else you think we should be identifying and/or considering in setting our Well-being objectives?

Strategic plan to address the inhabitants of the poor areas across the region to include meaningful kids activities to steer them away from boredom, drugs etc

I'd like the group to look at alternative funding ideas for strategic infrastructure investment and lobby Government for improvements to the region - e.g. Carmarthen to Aberystwyth rail link (there are examples of private companies doing similar in England), Improving road network and removing bottlenecks (improving journey times and reducing pollution) in places such as Pont Abraham, Cross Hands and Carmarthen on A48 / M4, ensuring the regions electricity transmission infrastructure can cope with adding increased generation and handle increased demand - particularly with the growth of electric vehicles. Developing a regional development plan that better understands where people want to live and where employment is across the region (not looking at local authorities in isolation).

Spend more money on must have things and less on the nice to have eg. Xmas lights and flowers around the towns

These objectives are just to produce more plans. Drowning in plans. What are you actually going to do?

Pembrokeshire cc are unable to even sort out the interchange for future transport as the senedd has not supplied enough money. Let's be realistic!!

Be more realistic about what you can actually do

Noting that that legally we can only work on strategic planning, regional transport, regional energy and the promotion of economic well-being (and that we are in a challenging financial environment), please let us know if there is anything else you think we should be identifying and/or considering in setting our Well-being objectives?

BUT in order to get people to be involved with it needs to be written in a way that people understand without reference to strategies that require looking for etc....

Need to ensure the need for town centre and inner city regeneration is integrated with the Objectives (particularly Objective 1)

No more to add

for employment etc Pembrokeshire needs to be better connected with reduced journey times from Cardiff and rest of UK. Lobby for improved trunk roads/dual carriage ways to the far west of SW Wales and lobby for M5 relief road to remove bottleneck at Newport.

Objective 2 - the regional transport plan needs to consider north-south travel as well as east-west. Objective 3 - develop an effective mechanism for industry and private sector leaders to be involved in the production of the regional strategic development plan.

Given that agriculture occupies a large part of the area of SWW it is disappointing to see on mention of it with regard to the resilience of the food chain/food miles/biodiversity/net zero.

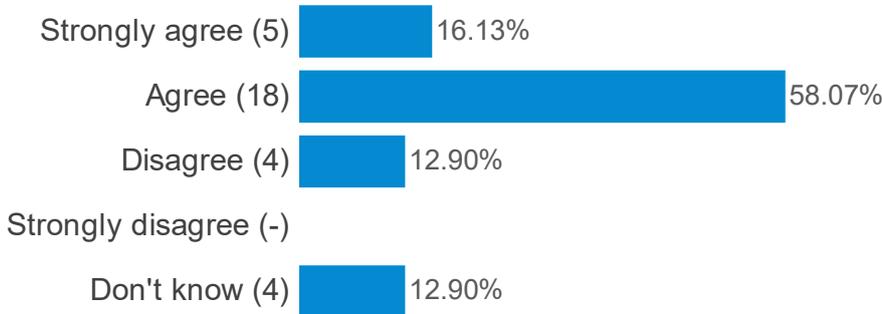
Personally I have no NEED to travel beyond Milford Haven (3miles) for routine things, food, doctor, dentist etc. Haverfordwest allows access to a slightly greater variety, Carmarthen adds a nice indoor market, and a hospital department for eye problems (public transport necessary). but Swansea holds no attraction. It is essential for medical problems being treated at Singleton and Morriston (neither of which is close to high Street station) and law courts. Likewise Cardiff. Most of my WANT journeys are to Cardiff and beyond (Kemble, Cambridge, Tonbridge and Lichfield) Other committee members would travel to Holyhead, St Albans, Chichester, Wakefield and Derbyshire to visit friends and relatives. The car is always an alternative, and to avoid us cluttering up your M4 with vehicles on long journeys it would make sense to include long journeys across your boundaries in your Transport Plan. If pan-wales, pan-UK transport is only addressed elsewhere, it would be useful to know where.

Like the CJC, other public bodies and partnerships, e.g. Public Service Boards will also have their own WBOs. The PSBS are currently reviewing their Wellbeing Plans and these will be updated in May 2023. NRW is also to shortly publish its revised Corporate Plan, which will include the following WBOs:- • nature is recovering • communities are resilient to climate change • harmful pollution is prevented Whilst we all have slightly differing remits, the WBOs in all our public sector Plans should be wholly compatible with one another and be jointly driving for a shared vision in the Region. Looking at the contribution of the WBOs to the 7 Wellbeing Goals:- i. The A Resilient Wales goal should also make reference to identifying climate risks to assets and communities and actions that will need to be taken to address these across multiple areas of society and the economy. At the moment it only mentions how transport can enhance ecosystem resilience, ii. the relevance to a Healthier Wales extends beyond prosperity. Transport is a major contributor to poor air quality, especially in urban areas, and is also a driver of climate change (itself having health impacts). The connection to active travel also promotes a healthier population from the point of view of increased physical exercise. Improving access to blue and green spaces can also have positive impacts for health/health inequalities. iii. In terms of a Globally Responsible Wales, the economic development plan isn't just relevant in the context of decarbonisation, but also in terms of how it might address social and environmental impacts on a global scale, e.g. through off-shoring.

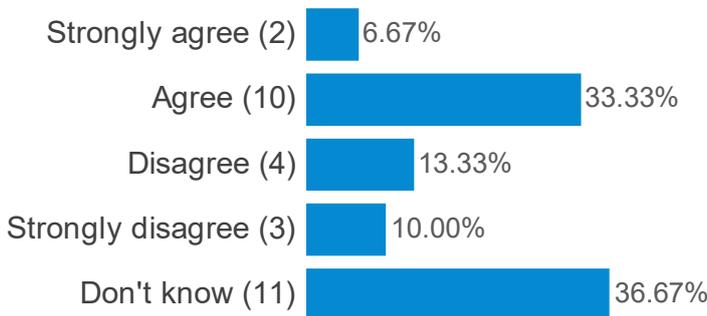
The Objectives need to be in a different priority order i.e. Objective 3 needs to be Objective 1, Objective 2 remains the same and Objective 1 needs to be Objective 3 as the wellbeing of citizens requires their inclusion and engagement first and foremost

CJC Corporate Plan 2023-28

How far do you agree that Draft Well-being Objective 1 is logical given that it reflects the progress already made in terms of the South West Wales Regional Economic Delivery Plan and the South West Wales Regional Energy Strategy and that the Draft Objective is also realistic given that it is supported by clear action/measures/steps as set out in Appendix 1 and 2 of the Draft Corporate Plan which acknowledge the challenging financial climate? (**Draft Well-being Objective 1 is logical**)



How far do you agree that Draft Well-being Objective 1 is logical given that it reflects the progress already made in terms of the South West Wales Regional Economic Delivery Plan and the South West Wales Regional Energy Strategy and that the Draft Objective is also realistic given that it is supported by clear action/measures/steps as set out in Appendix 1 and 2 of the Draft Corporate Plan which acknowledge the challenging financial climate? (**Draft Well-being Objective 1 is realistic**)



Please let us know if there are any amendments, including additions, that you would like to see in regards this Draft Objective and/or Appendices 1/2 of the Draft Corporate Plan?

I have doubts whether delivering the plans collaboratively will work. I just don't see any incentive for local authorities to do this, particularly when authorities often have different or conflicting priorities.

You have constraints and in practical world you can't afford the vision.

I'm not sure what 'collaboratively deliver' means. What is your actual responsibility and accountability? How can you be held to account rather than just point the finger elsewhere if these fine aspirations come to nothing?

Progress to date is not stated and therefore not relevant to the aims going forwards. Collaborating with whom? Why is decarbonised in brackets and what does it mean in this sentence ?

Please see previous.

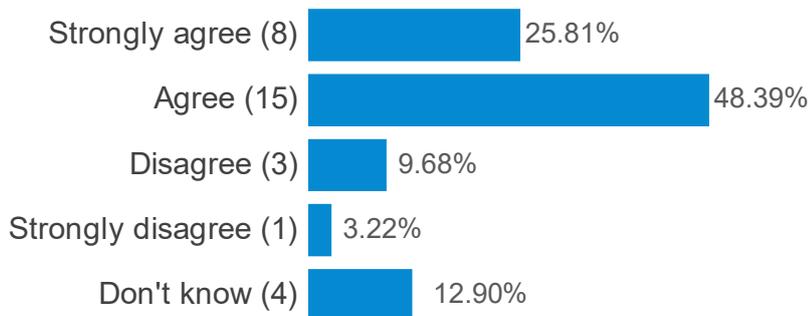
No amendments or additions

A route map for private sector engagement would be useful

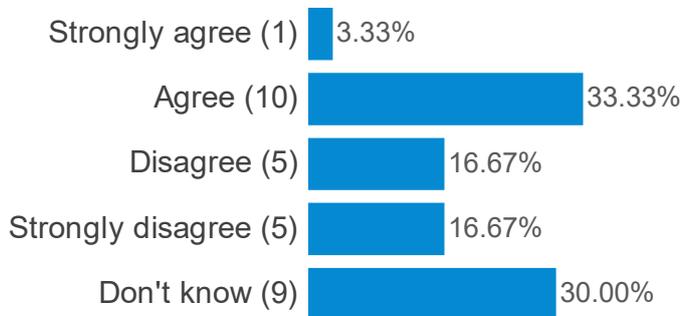
Editorial point: in the last row on page 49, second column, it states ' the cost of development far exceeding the cost of development'. This makes no sense.

Realistic implies not just that it is feasible to happen but that it is made to happen. Despite the Wales transport Strategy placing great value of connectivity, their actions (discontinuing through trains from Manchester to Milford Haven and replacing with two halves which do not connect) do not reflect this. If a plan is to be realistic it needs to be managed to happen and not just ignored.

How far do you agree that Draft Well-being Objective 2 is logical given that it reflects our legal duty to prepare a Regional Transport Plan for South West Wales and that the Draft Objective is also realistic given that it is supported by clear action/measures/steps as set out in Appendix 3 of the Draft Corporate Plan which acknowledges the challenging financial climate? (Draft Well-being Objective 2 is logical)



How far do you agree that Draft Well-being Objective 2 is logical given that it reflects our legal duty to prepare a Regional Transport Plan for South West Wales and that the Draft Objective is also realistic given that it is supported by clear action/measures/steps as set out in Appendix 3 of the Draft Corporate Plan which acknowledges the challenging financial climate? (Draft Well-being Objective 2 is realistic)



Please let us know if there are any amendments, including additions, that you would like to see in regards this Draft Objective and/or Appendix 3 of the Draft Corporate Plan

Cycle routes need to be wider to support the future growth of people using them, encouragement for disabled use on them to allow people to use the network on their mobility scooters, currently paths are way to narrow and scary for vulnerable people to use

I'd say a regional transport plan is essential, although again express my doubts over its delivery or implementation.

My answer is as before regarding Pcc.

See above

It will be, as usual, a load of money spent on consultations, well paid jobs 'for the boys', report after report, but from years of experience living in Pembrokeshire, five years down the line, nothing will have changed. I'll eat my hat if after 5 years there will be one more train, running on time/ Sunday services/ more than one train per day to Fishguard...it's all talk, nothing ever happens.

Again who are we proposing to collaborate with. The private sector, central government ??

The draft objective is sound in principle, however the RTP needs to be realistic for today as well as good for future generations. Poor or restrictive transport networks can be counterproductive to achieving some economic ambitions. Public transport is hugely unreliable and in some areas economically unviable. In the rurality there is a dependence on reliable personal transport that will still exist on the future. Electric is not the full answer and more investment in hydrogen infrastructure needs to be planned. Good highway maintenance and continual improvements are as necessary for the future as they are now.

The plan lacks specifics. One measure to achieve Objective 2 would be to provide a free and frequent bus service across the region (and indeed across Wales), at least in urban areas. Making the bus more attractive than the car for local journeys should go a long way to achieving the sought for modal shift and improve well-being. Buses should be classed as a public service and paid for as are other services such as the police and rubbish collection. Precedents can be found for free bus services in other countries, eg in Dunkirk, France, where it resulted in a near doubling of bus use.

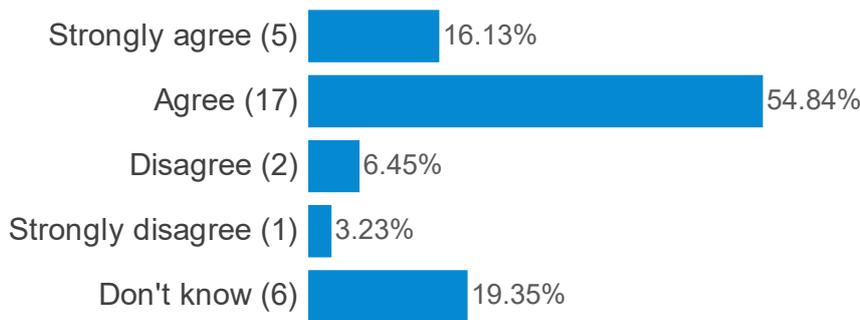
I am concerned that transport in rural areas may become the 'poor relation' when compared with transport in urban areas. There needs to be clear support for transport to and from more isolated communities.

Please let us know if there are any amendments, including additions, that you would like to see in regards this Draft Objective and/or Appendix 3 of the Draft Corporate Plan

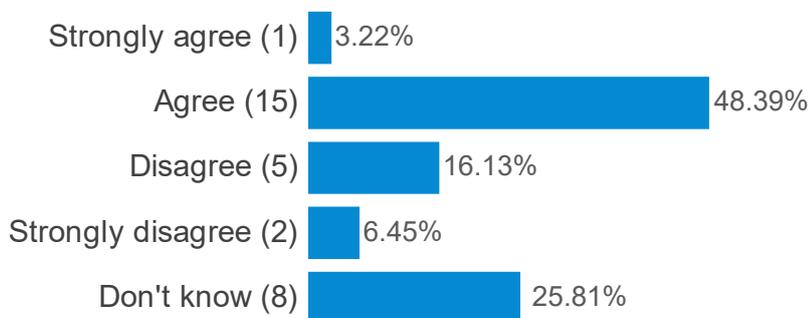
Yes, but scope is again in question - the transport plan needs to be for the benefit of those who live or operate in the region, but this will also include those travelling into, out of or through, and that includes a thorough understanding of the journeys people want to make, and why they choose one mode over another. I am very pro-rail, but I drove to Cardiff and back on Sunday - happy to say why. And as I said in the last item, there is no point in a strategy if it is not managed to happen. SO the management mechanism will be worth describing.

Linking up communities with their local hospital services eg currently 3 buses to travel from Swansea valleys to NPT hospital for routine hosp appts and therapy with disabled children ... not practical!!

How far do you agree that Draft Well-being Objective 3 is logical given that it reflects our legal duty to prepare a Strategic Development Plan for South West Wales and that the Draft Objective is also realistic given that it is supported by clear action/measures/steps as set out in Appendix 4 of the Draft Corporate Plan which acknowledges the challenging financial climate? (Draft Well-being Objective 3 is logical)



How far do you agree that Draft Well-being Objective 3 is logical given that it reflects our legal duty to prepare a Strategic Development Plan for South West Wales and that the Draft Objective is also realistic given that it is supported by clear action/measures/steps as set out in Appendix 4 of the Draft Corporate Plan which acknowledges the challenging financial climate? (Draft Well-being Objective 3 is realistic)



Please let us know if there are any amendments, including additions, that you would like to see in regards this Draft Objective and/or Appendix 4 of the Draft Corporate Plan

Again, a regional development plan is important, but authorities have already drawn up LDPs and these are unlikely to change in the short-term at least.

What actions are taking place, apart from statements?

I believe after reading this all that is paid to the draft plan is lip service.

Far too woolly

Lovely 'corporate talk' but let's ask the question - will you ever really engage with ordinary people, ask them what they think and act upon it?

Why does a local plan have to be distinctive as an aim? Collaboration again. The development plans need to be locally driven which is not helped by the inability for local councils not being able to develop local plans.

Please see previous comments re realistic timescales.

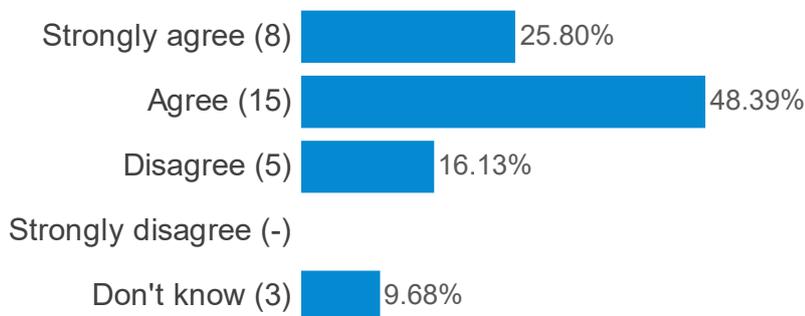
None

As previous comments - an effective mechanism for meaningful engagement with industry leaders and regionally influential employers needs to be included. Potentially a series of pre-planned, well publicised events, workshops and regional fora should be implemented.

Although 'locally distinctive' is good there needs to be liaison with adjacent CJs to ensure a 'joined up' Wales without step function changes across regional boundaries.

This is too vague. What does success look like ?

How far do you agree that our Draft Equality Objective clearly sets out our commitment to achieving a more equal South West Wales by 2035?



Please let us know if there are any amendments, including additions, that you would like to see in regards this Draft Objective.

The onset of electric cycles, scooters, tricycles, mobility chairs that can travel easily 30+ miles with the elderly population growing faster than ever before surely means this is an important part of the sustainable travel structure, safe places for motorcycles and other easy to steal transport needs to be at the forefront also...I am a car driver but looking at the change going forward

I disagree with elements of the Welsh Government's policies listed, particularly Llwybr Newydd. I feel addressing the regions own needs needs to be prioritised over the Welsh Government's political aims.

I would expect every Councillor in Wales to be already doing this.

No, none

Re (b) see my answer to Qu. 7a.

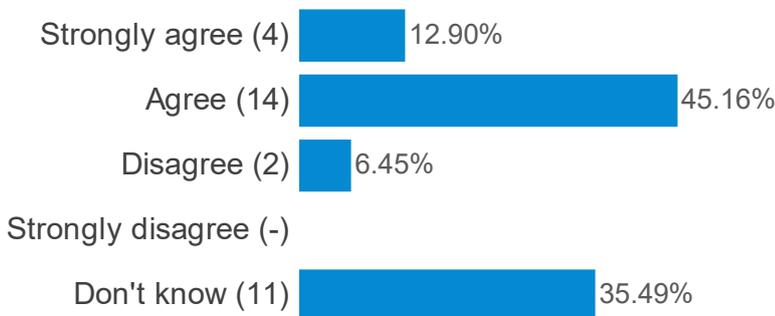
Please let us know if there are any amendments, including additions, that you would like to see in regards this Draft Objective.

Economic barriers to use of transport services are far more important than language barriers,. Hence 'linguistic' should be at the end of the list. I do recognise that this list is not in priority order but it will be seen that way.

Why include poverty here ? Its not been mentioned in the plan before. All of these are too broad.

But implementation again. Accessibility of trains. AT almost all Pembrokeshire stations a wheelchair user can access the platform unaided, but to get from the platform onto the train needs someone to set up a ramp and assist. Mersey rail took the opportunity with their latest batch of trains to provide level independent access at every station. But not TfW. The strategy needs to identify the various disabilities, their manifestations and how much they can be mitigated. Sorry to go off into a story, but last week, all trains to Milford were cancelled on Wednesday afternoon, Thursday and Friday. I was on Milford station at about 0840, where the information display said that the 0840 train was still going to arrive but the 900 departure was cancelled. The automatic voice in the display was wittering on about standing away from the platform edge when the train came in. No train came, Standing almost directly underneath the display was a lady with a long stick with a ball on the end, totally oblivious of the fact that a rail replacement bus had arrived in the car park. We still have a booking clerk and I was able to alert her - she deserves a pat on the back for sorting this (and probably her company needs to have compensation for reduced commission when trains were missing) This also indicates that however well you plan for disabilities in routine circumstances you also need to plan for them properly when your service changes.

Whilst we take a taking a proportionate and integrated approach to meeting our wider public sector duties, how far do you agree that Section 8 of the Draft Corporate Plan demonstrates that we are being proactive from the outset in regards our responsibilities and policy commitments – for example our adoption of an Integrated Impact Assessment tool? ?



Please provide any comments that you have on Section 8 of the Draft Corporate Plan, including any comments you may have on our proposed Biodiversity Duty Plan?

What voice do I have outside the Council. In other words, Councillors will still do what they seem fit.

The tool seems to be one of very few specific actions that you are committing to.

Section 8 talks of biodiversity and environmental responsibility but no mention of the historic landscape or built heritage which also needs preserving for future generations

Biodiversity needs the active involvement of those who make their living from the land. There needs to be a clear involvement with the agricultural sector.

It is noted that the CJC is subject to s6 biodiversity duty and sets out its Duty Plan in Table 3 Section 8; this is framed around the NRAP for Wales 6 Objectives. It should be noted that NRW has undertaken further relevant work since the publication of NRAP:-

- As acknowledged in the plan, NRW has published 7 Area Statements – and reference is made to SW Area Statement and its four themes. We also advise the Plan takes into consideration the content within Marine Area Statement and the Welsh National Marine Plan given the significant implications for marine and coastal environments in the region. We would be interested in understanding how we can make our Area Statements more useful and work with the CJC and relevant partners in tackling the challenges and realising the opportunities set out.
- NRW published SoNARR 2020, which promotes the need for a regenerative economy and associated transformative changes to our food, energy and transport systems. It also identifies that work is needed to meet our 4 interconnected, long terms aims of SMNR:-
 - o Stocks of natural resources are safeguarded and enhanced
 - o Ecosystems are resilient
 - o Wales has healthy places for people, protected from environmental risk; and
 - o Transition to a regenerative economy, achieving sustainable levels of consumption and production

The CJC has an important role to play in helping to achieve these aims.

Do you have any further comments about our Draft Corporate Plan?

I would like to see more tangible objectives along with detail of how these are to be achieved.

No. Thank you

The average SW Wales citizen if they can be bothered to read this would probably scratch their head at the whole thing. The language is so bureaucratic and woolly and is obviously the result of masses of internal group think. None of this would stand up for five minutes in a commercial environment. If you were pitching for investment in the real world you'd be severely lacking.

Another pointless exercise. Do you really think that you can begin to meet these objectives? Welsh government has ignored anywhere west of Swansea for the last 25 years and will continue to do so. Laudable aims, but let's be honest, nothing will come of it and nothing will be done.

No, it seems fantastic, however a plan and it actually resulting in what it sets out to achieve, are 2 entirely different things.

Actually having started there are so many comments on the text in the DCP which is written in an unintelligible manner I would like to let you have more comprehensive comments rather than a rambling series of paragraphs on the internet. For example: Is an over arching set of policies based on never ending growth realistic. There will come a time when growth stops and one cannot grow ones way out of a set of problems. The need for us now to look at decarbonising is proof of that fact. It is an only upwards growth that leads to the need to mitigate the problems caused by too much. Identification of the long term point at which growth inevitably stops needs to be forefront in our minds. What does "resilience to future technology" actually mean What are "economic inclusion outcomes" ?

No further comments.

No

Generally there needs to be more emphasis and detail on what will be done, how and when rather than aspirations.

It is good to see long term aims and plans. The hard part is making it work. Good luck.

needs to be more action focused

Do you have any further comments about our Draft Corporate Plan?

NRW has identified the key systems where transformative change is required in response to the dual nature and climate crisis: food, energy and transport. With its remit for strategic planning and regional transport planning, the CJC has an important role in shaping our response to these crises in SW Wales. The plan recognises the fantastic environment that we have in the area, including national parks and AoNB. It should also be noted that the SW Wales area and coast also host internationally important environments, including those within the marine protected areas. Whilst net-zero and decarbonisation feature centrally in the Region’s future economic development plan, and that is to be applauded, relevant plans and development will need to be sympathetic and compatible with the safeguarding of these designated areas.

Our integrated impact assessment [LINK] concludes that the Draft Corporate Plan will have a positive impact in respect of age and disability. What action will do you think we can take to improve these positive impacts, or do you disagree with the assessment conclusions? If you do disagree – what can we do to mitigate any negative impacts?

Appoint a Councillor in cabinet to deal directly with age related issues and moreover disabilities. Mak this person a point of contact.(do not delegate).

I agree.

I can find no meaningful proposals to seek increased public involvement which should be a priority.

Focus on sport and leisure opportunities.

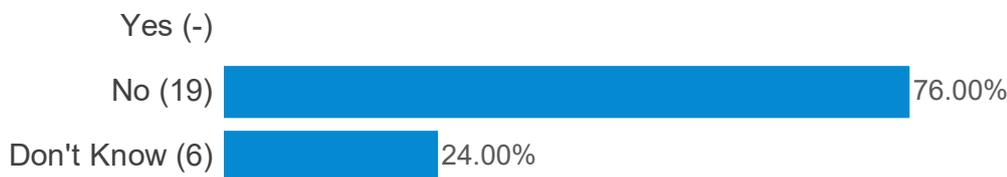
Carry on promoting the positivity.

No comment

They have only been described in terms of transport. What about the employment of older people and people with disabilities ?

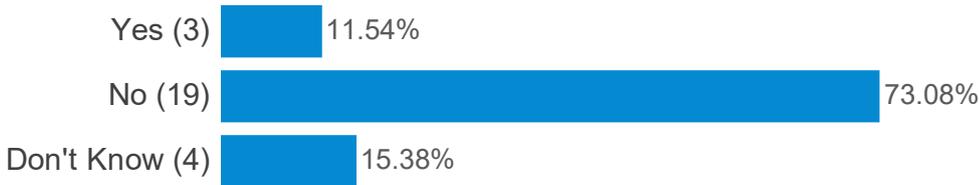
See previous answer. I have a particular interest in autism, having two grandsons who are autistic to a degree. And we are aware of another autustic adult who had reservations about using the train, perhaps preferring a single seat rather than a double, so they could move around if necessary without interacting with a person sitting next to them. I took one of them to Cardiff by train one day. I let him look after his ticket. He had it as we cam through the barrier at Cardiff on the way home. When the ticket inspector came round at Gowerton, he no longer had it. Did the ticket collector take any account of the autism or did he treat us as criminals?

Would our Draft Corporate Plan have an impact on you and/or your family because of (your and /or their): (Gender reassignment)

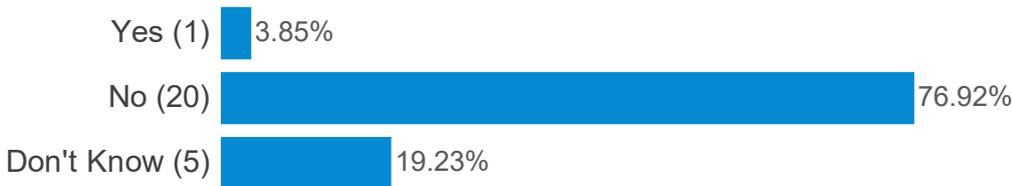


CJC Corporate Plan 2023-28

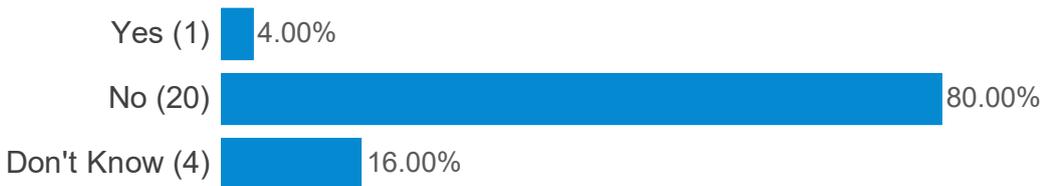
Would our Draft Corporate Plan have an impact on you and/or your family because of (your and /or their): (Marriage or civil partnership)



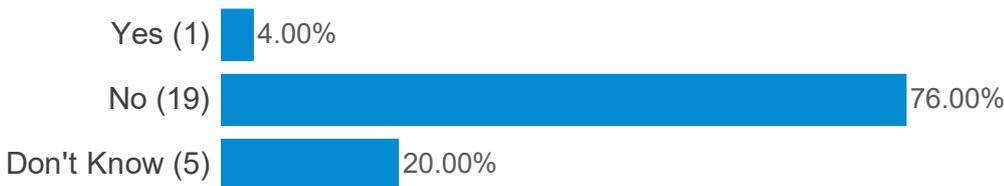
Would our Draft Corporate Plan have an impact on you and/or your family because of (your and /or their): (Pregnancy and maternity)



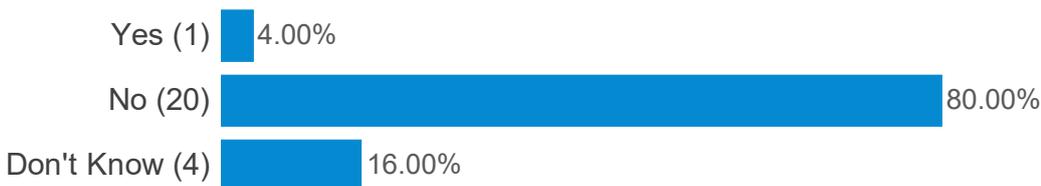
Would our Draft Corporate Plan have an impact on you and/or your family because of (your and /or their): (Race)



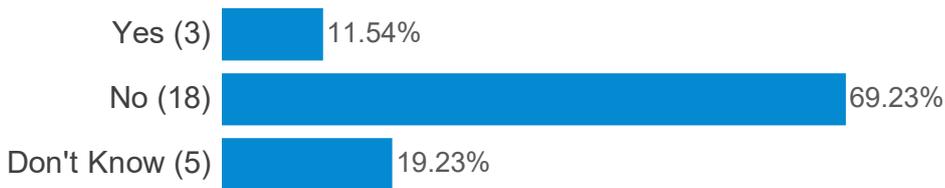
Would our Draft Corporate Plan have an impact on you and/or your family because of (your and /or their): (Religion or belief)



Would our Draft Corporate Plan have an impact on you and/or your family because of (your and /or their): (Sex)



Would our Draft Corporate Plan have an impact on you and/or your family because of (your and /or their): (Sexual orientation)



What action will do you think we can take to improve any positive or mitigate any negative impacts?

More awareness and the educational aspect

Councillors should have surgeries.

This looks like a box ticking exercise

Prioritise the interaction between local communities and the involvement in those communities of the maximum number of residents

No comment

Be more specific about what you want to achieve

Presumably disabilities and inequalities are not regional, though people who exhibit them may be within the region. Is there any particular reason why the region would have an above average proportion of any particular inequality disability. Presumably there are national lists of disabilities and national lists of mitigations. The problem is the same throughout the UK. Would the solution, or the emphasis have any reason to be different in SWWales?

Our integrated impact assessment [LINK] concludes that the Draft Corporate Plan will have a positive impact . What action will do you think we can take to improve these positive impacts, or do you disagree with the assessment conclusions? If you do disagree – what can we do to mitigate any negative impacts?

I'm sure on paper it has a positive impact on everything, but will anything really change?

Statements like 1): Better economic inclusion outcomes should improve cohesion where linked with programmes and mechanisms that focus on local community involvement and engagement. Are nonsensical. If you want to get involvement from the community you will need to write in terms that the majority of the community can engage with.

Promote awareness.

Ignore Transgender issues because its a waste of resource

no comment

Equality of opportunity between those in urban areas and this in rural areas needs to be fully supported by the transportation plan.

Our integrated impact assessment [LINK] concludes that the Draft Corporate Plan will have a positive impact . What action will do you think we can take to improve these positive impacts, or do you disagree with the assessment conclusions? If you do disagree – what can we do to mitigate any negative impacts?

I actually do not think that the statements written mean anything

See Q14

no comment

Support for SMEs is essential to the growth of the economy

The golden thread is not very clear

Our integrated impact assessment [LINK] concludes that the Draft Corporate Plan will have a positive impact . What action will do you think we can take to improve these positive impacts, or do you disagree with the assessment conclusions? If you do disagree – what can we do to mitigate any negative impacts?

Again it may say that but I am not sure that it does or what is proposed to have a positive impact

Stop trying to force cohesion, integration, and diversity.

Most “2nd home owners” want to be part of the community they have bought into and to contribute economically, rather being blamed for impoverishing the local residents.

Make school dinners for all

no comment

Agreed - no further comment

Not clear

Our integrated impact assessment [LINK] concludes that the Draft Corporate Plan will have a positive impact . What action will do you think we can take to improve these positive impacts, or do you disagree with the assessment conclusions? If you do disagree – what can we do to mitigate any negative impacts?

More education for parents/ young adults to support children attending Welsh schools

Stop the rollout of the welsh language. Double paper work, double signage, how is this helping the planet. Everything we watch and see is in English.

Economic well being (well-being objective 1): Is that trying to say that Welsh language projects will be preferred ? If so say it.

Stop forcing people to learn the language. It should be optional.

Have a clear sign in Pubs / Cafes / Restaurants....we speak welsh by having a Welsh Dragon Badge on the door...and a Welsh Dragon Badge Pin...that shows the establishment and people speak Welsh....so the default isn't English

no comment

The promotion of the Welsh language is less important than providing work and housing opportunities. The language is no longer in danger of being lost and hence does not need significant levels of support from the (limited) public purse.

Our integrated impact assessment [LINK] concludes that the Draft Corporate Plan will have a positive impact . What action will do you think we can take to improve these positive impacts, or do you disagree with the assessment conclusions? If you do disagree – what can we do to mitigate any negative impacts?

Any new building erected by or for a public body should come with a carbon report and include travel of goods for construction as this would make developers shop local so to speak to lower their footprint

Where is the Welsh Hydrogen plan. More lip service in the Milford Haven energy hub.

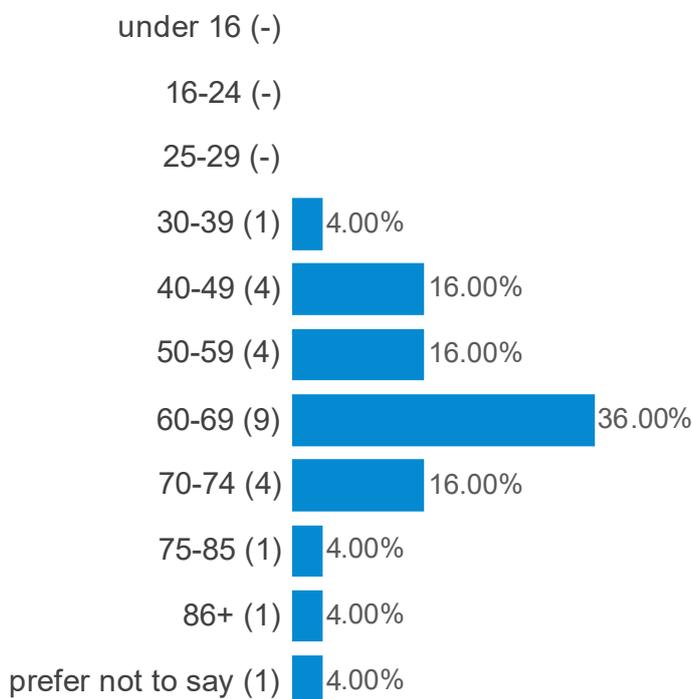
Again, I'm afraid the wording actually says nothing realistically about how the needs are to be met

Restoring and preserving habitats is of course essential, but the plan needs to recognise that there will be some drift in environmental conditions due to global warming. This will cause some inevitable species shift in and out of the region. Working with this rather than trying to stem the tide like king Canute is likely to be more effective.

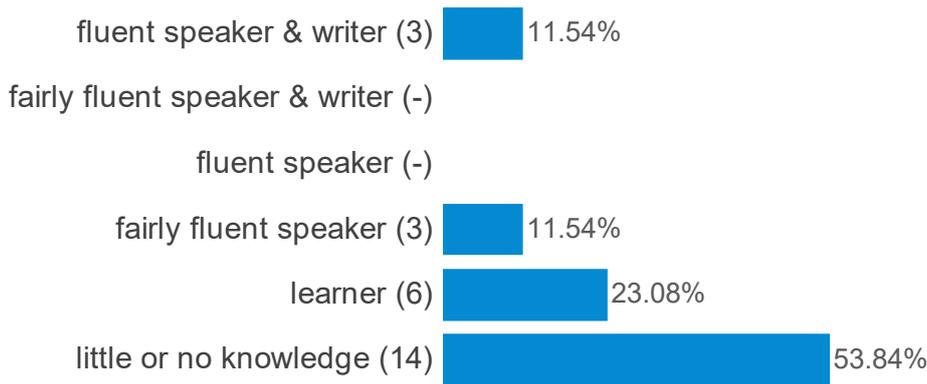
disappointing exclusion of historic landscape or built heritage which also needs preserving for future generations

Again no reference to the agricultural sector. Their involvement is key to a biodiverse future.

What is your age?



Welsh Language - are you:



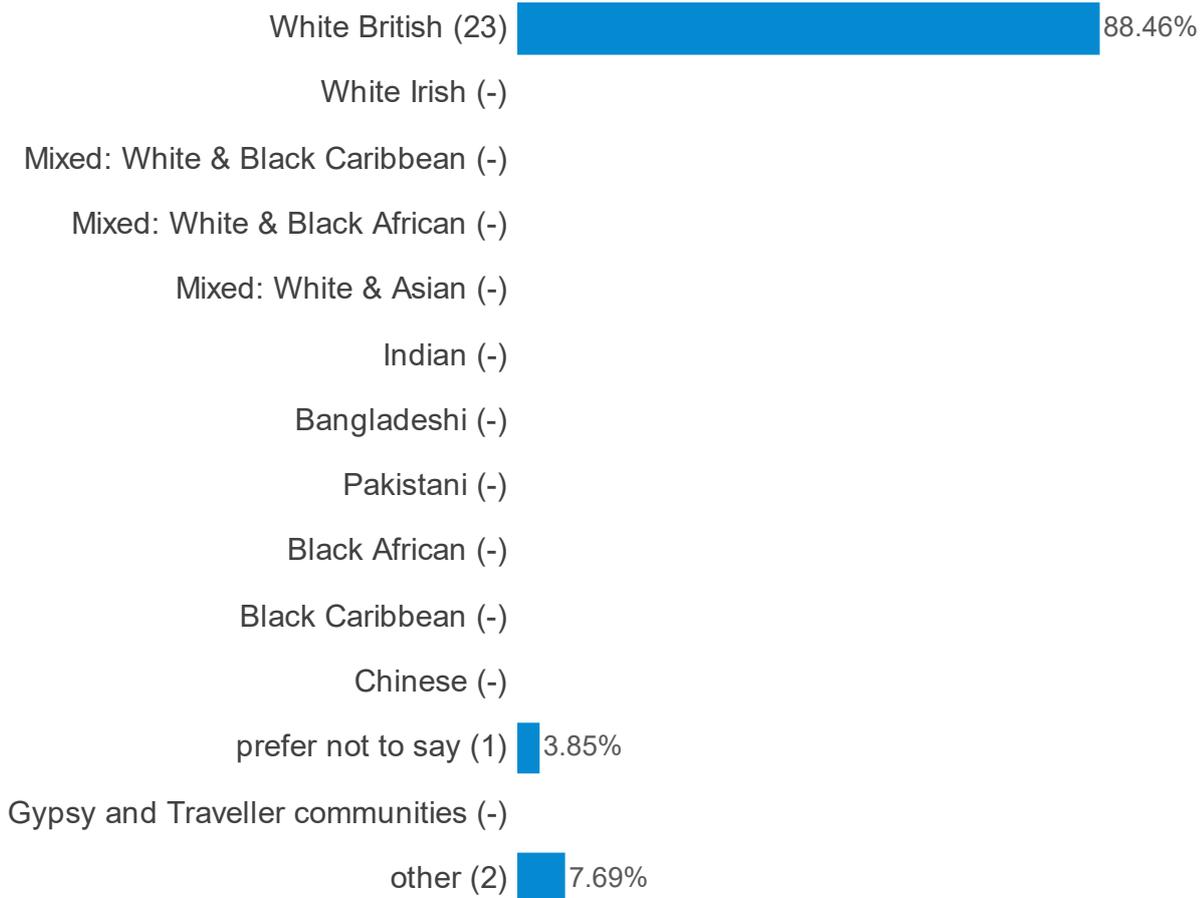
Are are you pregnant or on maternity leave?



Do you consider yourself to have a disability?



Ethnic origin



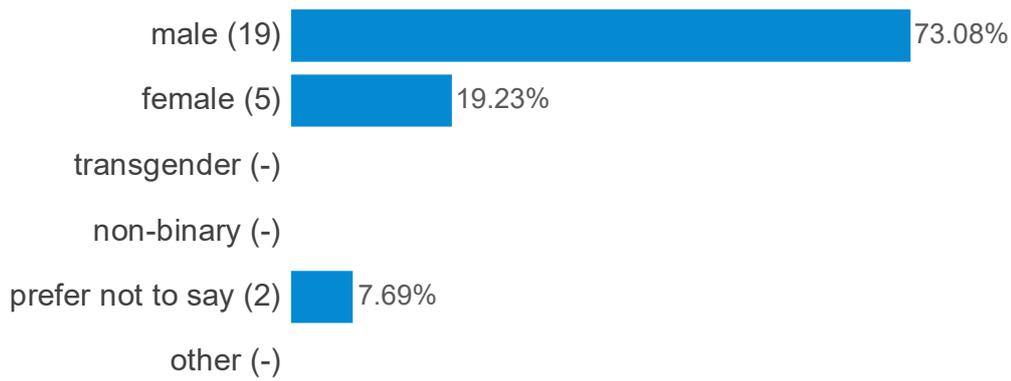
other - please specify (Other ethnic group - please specify)

- White Welsh
- Welsh

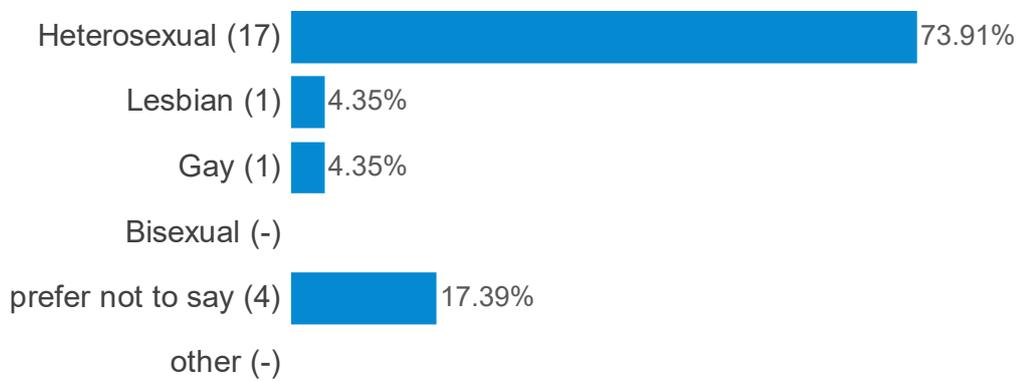
Gypsy and Traveller communities - please specify

- Irish Traveller (-)
- New Traveller (-)
- Roma (-)
- Romani Gypsy (-)
- Showperson (-)
- Other (-)

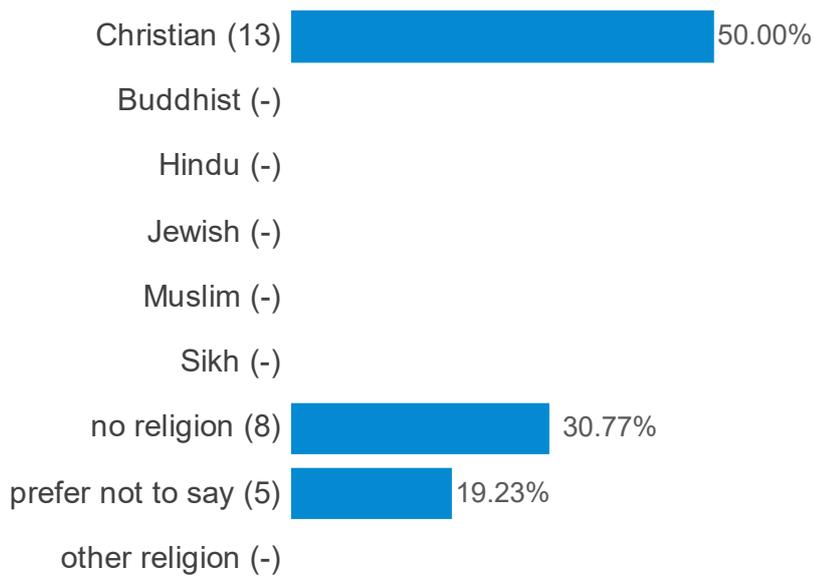
Sex:



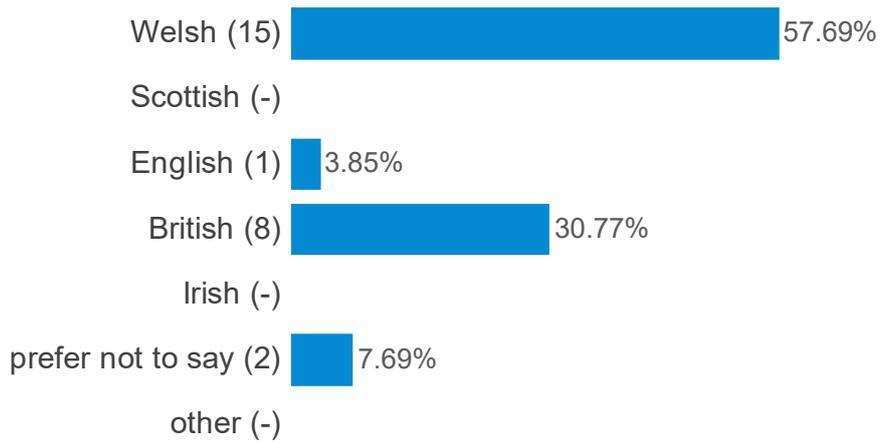
Sexual orientation:



Religion / belief:



Nationality:



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The South West Wales Corporate Joint Committee

Corporate Plan

2023-2028

(Appendix 5 CJC Report 30.3.2023)

March 2023

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Foreword

As Chairman of the South West Wales Corporate Joint Committee (CJC), I am pleased to introduce our Corporate Plan for 2023-2028.

Over the next 5 years; this CJC will build upon the strong partnership arrangements already in place - making progress (where resource allows) in further developing arrangements for strategic planning for transport, whilst beginning to deliver our agreed regional aspirations for energy and economic development - as well as paving the way for the region to produce its first Strategic Development Plan.

Whilst the outlook for public spending is very challenging, we also see significant opportunities to grow the regional economy and are committed to working together to realise those opportunities.

*Cllr Rob Stewart, Chairman of the South West Wales Corporate Joint Committee
2022-2023 and the Leader of the City and County of Swansea*

1.0. Introduction

What are Corporate Joint Committees and what are their functions?

1.1 The Local Government and Elections (Wales) Act 2021 (the LGE Act) created the framework for a consistent mechanism for regional collaboration between local government authorities, namely Corporate Joint Committees (CJCs). The LGE Act provides for the establishment of CJCs through Regulations (CJC Establishment Regulations).

1.2 CJC's will exercise functions relating to strategic development planning and regional transport planning. They will also be able to do things to promote the economic well-being of their areas. In contrast to other joint committee arrangements, CJCs are separate corporate bodies that can employ staff, hold assets and budgets, and undertake functions.

1.3 The South West Wales CJC (SWWCJC) comprises Carmarthenshire County Council, the City and County of Swansea Council, Pembrokeshire County Council and Neath Port Talbot County Borough Council ("the Constituent Councils"). In respect of some development planning functions, both Pembrokeshire National Park and Brecon Beacons National Park are also members.

1.4 The members of the SWWCJC are: the executive leaders of Carmarthenshire County Council, Neath Port Talbot County Borough Council, Pembrokeshire County Council, The City and County of Swansea along with a member of the Brecon Beacons National Park Authority, and a member of the Pembrokeshire Coast National Park Authority.

1.5 Our members are entitled to vote in relation to any matter, except that the Brecon Beacons National Park and Pembrokeshire Coast National Park Authority (together the “NPAs”) members may only vote where the matter to be decided is about strategic planning functions.

1.6 [Reference should also be made to the information already set out online, including detailed information on our constitution and governance arrangements.](#)

Purpose of this Plan

1.7 This Plan will capture our progress to date as well as set out our future ambitions in the form of a vision and well-being objectives. It will also allow us to chart the progress we are making in respect of our public sector duties.

2.0 Introducing South West Wales

High level Overview and Spatial Context

2.1 [Future Wales - The National Plan 2040](#) (published February 2021) outlines that South West Wales has a population of over 700,000 and that *“this large and diverse region includes extensive rural areas and urbanised, industrialised built-up areas around Wales’ second city, Swansea”* (p142).

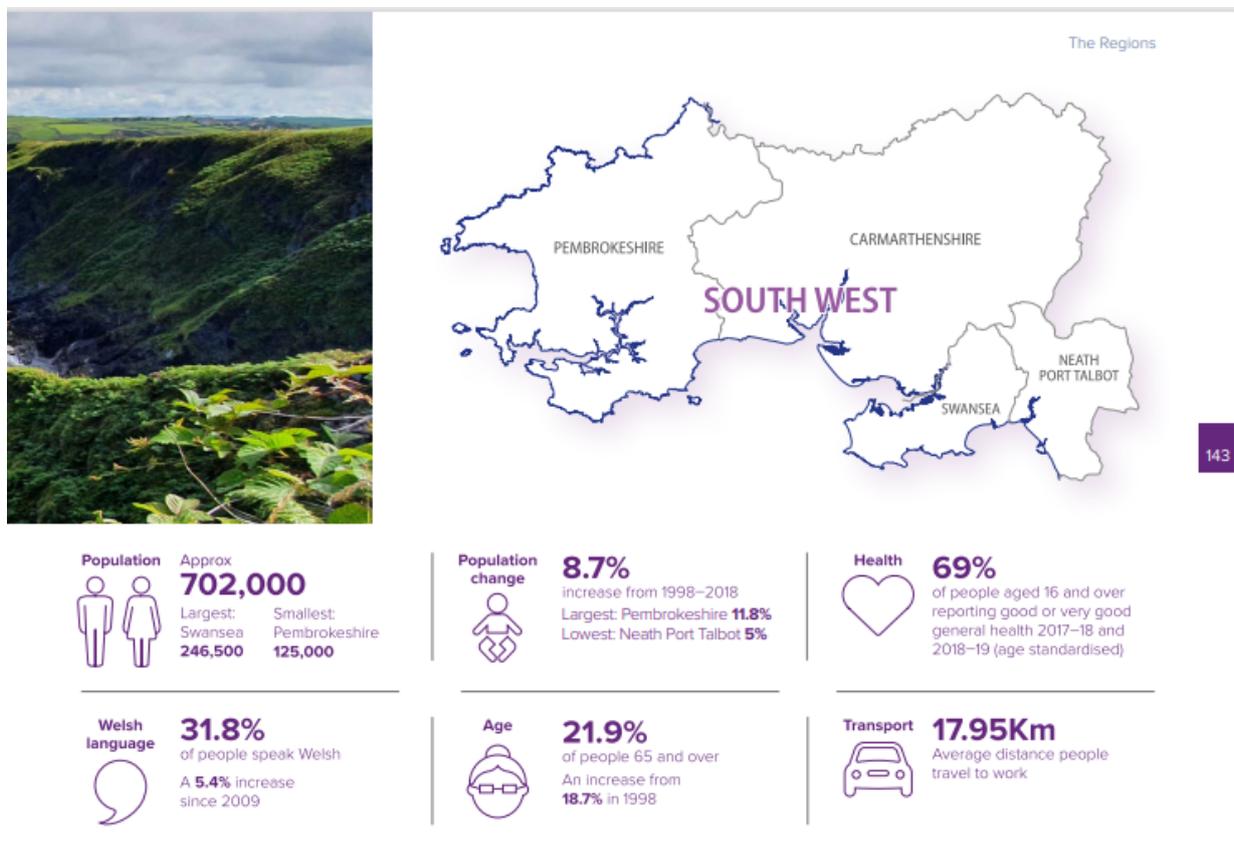


FIGURE 1 - HIGH LEVEL OVERVIEW – EXTRACT FROM FUTURE WALES

2.2 The [South West Wales Regional Economic Delivery Plan](#) – REDP-(dated September 2021) states at paragraph 1.2 that *“Economically, our industrial heritage combines with some of the UK’s most significant marine energy potential, driving*

major opportunities for decarbonisation and the growth of the UK's Green Economy. Environmentally, the coastline and countryside – including the Pembrokeshire Coast and Brecon Beacons National Parks and the Gower Area of Outstanding Natural Beauty – contribute to a superb visitor offer and quality of life. Culturally, the region encompasses the dynamic, growing university city of Swansea, a diverse and distinctive network of rural towns and an increasingly vibrant Welsh language”.

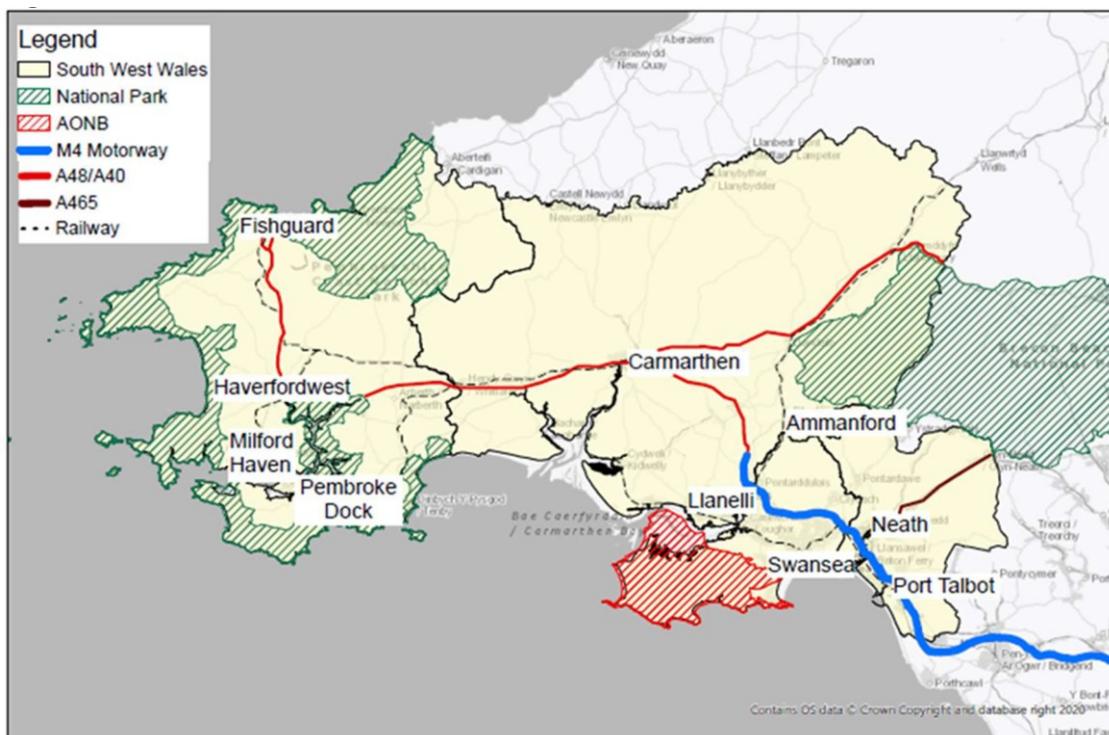


FIGURE 2 – SPATIAL CONTEXT – EXTRACT FROM THE SOUTH WEST WALES REDP

Source: Produced by SQW 2021. Licence 100030994. Contains OS data © Crown copyright [and database right] (2020)

High level issues identification and policy review

2.3 The REDP was endorsed as the regional strategy for the economic wellbeing strand of our work programme [at our meeting of March 15 2022](#). Furthermore at the same meeting, we endorsed the [South West Wales Regional Energy Strategy](#).

South West Wales Economic Delivery Plan (September 2021)

2.4 The REDP sets out an ambitious ‘route map’ for the development of the region’s economy over the next ten years, identifying priorities for intervention and setting out how business, government, education, voluntary/ community organisations, social enterprises and other partners can work together to bring them forward. The 3 ambitions and 3 missions are outlined below.



FIGURE 3 – REDP – AMBITIONS AND MISSIONS (EXTRACT FROM REDP)

South West Wales Energy Strategy (March 2022)

2.5 The South West region is ‘over-consuming’ and, whilst consumption has – and is – reducing, the current trajectory is not on track to achieve the net zero targets

by 2050 (2030 for the public sector). Figure 4 overleaf sets out the 2035 Vision and six regional priorities as extracted from [the Strategy Summary Document](#).

Future Wales – The National Plan 2040 (February 2021)

2.6 [Future Wales](#) is a development plan which sets the national direction in Wales to 2040. It is a Spatial Plan, setting out a broad direction for where investment and development should take place. Future Wales is not however prescriptive about the exact locations/sites where development will take place or how much specific settlements will grow. It will be for Strategic Development Plans (SDPs) to interpret issues such as the scale of national and regional growth areas within their respective geographical boundary and to consider ‘larger than local issues’ at a regional level and in a strategic manner. We will be required to prepare an SDP for South West Wales (Future Wales identifies 4 regions in total across Wales). The process for preparing an SDP broadly mirrors that of the Local Development Plan (LDP) process and an SDP must be in ‘General Conformity’ with the National Development Framework.

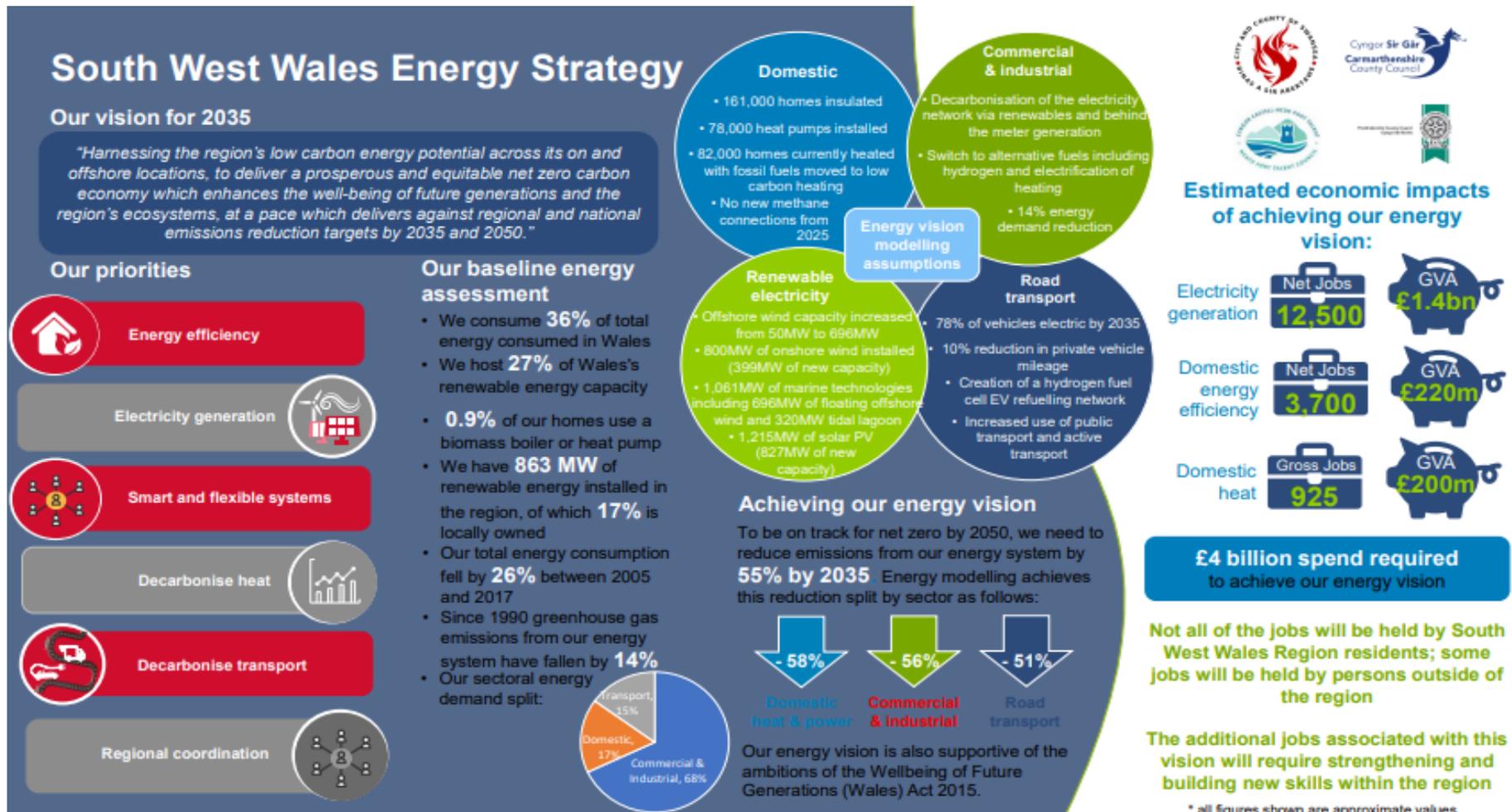


FIGURE 4 - SOUTH WEST WALES REGIONAL ENERGY STRATEGY (EXTRACT FROM STRATEGY SUMMARY DOCUMENT)

2.7 Future Wales contains 11 outcomes which are listed below:

“A Wales where people live

1. *... and work in connected, inclusive and healthy places;*
2. *... in vibrant rural places with access to homes, jobs and services;*
3. *... in distinctive regions that tackle health and socio-economic; inequality through sustainable growth*
4. *... in places with a thriving Welsh Language;*
5. *... and work in towns and cities which are a focus and springboard for sustainable growth;*
6. *... in places where prosperity, innovation and culture are promoted;*
7. *... in places where travel is sustainable;*
8. *... in places with world-class digital infrastructure;*
9. *... in places that sustainably manage their natural resources and reduce pollution;*
10. *... in places with biodiverse, resilient and connected ecosystems, and*
11. *... in places which are decarbonised and climate-resilient.”*

2.8 At page 144, Future Wales states that *“Across the South West region there are a range of strategic issues. Many of these issues have national, regional and local dimensions and will be delivered through co-ordinated action at all levels”.*

2.9 Future Wales sets out some specific policies for the South West region, as per the following:

- Policy 28 National Growth Area – Swansea Bay and Llanelli;
- Policy 29 Regional Growth Areas – Carmarthen and the Haven Towns;

- Policy 30 Green Belts in the South West;
- Policy 31 South West Metro, and
- Policy 32 Haven Waterway and Energy.

Llwybr Newydd - The Wales Transport Strategy 2021 (March 2021)

2.10 We also have a duty to prepare a Regional Transport Plan (RTP) setting out the priorities for our region.

2.11 It is considered that the content of the South West Wales RTP will be influenced [by Llwybr Newydd: The Wales Transport Strategy 2021 \(Llwybr Newydd\)](#).

A notable facet within Llwybr Newydd is the Sustainable Transport Hierarchy which promotes a modal shift and prioritises walking, cycling and public transport.

2.12 Figure 5 below sets out the vision, 3 priorities and the 4 well being objectives set out within Llwybr Newydd.



FIGURE 5 – LLWYBR NEWYDD: THE WALES TRANSPORT STRATEGY (EXTRACT FROM LLWYBR NEWYDD)

The Swansea Bay City Deal

2.13 [Signed in 2017 - The Swansea Bay City Deal](#) is an investment of up to £1.3 billion in a portfolio of major programmes and projects across the Swansea Bay City Region – which is made up of Carmarthenshire, Neath Port Talbot, Pembrokeshire and Swansea. The City Deal is being funded, subject to the approval of project business cases, by the UK Government, the Welsh Government, the public sector and the private sector.

2.14 In the 15-year life span of the City Deal, the investment portfolio will boost the regional economy by at least £1.8 billion, while generating more than 9,000 jobs. City Deal programmes and projects are based on key themes including economic acceleration, life science and well-being, energy, smart manufacturing and digital.

3.0 Our Vision

Approach

3.1 In formulating our vision, we have reviewed the high level policy review and issues capturing exercise undertaken in Section 2. To this end, we have extracted key 'visioning elements' which we feel set out an aspirational yet deliverable picture of the South West Wales we want in 2035.

3.2 Our Vision is time bound and is spatially relevant to South West Wales whilst also taking a national steer in the form of Future Wales and Llwybr Newydd. It provides a high level 'hook' that our well-being objectives can deliver upon.

Identifying visioning elements

3.3 The following elements of our 2035 vision have been sourced from the 3 REDP Ambitions: *'resilient', 'sustainable', 'enterprising', 'ambitious', 'balanced' and 'inclusive'*.

3.4 The following elements of our 2035 vision have been utilised from the South West Wales Energy Strategy Vision: *'potential - on and offshore', 'prosperous and equitable', 'net zero carbon economy', 'the well-being of future generations', 'region's ecosystems', '2035' and '2050'*.

3.5 We have captured visioning elements from all 11 of the Future Wales Outcomes within our 2035 vision, including the reference to climate-resilience. We note that climate emergencies have been declared within the region in recent years amongst our constituent Councils.

3.6 In respect of Llwybr Newydd, we have captured the following elements from its Vision within our 2035 vision *"an accessible, sustainable and efficient transport system"*.

3.7 In noting the considerable ambition and projected beneficial impact of the [Swansea Bay City Deal](#), we have also referenced it within our 2035 vision.

Our Vision for South West Wales 2035

3.8 ***“By 2035 South West Wales will be a place where people are living and working within a resilient, sustainable, enterprising, ambitious and climate resilient region that is serviced by world class digital infrastructure and is on track to achieve a net zero carbon economy by 2050, having already achieved its public sector decarbonisation target. The region is an integral part of Wales and is making a strong contribution to Wales as a whole nation.***

It will be a distinctive region that tackles health and socio-economic inequality through sustainable growth. It will have vibrant rural places with access to homes, jobs and services, whilst people will also live and work in towns and cities which are a focus and springboard for sustainable growth. Prosperity, innovation and culture are promoted within the region and the importance of a sustainable and engaged agricultural sector is fully recognised.

A prosperous, resilient and equitable region that is maximising upon its on and offshore potential, South West Wales is a place where the Welsh language is thriving and the region continues to be a key contributor towards the national target of achieving a million Welsh speakers by 2050. Effective collaboration between the region’s decision and change makers from all sectors – including private industry –is demonstrated by the fact that the South West Wales Corporate Joint Committee continues to discharge all of its functions effectively. The region continues to feel the benefit from the Swansea Bay City Deal investment portfolio.

The need to enhance the well-being of future generations and ecosystems is firmly embedded within decision making structures that are balanced and inclusive and which recognise the need to sustainably manage our natural resources and reduce pollution resulting in places with biodiverse, resilient and connected ecosystems. People are living and working in connected, inclusive and healthy places with an accessible, sustainable and efficient transport system and where travel is sustainable.”

4.0 Our aim and well-being objectives

Our aim

4.1 We want to deliver our vision for ‘South West Wales 2035’. We know where we want to get to, and now we need to map out how we are going to get there. This means that our aim over the next 5 years to 2028 is to:

- Complete all of the constitutional, corporate and governance aspects of the SWWCJC’s establishment by the end of 2023;
- Deliver tangible betterment in terms of the region’s economic well-being;
- Demonstrably lead the region further along its journey towards net zero;
- Progress the formulation of a Regional Transport Plan for the region; and
- Progress the formulation of a Strategic Development Plan for the region.

How we will deliver

4.2 Whilst we remain ambitious, we must be realistic and open to change given the turbulence in the external operating environment.

4.3. We have set 3 well-being objectives (WBOs) to guide our initial work and are committed to revisiting these as the work of the CJC matures. We are taking an integrated approach as demonstrated by the fact that our well-being objectives will also be informing the formulation of our equality objective. We have reviewed the guidance on preparing well-being objectives [as set out within the 2020 Future Generations Report](#) - notably the emphasis on ensuring that we understand what we want to achieve.

Our well-being objectives

Well Being Objective 1

4.4 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.

4.5 Key to the delivery of this objective is the fact that we have [already endorsed the REDP and Regional Energy Strategy](#). It should be noted that the REDP sets out some initial key action areas to deliver against the ambitions and missions. These actions will form the basis of a 'living' action plan document, in the form of a project pipeline supplement, that will be regularly reviewed by regional partners and will evolve to embrace new investment proposals as they emerge. In terms of energy, it should be noted that a strategic action plan is the next stage of the regional energy planning process and is directed at turning the core principles and strategic priorities into reality.

4.6 The steps we will take to deliver this well-being objective are set out in Appendix 1 and 2. This sets out the action/steps, timescale and impact measures that we believe to be possible within the resources we expect to have available.

Well Being Objective 2

4.7 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).

4.8 There is already considerable regional working on transport planning in South West Wales and we have based our future plans on these foundations. The RTP preparation process will be shaped by guidance issued by the Welsh Government (the draft guidance was issued in January 2023) but also by the resources that are made available to us.

4.9 The steps we will take to deliver this well-being objective are set out in Appendix 3. This sets out the action/steps, timescale and impact measures that we believe are possible within the resources we anticipate to be available.

Well Being Objective 3

4.10 ***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.***

4.11 There is already considerable regional working on development planning in South West Wales and we have based our future plans on these foundations. The preparation process will be shaped by guidance issued by the Welsh Government (Strategic Development Plans Manual) and the resources made available to us.

4.12 The steps we will take to deliver this well-being objective are set out in Appendix 4. This sets out the action/steps, timescale and impact measures that we believe to be possible within the resources we expect to have available.

5.0 Our Well-being Statement

Overview - The Well-being of Future Generations (Wales) Act 2015

5.1 By embedding the requirements of [the WFG Act](#) into our corporate planning, we will ensure that it forms a central organising principle to the way we work. In this regard, we recognise the need to undertake the following steps:

- Set and publish wellbeing objectives [s3(2)(a)]
- Take all reasonable steps to meet those objectives [s3(2)(b)]
- Publish a statement about wellbeing objectives [s7(1)]
- Publish an annual report of progress [s13(1)and Sch1]
- Publish a response to a recommendation made by the Future Generations Commissioner [s22(4)]

Our ways of working

5.2 The WFG Act places a duty on each public body to carry out sustainable development. Sustainable Development is defined as a process of improving the economic, social, environmental and cultural well-being of Wales. This needs to be done by taking action in accordance with the sustainable development principle so that the well-being goals are achieved. The principle is made up of five ways of working that public bodies are required to take into account when applying sustainable development. It should also be noted that the Constituent Councils will all be bound by their own requirements in regards the WFG Act. Whilst setting our own well-being objectives, we need to have regard to the Well-being Plans (WBPs) already in place across the region as part of a collaborative and integrated approach. The following sets out how we will embed the 5 ways of working:

5.2.1 Looking to the long term so that we do not compromise the ability of future generations to meet their own needs: The recognition of the importance of future generations is implicit within our vision and well-being objectives, most notably in the fact that the vision (and as such the objectives designed to deliver the vision) are framed within a time bound context i.e. 'South West Wales 2035'. Our well-being objectives have also informed our equality objective. There will be specific opportunities to further embed these principles as the work develops – for example in undertaking the duty to prepare a Strategic Development Plan (WBO3) there will be a requirement for a range of impact assessments to be undertaken as part of this process – including a Sustainability Appraisal/Strategic Environmental Assessment.

5.2.2 Taking an integrated approach so that public bodies look at all the well-being goals in deciding on their well-being objectives: The National well-being goals have played a key role in the identification of the SWWCJC well-being objectives. In this regard, reference is made to Table 1 below.

5.2.3 Involving a diversity of the population in the decisions that affect them: This Plan was subject to consultation. The preparation of this Corporate Plan has engendered an increased awareness of the need for us to develop a Participation Strategy. In noting that the Constituent Councils will have their own strategies and engagement exercises, we do have an opportunity to develop an approach which is proportionate and does not duplicate existing provisions within the region. In respect of the WBO's themselves, specific reference should be given to WBO3 which emphasises the fact that the SDP Plan making process will be subject to consultation as per the requirements to prepare a Community Involvement Scheme.

We will emphasise that a key message is one of involvement in the delivery of our well-being objectives and the undertaking of Plan making.

5.2.4 Working with others in a collaborative way to find shared sustainable solutions; Collaboration is at the very essence of the SWWCJC way of working, from the way it is constituted (i.e. leaders of the region's Councils) to the manner in which it is seeking to establish a co-option and advisory framework function. All 3 of our WBOs include reference to collaboration.

5.2.5 Understanding the root causes of issues to prevent them from occurring: The fact that there are a specific set of duties and powers that are relevant to the SWWCJC are pertinent considerations, however in noting this we have sought to develop an appreciation of the issues by virtue of the policy and issues capture exercise undertaken in Section 2. To this end, the vision (which in turn requires the well-being objectives to deliver upon it) is informed by an appreciation of the challenges and opportunities that we face – as demonstrated by the visioning elements exercise undertaken.

5.3 We have put in place a clear flow and delivery pathway from the issues/policy review, through to the Vision and onto the 3 WBOs themselves. We know where we need to get to and how we are going to get there. We are confident that our WBOs are Specific Measurable Attainable and Relevant (i.e. we have duties and/or powers to deliver upon them by 2035) because they are legally deliverable and they also stem from an appreciation of the key issues, challenges and opportunities that we face in South West Wales.

5.4 In undertaking our functions, we are actively embedding the WFG Act 5 ways of working into our corporate governance. Also, in setting our own well-being objectives, we note the need to have regard to Well-being Plans (WBPs) across the region. We will seek to work in an integrated and collaborative way and recognise the significant amount of work that has been achieved to date by Councils and Public Services Boards across the region.

5.5 Our commitment to embedding the 5 ways of working is demonstrated via a dedicated section on the WFG Act within the reports provided to our Members by our Executive Officers. Moving forward, once this corporate plan is formally approved there will be an opportunity to add a section to the report template to allow for commentary on how the proposal will assist us to achieve our 3 WBOs and our Equality Objective.

5.6 [At our October 2022 meeting](#), we endorsed the principle of adopting Neath Port Talbot's 2 stage Integrated Impact Assessment Toolkit. This will allow for an integrated approach to be undertaken which includes considerations around the WFG Act.

[Our contribution towards achieving the National well-being goals](#)

5.7 The WFG Act identifies seven National Well-being Goals: a Prosperous Wales; a Resilient Wales; a Healthier Wales; a More Equal Wales; a Wales of Cohesive Communities; a Wales of vibrant culture and thriving Welsh language; and a Globally Responsible Wales. In developing our well-being objectives, we have sought to influence the achievement all of 7 goals, however clearly given our focused

duties and powers direct contributions will be made towards those goals that are most aligned with the powers and duties available to us.

5.8 It should also be noted that our 3 well-being goals are intended to be complimentary and integrated to each other and there are clear overlaps – including WBO2 and WBO3 in respect of sustainable travel. To this end, it is appropriate to review the impact all of 3 WBOs in regards the national goals as opposed to separate assessments.

TABLE 1 – OUR WELL-BEING OBJECTIVES AND THE NATIONAL WELL-BEING GOALS

National Goal	Integrated contribution of our well-being objectives
A Prosperous Wales	Increasing productivity and economic growth, to support the creation and safeguarding of more, better paid jobs, opportunities for business starts and growth, and further links between the knowledge base and industry. Good for places and the economy - A transport system that contributes to our wider economic ambitions, and helps local communities, supports a more sustainable supply chain, uses the latest innovations and addresses transport affordability. A region where people live in places where prosperity, innovation and culture are promoted - with world-class digital infrastructure.
A Resilient Wales	Increased emphasis on economic sustainability through focus on the need to decarbonise the economy; resilience to future technology change through emphasis on responding to and harnessing digitalisation. Good for the environment - A transport system that delivers a significant reduction in greenhouse gas emissions, maintains biodiversity and enhances ecosystem resilience, and reduces waste. A region where people live in places that sustainably manage their natural resources and reduce pollution and where travel is sustainable. The identification of climate risks to assets and communities and the actions that will need to be taken to address these across



	multiple areas of society and the economy are key considerations.
A Healthier Wales	Whilst the WBO is not directly concerned with health matters, greater prosperity (especially where more equally distributed) leads to better health outcomes. The REDP itself notes the importance of the health and care sector and the opportunity to link it with economic growth. Good for people and communities- A transport system that contributes to a more equal Wales and to a healthier Wales, that everyone has the confidence to use. A region where people live and work in connected, inclusive and healthy places. It is recognised that transport is a major contributor to poor air quality, especially in urban areas, and is also a driver of climate change (itself having health impacts). The connection to active travel also promotes a healthier population from the point of view of increased physical exercise. Improving access to blue and green spaces can also have positive impacts for health/health inequalities. The potential range of direct and indirect benefits to population health from actions within this Corporate Plan are noted.
A More Equal Wales	The REDP itself recognises the need to build an 'inclusive growth' model into the strategy, via efforts to support skills outcomes, resilience to automation, or mechanisms to support greater wealth retention within the community. Good for people and communities - A transport system that contributes to a more equal Wales and to a healthier Wales, that everyone has the confidence to use. A region where people live in distinctive regions that tackle health and socio-economic inequality through sustainable growth.
A Wales of Cohesive Communities	Better economic inclusion outcomes should improve cohesion, where linked with programmes and mechanisms that focus on local community involvement and engagement. Good for places and the economy - A transport system that contributes to our wider economic ambitions, and helps local communities, supports a more sustainable supply chain, uses the latest innovations and



	addresses transport affordability. A region where people live and work in towns and cities which are a focus and springboard for sustainable growth and in vibrant rural places with access to homes, jobs and services.
A Wales of vibrant culture and thriving Welsh language	Measures to support the growth of the creative economy (including associated with the Welsh language) should directly support, and could be an important part of the SW Wales investment proposition. More broadly, the WBO seeks to support the economic vibrancy of the region, including principally Welsh-speaking communities. Good for culture and the Welsh language - A transport system that supports the Welsh language, enables more people to use sustainable transport to get to arts, sport and cultural activities, and protects and enhances the historic environment. A region where people live in places with a thriving Welsh Language.
A Globally Responsible Wales	Achieving over time a decarbonised growth model will contribute to this goal. Good for the environment - A transport system that delivers a significant reduction in greenhouse gas emissions, maintains biodiversity and enhances ecosystem resilience, and reduces waste. A region where people live in places which are decarbonised and climate-resilient - with biodiverse, resilient and connected ecosystems. It is acknowledged that economic development isn't just relevant in the context of decarbonisation, but also in terms of how it might address social and environmental impacts on a global scale, e.g. through off-shoring.

5.9 Reference is also made to the requirement to prepare a Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) as part of the SDP process – along with considerations in regards Habitats Regulations Assessment. This can enable us to understand where the WBO3 (the SDP) can maximise its contribution to the national well-being goals and also potentially allow for the integration of a number of other facets.

5.10 We are content that our well-being objectives will contribute to the achievement of the wellbeing goals and that we are they are taking all reasonable steps to meet our well-being objectives. We are content that our well-being objectives are consistent with the sustainable development principle, most notably in terms of actively promoting collaborative working within our region.

5.11 With such strong alignment to Future Wales and Llwybr Newydd, it is noted that the Welsh Government themselves will have had due regard to the WFG Act in publishing such national strategies.

6.0 Our contribution towards achieving a more equal region

Overview

6.1 With reference to the Equality Act 2010, [statutory guidance](#) issued by the Welsh Government in respect of CJC's confirm the need to ensure that that the consideration of our public sector equality duty and socio-economic duty is suitably embedded into our corporate governance and decision making structure.

6.2 CJCs are listed bodies under the Equality Act 2010 (Statutory Duties) (Wales) Regulations 2011 as amended and are therefore subject to the Public Sector Equality Duty (PSED). The Equality and Human Rights Commission ("the Commission") is the regulator of the PSED. To this end, we have been in dialogue with officers from the Commission to ensure that we are on the correct path towards compliance in this regard.

6.3 To review the potential impact of establishing the CJCs the Welsh [Government published impact assessments](#) – including a Regulatory Impact Assessment and Integrated Impact Assessment.

6.4 Our approach will be a twin track one, where we want to ensure that our decisions don't impact disproportionately negatively, but that we also grasp any opportunities for betterment as part of a positive approach.

How we measure the impact of our decisions

6.5 The need to measure the impact of our decisions is already firmly embedded into our corporate governance (notably in terms of a section on the reports provided to our Members where such matters are acknowledged). It is considered however

that as our work moves to substantive matters of policy formulation then these decisions should go through an assessment process.

6.6 [In light of the foregoing, at our October 2022 meeting](#), we endorsed the principle of adopting Neath Port Talbot's 2 stage Integrated Impact Assessment Toolkit as our Toolkit. The utilisation of the Toolkit will further embed matters of equality into our corporate governance, and as such demonstrates that we are fully acknowledging and embracing our public Sector equality duty and socio-economic duty.

6.7 We also want to set out a specific equality objective within this first Corporate Plan. In preparing this Objective, we have had [reference to the Welsh Government's Strategic Equality Plan 2020-2024](#). Reference can be made to the [Is Wales fairer](#) 2018 report. Furthermore, we have had reference to 3 our well-being objectives, because we want to embed an integrated approach in this regard. It is noted that many of the processes (eg SDP) are likely to be subject to impact assessments in their own right (e.g. Integrated Impact Assessments), however we want to identify a specific SWWCJC equality objective which re-affirms our corporate commitment to a more equal South West Wales. This is set out overleaf.

Our Equality Objective – A more equal South West Wales by 2035

6.8 ***“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 and where there is no room for racism and / or discrimination of any kind.”

6.9 In terms of achieving element (a) of our equality objective, it is considered that this integrates suitably with WBO1 which focuses on economic well-being and energy. In noting that we have already endorsed the Regional Economic Delivery Plan and Regional Energy Plan, we will explore how we can take these Plans back through our Integrated Impact Assessment Toolkit in 2023 to identify if there are any further opportunities to deliver a more equal South West Wales.

6.10 In terms of achieving element (b) of our equality objective, it is considered that it integrates suitably with WBO2 which focuses on transport. Llwybr Newydd is very clear on equality matters, and as such there are clear opportunities to provide a regional expression of this national policy direction. We will take any future decisions through our Integrated Impact Assessment Toolkit.

6.11 In terms of achieving element (c) of our equality objective, it is considered that it integrates suitably with WBO3 which focuses on strategic development planning (noting that stakeholder engagement and collaboration are key elements of the SDP preparation process – as per the requirements for a Community Involvement Scheme). We will take any future decisions through our Integrated Impact Assessment Toolkit.

7.0 Governance and operational facets

Our constitutional and governance framework

7.1 We [first met in January 2022](#) and we were reconstituted for the civic year 2022/2023 [at our July 2022 meeting](#).

7.2 Some of those key procedural steps we have already undertaken since our commencement include:

- Establishing a Governance and Audit Sub-Committee Committee;
- Establishing an Overview and Scrutiny Sub-Committee; and
- Designating the Neath Port Talbot County Borough Council Standards Committee as our Standards Committee.

7.3 We have agreed an approach for representatives from the two local health boards that serve our area, along with Swansea and Trinity St David Universities, to [be co-opted](#). We have also agreed an approach for the appointment of [private sector representatives](#) to an Advisory Board.

7.4 We have established 4 sub-committees, [with the terms of reference for each of these agreed in October 2022](#). These sub-committees will have a key role in driving forward delivery of our 3 well-being objectives.

TABLE 2 – OUR SUB-COMMITTEE STRUCTURE (FUNCTION THEMES)

Sub Committee	Lead Chief Executive	Political Lead
Regional Transport Planning	Swansea	Carmarthenshire
Economic Well Being – regional economic development	Carmarthenshire	Swansea
Strategic Development Planning	Pembrokeshire	Neath Port Talbot
Economic Well Being - regional energy strategy	Neath Port Talbot	Pembrokeshire

Budgeting

7.5 A key consideration in terms of how we will discharge our duties and functions is funding.

7.6 We must set a budget for the upcoming financial year i.e.1/4 to 31/3, by the end of January each year. We approved our 2022-23 budget of £575,411 at our [meeting on January 25 2022](#). The ability to increase the CJC budget through an increase in the levy for 2023-24 was considered to be very limited given the general economic outlook for local government budgets and the prevailing cost of living crisis. Consequently, progress in 2023-24 will be more dependent on other funding being available from Welsh Government or other sources. [We set a budget of £617,753 for 2023/2024 in January 2023](#).

Operational Facets, including staffing and service arrangements

7.7 We are required to appoint a number of statutory “executive officers” similar to the roles within principal councils (e.g. Chief Executive, Chief Finance Officer and Monitoring Officer). The Chief Executive of Neath Port Talbot is currently our Chief Executive, with the intention being to rotate this role on an annual basis amongst the respective constituent Council Chief Executives. The Head of Legal Services in Neath Port Talbot retains the Monitoring Officer function, and the Head of Finance in Carmarthenshire retains the Chief Finance Officer function.

7.8 In terms of operational facets provided to the SWWCJC, services are provided by the constituent Councils. Service Level Agreements are being formulated in respect of the statutory functions and the subject areas/function themes.

Engagement and consultation

7.9 We recognise that our constituent Councils undertake engagement and consultation and have their own methods and stakeholders in this regard. We will not seek to duplicate these established platforms, rather we will seek to utilise them and feed any consultation that we have through these channels.

7.10 In the short term, we have taken the following steps:

- [Dedicated SWWCJC website](#) and e mail addresses;
- SWWCJC branding;
- Commitment to produce easy read documentation;
- Proportionate awareness raising – including presentations, and
- Publishing accessible documentation.

8.0 Public Sector Duties, Plans and Strategies

Overview

8.1 There are a number of duties relevant to us as summarised within [statutory guidance](#) issued by the Welsh Government in respect of CJC's. We will embrace these duties, but in so doing we will be taking a proportionate and integrated approach. Our emphasis has been on embedding such considerations into our corporate governance. Specific reference should be made to Section 6 of this Plan in respect of our approach to our public sector equality duty and socio-economic duty.

The Welsh language

8.2 In the absence of the imposition of standards by the Welsh Language Commissioner, we have taken a proactive approach, particularly given the prominence of the language within the social fabric of our region. [At our October 2022 meeting](#), we endorsed the principle of adopting Carmarthenshire County Council's standards as our interim policy position.

8.3 Reference should also be made to our adoption of an Integrated Impact Assessment Toolkit which will also allow for consideration of Welsh language matters. Also specific workstreams – notably the Strategic Development Plan – will have policy considerations - e.g Impact Assessment process and national policy [e.g Technical Advice Note 20 – The Welsh Language](#).

The Environment (Wales) Act 2016

8.4 As one of the Public Authorities subject to the Biodiversity and Resilience of Ecosystems Duty, we are required to seek to maintain and enhance biodiversity so far as is consistent with the proper exercise of our functions and in doing so promote the resilience of ecosystems. We must have regard to:

- [The section 7](#) list of habitats and species of principal importance for Wales;
- [The State of Natural Resources Report \(SoNaRR\)](#), published by Natural Resources Wales; and
- Any Area Statement which covers all or part of the area in which the authority exercises its functions, once these are produced.

8.5 We must prepare and publish a plan setting out what we propose to do to comply with the Section 6 duty. We must also produce and publish a report on what we have done to comply with the s6 duty by 31 December 2022 and then every three years after this date. Discussions with Biodiversity Policy Officers within the Welsh Government have indicated that we can embed our Duty Plan into our Corporate Plan and in fact this would be preferable to a standalone one ([this is also confirmed in Welsh Government guidance](#)). Whilst there is no specific timescale to publish Our Duty Plan, we have taken the opportunity to publish it within this Corporate Plan so that key principles are embedded into our corporate governance from the outset. This will be subject to review. [In terms of our Compliance Report – this was published by 31 December 2022.](#)

8.6 [The Nature Recovery Action Plan \(NRAP\) for Wales](#) was originally published in December 2015 as the Nature Recovery Plan and contains the following ambition: *‘To reverse the decline in biodiversity, for its intrinsic value, and to ensure lasting benefits to society’*. This ambition is supported by 6 objectives:

- 1: Engage and support participation and understanding to embed biodiversity throughout decision making at all levels;
- 2: Safeguard species and habitats of principal importance and improve their Management;
- 3: Increase the resilience of our natural environment by restoring degraded habitats and habitat creation;
- 4: Tackle key pressures on species and habitats;
- 5: Improve our evidence, understanding and monitoring, and
- 6: Put in place a framework of governance and support for delivery.

8.7 We recognise these aims and objectives and have utilised them to frame our first Duty Plan, which is set out in Table 3 overleaf. Our approach and focus is on embedding the consideration of our duties into our corporate governance, noting our specific functions and the fact that the work that will be undertaken (e.g. Strategic Development Plan) will be subject to rigorous scrutiny in terms of designations (including National Site Network) together with policy alignment – [e.g. Technical Advice Note 5 - nature conservation and planning](#). Whilst the Section 6 Duty Plan seeks to meet the specific requirements placed upon the CJC under The Environment (Wales) Act 2016, it is considered that giving due regard to our region’s historic landscape and built heritage can also, where appropriate, form part of our corporate thinking moving forward. It is noted that the South West Wales area and

coast hosts internationally important environments (including those within the marine protected areas) and as such relevant plans and development will need to be sympathetic and compatible with the safeguarding of these designated areas.

8.8 In formulating our Duty Plan, we have had regard to the [South West Wales Area Statement](#) (SWWAS) and its themes as set out below:

T1 - Reducing health inequalities: This theme aims to examine the opportunities to address health inequalities in South West Wales by using natural resources and habitats;

T2 - Ensuring sustainable land management: Ensuring our land is sustainably managed for future generations;

T3 - Reversing the decline of, and enhancing, biodiversity : This theme aims to explore how we can reverse the decline of biodiversity by building resilient ecological networks, and

T4 - Cross-cutting theme: mitigating and adapting to a changing climate : This theme looks at how we can adapt and respond to a changing climate.

Our Biodiversity Duty Plan 2023-2028.

8.9 Our Duty Plan is set out within Table 3 below.

TABLE 3 - OUR BIODIVERSITY DUTY PLAN 2023-2028

NRAP Objective	NRAP Extract	SWWCJC Action	SWWAS Theme
1	Addressing this objective demands corporate change, and the integration of biodiversity values, both economic and intrinsic, into decision making, so that the value is recognised, accounted for and acted on at an early stage.	We will formulate a Corporate Plan and set well-being objectives. We will adopt an Integrated Impact Assessment Toolkit (which will include a biodiversity section for screening).	T1,T2,T3,T4.



		<p>We will embed the 5 ways of working into our corporate governance.</p> <p>We will ensure that this Section 6 Plan is referenced in Executive Officer Reports to Members.</p> <p>We will embed a 'Health in all Policies' approach and have reference to the Welsh Government's 'A Healthier Wales' Plan as well as the Swansea Bay Population Health Strategy.</p>	
2	<p>We need to use the legislation that we have to ensure we safeguard our protected species and habitats, and to manage them better to reduce the multiple pressures they are facing. We need to identify opportunities for policy change, managing for multiple benefits and using resources (both human and monetary) innovatively. Partnership working is key.</p>	<p>In accordance with legislative / policy requirements we will ensure that impacts are considered – eg Habitats Regulations Assessment to the Strategic Development Plan.</p> <p>As a regional body, we will take a collaborative and integrated approach which is underpinned by partnership working.</p>	T3,T4
3	<p>Action is needed across the whole of Wales to recover biodiversity and build the resilience of our ecosystems.</p>	<p>We will actively scrutinise the requirement for conservation and enhancement as part of our corporate governance. In so doing, we will take decisions that reflect the WFG Act and we note The State of Natural Resources Report (SoNaRR), published by Natural Resources Wales.</p>	T3
4	<p>The Sustainable Management of Natural Resources (SMNR) puts in place a framework and tools for an integrated approach to tackling negative impacts on our biodiversity while building resilience of our environment.</p>	<p>At a corporate level, we will recognise and embed SMNR approaches into our ways of working. As such, we will place an emphasis on integration and promote nature based solutions.</p>	T3,T4



		<p>We recognise the Section 7 list of habitats and species of principal importance for Wales.</p> <p>We also recognise the potential significant implications of the Marine Area Statement and the Welsh National Marine Plan for our region; along with our potential contribution in respect of State of Natural Resources Report (SoNaRR) for Wales 2020 and the 4 Sustainable Management of Natural Resources (SMNR) long-term aims.</p>	
5	To inform the delivery of our actions to help nature recover we need to improve the quality of data and the confidence we have in it, direct relevant and prioritised research and review and develop monitoring and surveillance.	Much of the data will be collected on a local / Local Authority level. However, we will take opportunities through our activities to attain information on our contribution towards conservation and enhancement – e.g. Strategic Development Plan monitoring indicators.	T1,T3,T4
6	We need to ensure these are as well informed and prioritised as possible, and that this information is accounted for in local planning and decision making. We need to put in place resourcing (both human and monetary) to achieve our nature recovery objectives.	<p>We will utilise Impact Assessments (eg Sustainability Appraisal/Strategic Environmental Assessment that will be done with the Strategic Development Plan) to increase our understanding.</p> <p>In formulating our budget, we will have reference to our WBOs/sub committees.</p> <p>We will have specific reference to the South West Wales Area Statement and have utilised its cross cutting themes in this Plan.</p>	T1,T2,T3,T4.

Towards the formulation of a Child Poverty Strategy

8.10 The requirement for us to prepare a Child Poverty Strategy is noted. We will address this as the CJC work activities are further developed.

Freedom of Information

8.11 Within 2023, we will also be looking towards the production of a Publication Scheme and any associated requirements in respect of these matters.

9.0 Measuring our performance

Overview

9.1 We need a framework to measure our success.

Well-being of Generations (Wales Act 2015).

9.2 We will be required to report on the progress we have made in meeting our well-being objectives at the end of each year. [Reference is made to the Well-Being of Wales Report 2022](#). Annual Reports must be published as soon as possible, but no later than 31 March. In preparing our report we must review our well-being objectives. We will need to demonstrate that:

- our well-being objectives are contributing to the achievement of the wellbeing goals;
- we are taking all reasonable steps to meet our well-being objectives, and
- our well-being objectives are consistent with the sustainable development principle.

[Audit Wales landscape review Autumn 2022](#)

9.3 During the Autumn of 2022, Audit Wales will have undertaken an early landscape review to understand the evolving arrangements of CJC's across Wales. A Project brief has been issued, with the below forming the overall commentary questions:

- What is our understanding of Welsh Government's aims for the CJC's?
- Have we established effective governance arrangements to meet the Welsh Government aims and statutory obligations?

- Do we have clear and effective plans to deliver the Welsh Government aims and meet our statutory obligations?
- How will we fit in to existing partnership arrangements?, and
- How are we planning to meet their requirements under the Well-being of Future Generation (Wales) Act 2015 including how are we setting our well-being objectives?

9.4 It is considered that the production of this Corporate Plan will be an important component of our response to the above, notably in terms of clarifying the progress we have made in terms of governance and meeting our statutory obligations and our responsibilities under the WFG Act. We are also actively reviewing partnership arrangements to ensure they remain fit for purpose.

10.0 Next steps

10.1 The Corporate Plan was reported to our Members in draft form in December 2022. Our Members gave their approval for the undertaking a public consultation on the Draft Plan in early 2023.

10.2 Further to above, the consultation responses received were reported back to the Members on March 30 2023, with the Corporate Plan subsequently approved as final.

Appendices

Appendix 1 – Well-being objective 1 - action/steps, timescale and impact measures (Regional Economic Delivery Plan).

1 Regional Economic Delivery Plan (Well being Objective 1)

To deliver the REDP, we will take the following steps 2023-2028:

Priority	Actions	Impact Measures
Secure and align resources to support the delivery of the REDP.	<ul style="list-style-type: none"> • Map and maintain visibility of regional activity managed outside of the scope of the CJC eg Shared Prosperity Fund Grant; Levelling Up Fund Grant; etc. • Identify and secure new investment and funding opportunities. 	Effective Coordination & Delivery of REDP.
Build capacity, governance and expertise to maximise SWW renewable energy and net zero potential.	<ul style="list-style-type: none"> • Scope the substantial opportunities in renewables and the low carbon energy sector across the region. • Clearly define a programme of work to maximise the benefits for the region. • Establish appropriate governance to further develop regional coordination between the major projects and through skill development, business growth and potential for local ownership models. 	Growth in renewable energy sector.



Further develop the economic development infrastructure across the region.

- Create a virtual innovation agency to provide a better integrated regional innovation offer.
- Establish co-ordinated regional business support programme to support enterprise and entrepreneurship at scale.
- Establish regional commercial property investment fund.
- Develop regional inward investment proposition.
- Establish a regional Commercial Property Investment Group.
- Develop governance structure.
- Develop a property commercial investment fund for SW Wales.
- Explore the feasibility of devolved regional investment fund.

X amount of businesses supported.
 X amount of jobs created.
 Improved coordination of business support across region.
 X - amount of businesses supported.
 X – amount of employment space to be created.
 X – amount of jobs accommodated.
 X inward investment leads New Regional Investment Fund.
 X – External Funding levered.

Appendix 2 – Well-being objective 1 - action/steps, timescale and impact measures (Regional Energy Strategy).

2 Regional Energy Strategy (Well being Objective 1)

To deliver the RES, we will take the following steps 2023-2028:

Priority	Actions	Impact Measures
Map available resources and identify resource gaps.	<ul style="list-style-type: none"> Undertake an evaluation exercise to determine that the correct level of resource and expertise is embedded within each Council for the effective delivery of activity and programmes within each specific thematic theme of the strategy: <ol style="list-style-type: none"> Domestic energy Renewable energy generation Transport and active travel Commercial and industrial Complete Local Area Energy Plans 	Establish regional delivery team. Alignment to existing programmes.
Formulate implementation programmes alongside our partners, including private industry.	<ul style="list-style-type: none"> Develop prioritised action plans for the four programme themes Enable and facilitate programme and project implementation Align projects (and benefits) with REDP low carbon objectives Ensure Well-being objective informs Regional Transport Plan. 	Local Authority Energy Plans aligned with RES benefits realised.

Appendix 3 – Well-being objective 2 - action/steps, timescale and impact measures (Regional Transport Plan).

3 Regional Transport Plan (Well being Objective 2)

To deliver the RTP, we will take the following steps 2023-2028:

Priority	Actions	Impact Measures
Engage with Welsh Government.	<ul style="list-style-type: none"> Consider and respond to draft Welsh Government guidance. 	Any issues addressed.
Develop RTP.	<ul style="list-style-type: none"> Develop RTP delivery programme. Identify resources needed to deliver the programme. Agree RTP delivery programme and resources with Welsh Government. Approve and publish RTP. 	Robust and resourced programme establishing clear transport priorities for the region.
Implement and continuously develop RTP.	<ul style="list-style-type: none"> Develop business cases for programme priorities, work with Welsh Government, Transport for Wales and other stakeholders and secure investment to ensure delivery. 	Improved connectivity and increased modal shift to sustainable modes of transport.

Appendix 4 – Well-being objective 3 - action/steps, timescale and impact measures (Strategic Development Plan).

4 Strategic Development Plan (Well being Objective 3)

To deliver the SDP, we will take the following steps 2023-2028:

Priority	Actions	Impact Measures
Engage with Welsh Government.	<ul style="list-style-type: none"> Engage with Welsh Government Officers on the draft SDP Manual to ensure the final version of that guidance serves to help facilitate an SDP that can deliver on CJC, Council and National Parks corporate objectives. Further engage with Welsh Government regarding the resource requirements to develop the SDP. 	Any issues addressed in final guidance.
Prepare Delivery Agreement.	<ul style="list-style-type: none"> Work collaboratively across the region to undertake key studies that will form an evidence base for the SDP. 	Ensures early key stage work benefit from alignment with latest underpinning evidence, and is aligned with replacement LDPs being produced.
Develop SDP.	<ul style="list-style-type: none"> Deliver a number of SDP key stages with engagement and consultation of stakeholders – (including Community Involvement Scheme, the ‘Call for’ Strategic Locations and Sites/Areas, Preferred Strategy. 	Compliant SDP.

The South West Wales Corporate Joint Committee

Corporate Plan 2023-2028

**Integrated Impact Assessment
(Appendix 6 CJC Report 30-3-2023)**

March 2023

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1 Overview

1.1 This Integrated Impact Assessment (IIA) considers the duties and requirements of the following legislation in order to inform and ensure effective decision making and compliance:

- Equality Act 2010;
- Welsh Language Standards (No.1) Regulations 2015;
- Well-being of Future Generations (Wales) Act 2015,
- Environment (Wales) Act 2016.

Version Control

Version	Author	Job title	Date
Version 1	Karen Jones	Chief Executive	December 7 2022
Version 1a	Karen Jones	Chief Executive	January 2023 (minor editorial amendments ahead of consultation)
Version 2	Karen Jones	Chief Executive	30 March 2023

1.2 At its [meeting of October 11 2022](#), the South West Wales Corporate Joint Committee (SWWCJC) adopted an IIA Tool based around that which is utilised by Neath Port Talbot County Borough Council.

1.3 In order that the SWWCJC can demonstrate that it is meeting its public sector duties, inter alia, the SWWCJC will utilise the IIA as a mechanism for considering the impact of proposals at the point of decision. This is already standard practice within the Constituent Authorities where officers routinely present an assessment of the impact of proposals on duties related to equality; socio-economic characteristics; Welsh language; child poverty; biodiversity and the Wellbeing of Future Generations (Wales) Act 2015 to inform the deliberations of Members.

2 Details of the initiative

2.1 Title of the Initiative:

2.1.1 South West Wales CJC Corporate Plan 2023-2028.

2.2 Brief overview of function of the South West Wales Corporate Joint Committee

2.2.1 The Local Government and Elections (Wales) Act 2021 (the LGE Act) created the framework for a consistent mechanism for regional collaboration between local government authorities, namely CJs. The LGE Act provides for the establishment of CJs through Regulations (CJC Establishment Regulations).

2.2.2 CJC's will exercise functions relating to strategic development planning and regional transport planning. They will also be able to do things to promote the economic well-being of their areas. In contrast to other joint committee arrangements, CJs are separate corporate bodies that can employ staff, hold assets and budgets, and undertake functions.

2.3 Summary of the initiative:

2.3.1 The SWWCJC Corporate Plan (2023-2028) seeks to capture progress to date as well as set out future ambitions in the form of a vision and well-being objectives – together with an equality objective. It will also allow for the charting of the progress made in respect of the public

sector duties. The SWWCJC is taking a proportionate and integrated approach to meeting its public sector duties through the production of 1 Corporate Plan as opposed a series of separate documents.

2.4 Is this a 'strategic decision'?

2.4.1 Yes. Whilst it is noted that the remit of the work of the SWWCJC is narrow and prescribed to the specific functions set out in paragraph 2.2.2 above, the Corporate Plan is still considered to be a strategic document. It contains well-being objectives which may affect to varying degrees the whole population of the region. The Corporate Plan also includes a Vision and an equality objective.

2.4.2 It should be noted however that the constituent Councils will still be bound by their own duties and legislative requirements, and any detailed plans and proposals that emerge from the SWWCJC in the future (e.g. Regional Transport Plan, Strategic Development Plan) will be subject to their own specific review in respect of IIA. In this regard, the production of the Corporate Plan (and this IIA) does not negate the need for specific policy initiatives to be taken through the IIA process as appropriate.

2.5 Who will be directly affected by this initiative?

2.5.1 Potentially everyone who lives, works and/or visits the South West Wales Region.

2.5.2 It is likely that it is the actual Plans, Policies and Programmes that emerge in due course that will have the greatest impact (see 2.4.2. above). These will need to be reviewed in detail in due course.

2.6 When and how were people consulted?

2.6.1 This IIA has been developed to support the Corporate Plan. It is considered a full (stage 2) IIA is required as the Corporate Plan is deemed to be a Strategic Document.

2.6.2 The Corporate Plan was reported to the SWWCJC in December 2022 in Draft form, with Members giving approval for the undertaking of a 6 week public consultation to be undertaken thereon in early 2023. Consultation responses received were reported back to Members on 30 March 2023, with the Plan then formally approved. The consultation provided useful evidence for embedding into a second iteration of this IIA.

2.6.3 Consultation responses led to the IIA being updated, with suggested amendments also made to the Draft Corporate Plan as appropriate. Due to the fact it is a strategic document we needed to learn more about what impact the Plan will have – notably upon the protected characteristics.

2.6.4 Discussions have taken place at officer level with the region's regeneration directors feeding into the Plan. Advice has also been sought from a range of sector specific professionals – including the Welsh language Commissioner's Office and Welsh Government's Biodiversity Policy Officer. Furthermore, presentations on the work of the CJC have been provided as part of an awareness raising process – these include the Carmarthenshire Public Service Board.

2.7 What were the outcomes of the consultation?

2.7.1 The discussions held with officers / directors have been helpful in framing the Plan

2.7.2 We knew however that we needed to understand more about any impact the Plan will have – notably on protected characteristics. In this regard, this IIA has been updated following the public consultation exercise. [Reference should be made to the meeting of the CJC on the 30 of March 2023](#), where an item was considered on the Corporate Plan and a number of updates to this IIA, together with the Corporate Plan itself, were outlined.

3 Evidence

3.1 What evidence was used in assessing the initiative?

3.1.1 [Statutory guidance](#) has been produced by the Welsh Government in respect of CJs. There are a range of matters listed therein that require the SWWCJC to respond to, notably in respect of public sector duties. Such matters include: The Well-being of Future Generations Act 2015 (and setting of Well-being objectives), The Welsh language, Equality, Biodiversity and resilience of ecosystems, Freedom of Information and Child Poverty.

3.1.2 [At its October 2022 meeting](#), the SWWCJC resolved that the most appropriate method of meeting its public sector duties in a proportionate and integrated manner would be via the formulation of its first ever Corporate Plan. It is considered that the formulation of a Corporate Plan provides an opportunity to capture the CJC's progress to date as well as set out future ambitions – including setting out its Vision for South West Wales 2035 and the identification of well-being objectives. With specific reference to Biodiversity and resilience of ecosystems, it should be noted that the CJC is embedding its Section 6 Duty Plan into its Corporate Plan.

3.1.3 In formulating the Plan, we have looked at the powers and duties that relate to CJC's, the statutory guidance issued and have reviewed progress to date in terms of the CJC's establishment and constitutional aspects.

3.1.4 We have considered the consultation responses received (and iteratively build them into this IIA as and where appropriate).

3.1.5 The below are the key evidential facets / policy driver components that have informed the Plan.

- [The Local Government and Elections \(Wales\) Act 2021;](#)
- [Constitutional and governance arrangements of the SWWCJC since its inception;](#)
- [Future Wales - The National Plan 2040;](#)
- [South West Wales Regional Economic Delivery Plan;](#)
- [South West Wales Regional Energy Strategy;](#)
- [Llwybr Newydd: The Wales Transport Strategy 2021;](#)
- [The Swansea Bay City Deal;](#)
- [The 2020 Future Generations Report;](#)
- [The Well-being of Future Generations \(Wales\) Act 2015 – 7 national goals and the 5 ways of working;](#)
- [Corporate Joint Committee: statutory guidance summary;](#)
- [Welsh Government - Strategic Equality Plan 2020-2024;](#)

- [Is Wales fairer 2018](#)
- [The Nature Recovery Action Plan \(NRAP\) for Wales;](#)
- [South West Wales Area Statement;](#)
- [Well-Being of Wales Report 2022](#)

4 Equalities

4.1. How does the initiative impact on people who share a protected characteristic?

Protected Characteristic	+	-	+/ -	Why will it have this impact?
Age	+			<p>The Regional Economic Delivery Plan (REDP) would indicate that Well-being objective 1 of the Corporate Plan offers particular opportunities around economic well-being, with a view to future job prospects and most notably with a view to the retention of younger age groups within our region. The review of economic performance in the region suggests good progress over recent years, especially in terms of job creation, but there is a persistent gap in outcomes between the region and the rest of the UK. This reflects the 'structural' nature of many of the region's challenges linked to the long-term processes of industrial change (which in some respects are still ongoing), and are shared with other regions in Wales and the UK. There are a series of distinctive strengths and opportunities in South West Wales, especially linked with the region's energy potential (particularly green energy and the net zero opportunity), university-industrial links, strong cultural identity, environmental assets and quality of life offer. The REDP aims to build on these distinctive regional strengths and opportunities to develop a more prosperous and resilient South West Wales economy.</p> <p>With reference to older age groups, Well-being objective 2 of the Corporate Plan offers particular opportunities around sustainable transport via the production of the Regional Transport Plan. The Corporate Plan recognises the Equality statement set out in Llwybr Newydd which is to make our transport services and infrastructure accessible and inclusive</p>

			by aiming to remove the physical, attitudinal, environmental, systemic, linguistic and economic barriers that prevent people from using sustainable transport.
Disability	+		Well-being objective 2 of the Corporate Plan offers particular opportunities around sustainable transport via the production of the Regional Transport Plan. The Corporate Plan recognises 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.
Gender reassignment		+/-	Impacts on this group is unknown at this time, with the consultation feedback not providing any specific information. We will continue to monitor in this regard.
Marriage & civil partnership		+/-	Impacts on this group is unknown at this time, with the consultation feedback not providing any specific information. We will continue to monitor in this regard.
Pregnancy and maternity		+/-	Impacts on this group is unknown at this time, with the consultation feedback not providing any specific information. We will continue to monitor in this regard.
Race		+/-	Impacts on this group is unknown at this time, with the consultation feedback not providing any specific information. We will continue to monitor in this regard.
Religion or belief		+/-	Impacts on this group is unknown at this time, with the consultation feedback not providing any specific information. We will continue to monitor in this regard..
Sex		+/-	Impacts on this group is unknown at this time, with the consultation feedback not providing any specific information. We will continue to monitor in this regard.
Sexual orientation		+/-	Impacts on this group is unknown at this time, with the consultation feedback not providing any specific information. We will continue to monitor in this regard.

4.2 What action will be taken to improve positive or mitigate negative impacts?

4.2.1 Consultation was required to seek to identify actual impact on a range of areas as outlined in 4.1 and to explore potential mitigating actions for consideration. The preparation of a Participation Strategy would allow for positive impacts to be further strengthened. The potential indirect positive contribution that can be made in regards sports and leisure opportunities are noted. Also, the potential positive impact in terms of employment for all age groups and for people with a disability that would result from delivering well-being objective 1 is noted. As the work of the CJC progresses, it will be important to gain an understanding of the disabilities and inequalities position as it applies to the region as part of the development of a locally distinctive evidence base.

5 Public Sector Equality Duty

5.1 How will the initiative assist or inhibit the ability to meet the Public Sector Equality Duty ?

Public Sector Equality Duty (PSED)	+	-	+/-	Why will it have this impact?
To eliminate discrimination, harassment and victimisation	+			With regards the well-being statement set out within Section 5 of the Corporate Plan, reference is made to the commentary provided in regards the well-being goals.
To advance equality of opportunity between different groups	+			Economic well being (well-being objective 1): Better economic inclusion outcomes should improve cohesion where linked with programmes and mechanisms that focus on local community involvement and engagement.
To foster good relations between different groups	+			Transport (well-being objective 2): A transport system that contributes to our wider economic ambitions, and helps local communities, supports a more sustainable supply chain, uses the latest innovations and addresses transport affordability Strategic Planning (well-being objective 3): A region where people live and work in towns and cities which are a focus and springboard for sustainable growth and in vibrant rural places with access to homes, jobs and services.

5.2. What action will be taken to improve positive or mitigate negative impacts?

5.2.1 Feedback from the formal consultation sought to further inform this section. The importance of the Regional Transport Plan reflecting equality of opportunity between those in urban areas and those in rural areas is noted.

6 Socio Economic Duty

Impact	Details of the impact/advantage/disadvantage
Positive/Advantage +	With regards the well-being statement set out within the Corporate Plan, reference is made to the commentary provided in regards the well-being goals.
Negative/Disadvantage	Economic well being (well-being objective 1): - The REDP recognises the need to build an ‘inclusive growth’ model into the strategy, via efforts to support skills outcomes, resilience to automation, or mechanisms to support greater wealth retention within the community. Also - increasing productivity and economic growth, to support the creation and safeguarding of more, better paid jobs, opportunities for business starts and growth, and further links between the knowledge base and industry.
Neutral	<p>Transport(well-being objective 2): - Good for people and communities - A transport system that contributes to a more equal Wales and to a healthier Wales, that everyone has the confidence to use. Good for places and the economy - A transport system that contributes to our wider economic ambitions, and helps local communities, supports a more sustainable supply chain, uses the latest innovations and addresses transport affordability.</p> <p>Strategic Planning (well-being objective 3): - A region where people live in distinctive regions that tackle health and socio-economic inequality through sustainable growth. A region where people live in places where prosperity, innovation and culture are promoted - with world-class digital infrastructure.</p>

6.1 What action will be taken to reduce inequality of outcome?

6.1.1 Feedback from the formal consultation sought to further inform this section. The importance of Small and Medium Enterprises (SMEs) is noted.

7 Community Cohesion/Social Exclusion/Poverty

		-	+/ -	Why will it have this impact?
Community Cohesion	+			<p>It is anticipated that the 3 wellbeing objectives of the Corporate Plan, individually and combined, will have a positive impact for individuals and communities alike; increasing social and cultural interaction, participation and economic improvement /stability.</p> <p>Specific reference is also made to the identification of an Equality Objective within the Corporate Plan and the intention to achieve a ‘more equal South West Wales’.</p> <p>It should also be noted that in reviewing the potential impact of establishing the CJs, the Welsh Government published impact assessments – including a Regulatory Impact Assessment and Integrated Impact Assessment. It is considered therein that aligning strategic planning functions at a regional level will help to underpin / enhance the economic well-being of a region increasing prosperity and reducing disadvantage. It is stated that CJs enable planning of key strategic services at scale which can underpin the planning and delivery of the specified functions at a national, regional and local level and support efforts to tackle socio-economic disadvantage and tackle issues of deprivation.</p>
Social Exclusion	+			
Poverty	+			

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7.1 What action will be taken to improve positive or mitigate negative impacts?

7.1.1 Feedback from the formal consultation sought to further inform this section

8 The Welsh language

	+	-	+/-	Why will it have this effect?
<p>What effect does the initiative have on:</p> <ul style="list-style-type: none"> – people’s opportunities to use the Welsh language 	+			<p>The Vision of the Corporate Plan is quite clear in setting out the corporate direction of travel as shown in this extract <i>“South West Wales is a place where the Welsh language is thriving and the region continues to be a key contributor towards the national target of achieving a million Welsh speakers by 2050”</i>.</p> <p>A review of the 3 well-being objectives (which are in turn tied to the prescribed functions of economic well-being, production of Regional Transport Plan and production of Strategic Development Plan) indicate the following positive interventions:</p> <p>Economic well being (well-being objective 1): - The REDP Measures to support the growth of the creative economy (including associated with the Welsh language) should directly support, and could be an important part of the SW Wales investment proposition. More broadly, there will be an emphasis on seeking to support the economic vibrancy of the region, including principally Welsh-speaking communities.</p> <p>Transport (well-being objective 2)- Good for culture and the Welsh language - A transport system that supports the Welsh language, enables more people to use sustainable transport to get to arts, sport and cultural activities, and protects and enhances the historic environment.</p>

				<p>Strategic Planning (well-being objective 3): - A region where people live in places with a thriving Welsh Language. It should be noted that in preparing the SDP – there will be policy considerations in place that will have to be considered - notably Technical Advice Note 20 – The Welsh Language.</p>
- treating the Welsh and English languages equally			+	<p>The Corporate Plan contains a specific section (paragraph 8.2) on this matter. This confirms that in the absence of the imposition of standards by the Welsh Language Commissioner, we have taken a proactive approach, particularly given the prominence of the language within the social fabric of our region. At our October 2022 meeting, we endorsed the principle of adopting Carmarthenshire County Council’s standards as our interim policy position. What this means in reality is that in operational and governance terms, the treating of Welsh and English languages equally is firmly embedded into our operational and governance arrangements from the outset.</p> <p>The Corporate Plan is published bi-lingually. Notable within the Corporate Plan is the reference to budgeting and it should be noted that a dedicated budget is in place for translation.</p>

8.1 What action will be taken to improve positive or mitigate negative impacts?

8.1.1 We will utilise the IIA to review and where relevant seek to identify mitigation in regards any negative impacts.

8.1.2 We will continue to monitor and implement the use of the standards and report as appropriate. We will continue to hold constructive dialogue with the Welsh Language Commissioner’s Office.

9 Biodiversity and the resilience of ecosystems.

9.1 How will the initiative assist or inhibit the ability to meet the Biodiversity Duty?

Biodiversity Duty	+	-	+/-	Why will it have this impact?
To maintain and enhance biodiversity	+			The Corporate Plan makes clear reference to The Environment (Wales) Act 2016. As one of the Public Authorities subject to the Biodiversity and Resilience of Ecosystems Duty, the SWWCJC is required to seek to maintain and enhance biodiversity so far as is consistent with the proper exercise of its functions and in doing so promote the resilience of ecosystems. In this regard, the SWWCJC takes a proactive approach by embedding a Plan setting out what it proposes to do to comply with the Section 6 duty into the Corporate Plan. The SWWCJC has published a section 6 progress report . The Corporate Plan provides a high level hook for those detailed areas of policy and strategy that will follow.
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.	+			At a high level, it should be noted that the Vision of the Plan is quite clear – notably the reference to <i>“The need to enhance the well-being of future generations and ecosystems is firmly embedded within decision making structures that are balanced and inclusive and which recognise the need to sustainably manage our natural resources and reduce pollution resulting in places with biodiverse, resilient and connected ecosystems.</i> The approach in the Corporate Plan is on embedding the consideration of public sector duties into the corporate governance of the SWWCJC, noting the specific functions and the fact that the work that will be undertaken (e.g. Strategic Development Plan) that will be subject to rigorous

			scrutiny in terms of designations (including National Site Network) together with policy alignment – e.g. Technical Advice Note 5 - nature conservation and planning .
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9.2 What action will be taken to improve positive or mitigate negative impacts?

9.2.1 We will utilise the IIA to review and where relevant seek to identify mitigation in regards any negative impacts. The importance of the historic landscape and built heritage, as well as a sustainable and engaged agricultural sector, are noted.

9.2.2 We will continue to monitor and implement the use of the Section 6 Duty Plan and report as appropriate. We are in ongoing dialogue with the regional ecologists, as well as the Welsh Government’s biodiversity policy officers.

10 Well-being of Future Generations

10.1 How have the five ways of working been applied in the development of the initiative?

Ways of Working	Details
i. Long term – looking at least 10 years (and up to 25 years) ahead	It noting that the Constituent Councils will all be bound by their own requirements in regards the WFG Act, Section 5 of the Corporate Plan sets out a well-being statement for the SWWCJC. In this, respect reference is made to paragraph 5.2.1 - notably “the recognition of the importance of future generations is implicit within our vision and well-being objectives, most notably in the fact that the vision (and as such the objectives designed to deliver the vision) are framed within a time bound context i.e. ‘South West Wales 2035’. Our well-being objectives have also informed our equality objective”.
ii. Prevention – preventing problems occurring or getting worse	It noting that the Constituent Councils will all be bound by their own requirements in regards the WFG Act, Section 5 of the Corporate Plan sets out a well-being statement for the SWWCJC. In this, respect reference is made to paragraph 5.2.2.- notably “The National well-being goals have played a key role in the identification of the SWWCJC well-being objectives”. In this regard, Table 1 of the Corporate Plan undertakes a detailed review whilst recognising that direct contributions will be made towards those goals that are most aligned with the powers and duties available to the SWWCJC.
iii. Collaboration – working with other services internal or external	It noting that the Constituent Councils will all be bound by their own requirements in regards the WFG Act, Section 5 of the Corporate Plan sets out a well-being statement for the SWWCJC. In this, respect reference is made to paragraph 5.2.3 – notably the confirmation that the Corporate Plan itself was subject to consultation.

<p>iv. Involvement – involving people, ensuring they reflect the diversity of the population</p>	<p>It noting that the Constituent Councils will all be bound by their own requirements in regards the WFG Act, Section 5 of the Corporate Plan sets out a well-being statement for the SWWCJC. In this, respect reference is made to paragraph 5.2.4 – notably “Collaboration is at the very essence of the SWWCJC way of working, from the way it is constituted (i.e. leaders of the region’s Councils) to the manner in which it is seeking to establish a co-option and advisory framework function”. It should also be noted that all 3 of the Corporate Plan’s well-being objectives (WBOs) refer to collaboration.</p>
<p>v. Integration – making connections to maximise contribution to:</p>	<p>It noting that the Constituent Councils will all be bound by their own requirements in regards the WFG Act, Section 5 of the Corporate Plan sets out a well-being statement for the SWWCJC. In this, respect reference is made to paragraph 5.2.5 – notably the following extract “We have put in place a clear flow and delivery pathway from the issues/policy review, through to the Vision and onto the 3 WBOs themselves. We know where we need to get to and how we are going to get there. We are confident that our WBOs are Specific Measurable Attainable and Relevant (i.e. we have duties and/or powers to deliver upon them by 2035) because they are legally deliverable and they also stem from an appreciation of the key issues, challenges and opportunities that we face in South West Wales.”</p>
<p>Constituent Councils well-being objectives</p>	<p>The Corporate Plan contains a well-being statement which contains the following statement <i>“The preparation of this Corporate Plan has engendered an increased awareness of the need for us to develop a Participation Strategy. In noting that the Constituent Councils will have their own strategies and engagement exercises, we do have an opportunity to develop an approach which is proportionate and does not duplicate existing provisions within the region”</i> Also the following – <i>“In undertaking our functions, we are actively embedding the WFG Act 5 ways of working into our corporate governance. Also, in setting our own well-being objectives, we note the need to have regard to Well-being Plans (WBPs) across the region. We will seek to work in an integrated and collaborative way and recognise the significant amount of work that has been achieved to date by Councils and Public Service Boards across the region”</i>.</p>
<p>Other public bodies objectives</p>	<p>The Corporate Plan contains a well-being statement which contains the following statement <i>“Whilst setting our own well-being objectives, we need to have regard to the Well-being Plans (WBPs) already in place across the region as part of a collaborative and integrated approach”</i></p>

11 Monitoring Arrangements

Information on the monitoring arrangements to monitor the impact of the initiative on Equalities, Community Cohesion, the Welsh

Measure, The Biodiversity Duty and the Wellbeing Objectives.

11.1 Section 9 of the Corporate Plan sets out a performance management commentary. An Annual Report will be produced each year which will consider whether the well-being objectives remain appropriate. Where necessary, the well-being objectives and improvement priorities will be revised. We will be required to report on the progress we have made in meeting our well-being objectives for the preceding financial year. Annual Reports must be published as soon as possible, but no later than 31 March. In preparing the report we must review their well-being objectives. We will need to demonstrate that:

- our well-being objectives are contributing to the achievement of the wellbeing goals;
- we are taking all reasonable steps to meet our well-being objectives; and
- our well-being objectives are consistent with the sustainable development principle.

11.2 The Annual Report will be published and communicated as appropriate. There can also be a role for the CJC Overview and Scrutiny Sub—Committee. The detailed steps, set out in the Plan, will be monitored. A key step forward from a governance and delivery point of view is our creation of 4 sub-committees, with the terms of reference for each of these agreed in October 2022. These sub-committees will have a key role in driving forward delivery of our 3 well-being objectives

12 Assessment Conclusions

	Conclusion
Equalities	<p>This IIA has been revisited in light of responses to the consultation. Further to the consultation responses received, it is not considered that any change is required to the assessment impacts – albeit text has been inserted into the IIA in response to consultation responses received. Reference should be made to the meeting of the CJC on the 30 of March 2023, where an item was considered on the Corporate Plan and a number of updates to this IIA, together with the Corporate Plan itself, were outlined.</p>
Socio Economic Disadvantage	
Community Cohesion/ Social Exclusion/Poverty	
Welsh	
Biodiversity	
Well-being of Future Generations	

12.1 Overall conclusion

- **Continue** - as planned as no problems and all opportunities have been maximised
- **Make adjustments** - as potential problems/missed opportunities/negative impacts have been identified along with mitigating actions
- **Justification** - for continuing with the initiative even though there is a potential for negative impacts or missed opportunities
-
- **STOP** - redraft the initiative as actual or potential unlawful discrimination has been identified

12.2 Details of the overall conclusion reached in relation to the initiative

12.2.1 There are no concerns in respect of the IIA and the Corporate Plan is appropriate.

13 Actions

13.1 What actions are required in relation to obtaining further data/information, to reduce or remove negative impacts or improve positive impacts?

Action	Who will be responsible for seeing it is done?	When will it be done by?	How will we know we have achieved our objective?
<p>Members gave approval in December 2022 for a public consultation on the draft plan for a period of 6 weeks.</p> <p>As part of this consultation, we sought to secure more information to inform this IIA where there are evidence gaps.</p>	<p>The consultation questionnaire was placed on the website of the CJC; however all of the constituent Councils and the National Parks were asked to provide links across to the hosted survey from their consultation platforms. All constituent Councils and the National Parks were asked to raise awareness of the consultation via their established networks and contacts. Responses to the consultation were collated and considered by the Members on 30 March 2023.</p>	<p>A six week public consultation ran from Thursday 26 January 2023 00:00 to Wednesday March 8 2023 23:59.</p>	<p>We will have undertaken a comprehensive engagement exercise, fully considering all responses.</p>
<p>Our next action will be to monitor the impact of the Plan – notably in terms of this IIA process.</p>	<p>The CJC will be producing Annual Reports as to the progress made on the well-being objectives.</p>	<p>Annually.</p>	<p>Completion and publication of reports.</p>

14 Sign off

	Name	Position	Signature	Date
Completed by	Karen Jones	Chief Executive	Karen Jones	March 2023
Signed off by	<u>South West Wales CJC meeting of 30 of March 2023</u>			March 30 2023

SOUTH WEST WALES CORPORATE JOINT COMMITTEE

Report of the Chief Executive

30 March 2023

Report Title: Regional Transport Plan Guidance

Purpose of Report	To agree the Committee's response to Regional Transport Plan Guidance
Recommendation	Members to note the duties and requirements from a transport perspective. Also, to endorse the approach being taken to respond to the requirements and duties, and approve the response to the draft RTP guidance. That WG be pressed for additional funding to facilitate the development of the RTP.
Report Author	Darren Thomas
Finance Officer	Chris Moore
Legal Officer	Craig Griffiths

Background:

1. Welsh Government issued the latest version of the draft Regional Transport Guidance on 17 January 2023, following an all Consortia officers meeting to discuss Corporate Joint Committee Planning Duties. Transport Officers have reviewed this latest draft guidance, in order to advise the CJC. There are a range of matters that require the CJC to respond to.
2. An update on the progress to deliver a Regional Transport Plan for the five-year period 2025 to 2030 was provided to the South West Wales Corporate Joint Committee Overview and Scrutiny Committee 23rd February 2023, at which there was useful examination of the key issues.

Overview of Draft Regional Transport Plan guidance:

3. The plan together with the assessments is to be submitted to WG by August 2024 with its content summarised as follows:
 - Introduction, covering: Overview, Purpose, Background and Legal Duty & Statutory Duties
 - Delivering the Wales Transport Strategy, covering: Relationship with the National Transport Delivery Plan (NTDP), Plan Period and Coverage, Transport policies and plans, Relationship with Land-use Policies and Plans, Current and Future Trends, Statutory Checks, Monitoring and Evaluation, Format of the Plan, Strategic Assessment
 - Approval Process, covering: Welsh Ministers Role, Assessment of Transport Plans & Timetable
 - Annex 1 – Format of Regional Transport Plan

- Annex 2 – Data

Key issues emerging from initial overview of the draft guidance:

4. As noted, the South West Wales Corporate Joint Committee Overview and Scrutiny Committee 23rd February 2023 considered initial feedback on the draft guidance.
5. WG have issued a matrix to support the exchange of comments in relation to the Guidance. The matrix is segmented into five key themes and includes items raised by the WLGA and responses from WG. The five key themes are 1. Resources 2. Timescale for delivery 3. Governance 4. RTP Management and Delivery 5. RTP Guidance specific matters raised. A review against these 5 key themes has now been considered in greater depth, in Appendix 1.
6. In summary, therefore, the key elements of feedback are:
 - a) Existing local authority resources are stretched; the demands created by the Guidance are onerous – the case of additional funding needs to be continued to be pressed.
 - b) A dedicated programme manager post is required.
 - c) Timescales are extremely ambitious under these circumstances.
 - d) The RTP should interface with other plans, such as the proposed SDP, which is yet to commence. Consultation on RTP at this time will likely only establish aspirations rather than definitive proposals.
 - e) Concern over the “top down” approach.
 - f) The duty for producing the RTP rests with the CJC – it essential the CJC take the lead, and not a Burn’s Commission type arrangement.
 - g) Allowance needs to be made in the programme for the various stages of review and approval.
 - h) Additional resources are made available to support delivery, then there is a risk it may not be possible to deliver the Programme in full.
 - i) Continuing funding for RTP delivery on the current basis will not guarantee each authority is able to access the funds for RTP delivery of the scale needed and at the time they are required.
 - j) It would be helpful to make opportunities available to the CJC and its RTP ‘team’ to engage with WG assessors prior to submission of the RTP.
 - k) Producing the RTP is a substantial task that at this moment in time has some significant unknowns, which in turn creates risks that even if additional resources are made available to CJC’s, it may not be possible to complete the RTP in the timescale proposed.
 - l) The requirement to undertake statutory checks to inform the RTP adds to the complexity and risks, again potentially impacting timescales.
 - m) There is an early requirement for data analysis which is likely to require substantial input from the modelling team within Tfw. There is a risk that outputs from this may be delayed if all CJC’s approach Tfw with their requirements at the same time.

- n) It is incumbent on WG and TfW to take a lead in raising awareness of the need for change and leading the political debate in this area. By doing so it will demonstrate that this is a national imperative not just a regional choice.
- o) Given the diverse nature of the region, it would be helpful if the RTP guidance could outline where a community based approach may be most helpful and where a modal approach might be more relevant.
- p) There is regional concern that economic development and ambition will be limited or restricted if the necessary enabling transport projects are not considered a priority in sustainable transport terms.
- q) Further guidance would also be useful in terms of how to address the potential conflict between encouraging and facilitating more home working or working closer to home and the requirement to support economic growth and inclusion through encouraging people to travel.

7. It is therefore recommended that a formal response is sent back to Welsh Government, highlighting the CJC concern over the key points, particularly around funding, resources and programme risk, and the wider more detailed feedback also be forwarded on for wider context and response.

Resources to develop the Regional Transport Plan

8. In considering the resources needed to develop the Regional Transport Plan, transport officers had considered the minimum level resource requirement to deliver basic requirements, as follows:
 - Regional Transport Plan Development and Programme – Lead Officer
 - Graduate Trainee / Support Officer
 - The commissioning of Specialist Studies and Commissions
9. Given the budgetary pressures described earlier, and that the guidance is still in draft format, at this stage it is considered that only the Regional Transport Plan Development and Programme Lead Officer role be developed further, and officers are drafting a job description for evaluation and approval.

Financial Impacts:

10. It is noted that the CJC has approved a budget for the Transport work stream and officers are progressing the preparatory work for the appointment of a programme management officer. Further it recognised that there is some resource to support the specialist studies in the event that the WG does not provide additional funding. However there is an urgent requirement to press WG for additional funding before the CJC are in a position to earmark specific sums and clarity is required on exactly what Transport for Wales are going to provide in terms of resources to facilitate the process.

Integrated Impact Assessment:

11. The Corporate Joint Committee 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 victimization 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 favorably than English
 - Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs

Integrated Impact Assessment:

12. At this stage, no integrated impact assessment is required. The purpose of this report is to endorse the approach being taken to respond to the requirements and duties, and approve the response to the draft RTP guidance. As further strategies and policies are developed they will be accompanied by full integrated impact assessments to enable the CJC to ensure compliance with legislative obligations.

Workforce Impacts:

13. Workforce impacts are covered in the body of the report.

Legal Impacts:

14. The Corporate Joint Committees (Transport Functions) (Wales) Regulations 2021 (“the 2021 Regulations”) require the CJC to develop transport policies and establish a regional transport plan for its area.

Risk Management Impacts:

15. There are a number of risks associated with the delivery of the Regional Transport Plan, which are covered in the body of the report.

Consultation:

16. There is no requirement for external consultation on this report.

Reasons for Proposed Decision:

17. To ensure the Corporate Joint Committee can actively involve others in their work programme.

Implementation of Decision:

18. This decision is for immediate implementation.

Appendices:

19. Appendix 1: Detailed Transport officers Comments on the RTP Guidance.

List of Background Papers:

20. Welsh Government Draft Regional Transport Plan guidance.

Appendix 1: Detailed Transport officers Comments on the RTP Guidance

- Resources - general

While there is a good working relationship in the South West Wales Region, there is presently no dedicated resource for supporting regional transport work. Since the disbanding of the formally constituted transport consortium, SWITCH, Local Authorities have continued to work together and the region has long standing relationships and have a track record of collaborative working, knowledge of the region, political awareness and, importantly, delivery. However, the additional workload imposed by the development of the RTP cannot be delivered on this basis and there is a requirement for a project manager and assistant to coordinate the programme, undertake engagement, prepare and manage commissions to allow the RTP to be delivered.

Existing Resources within each of the LA's are already stretched, and as a result many of the studies required to complete the RTP will need to be outsourced to consultants.

Local Authority Officers have finite capacity and this will impact on the time available to engage with the process, whether this be to free up time to undertake work required to support RTP production or simply to engage in the process of informing or reviewing the RTP and associated documents as they are developed. In these circumstances, it is critical that any additional resources provided to CJC are adequate to fully accommodate the requirements for RTP production. It cannot be assumed that local authority staff will simply be able to supplement that resource.

It will take time to address the resource issues and appoint the right people into the role of project manager and assistant. This is a real concern, as the programme for delivery is very front-loaded. The project manager will need to be in post to ensure that the implementation plan is set out how they envisage the programme running going forward.

In developing the RTP the Project manager will have an in-depth knowledge of the RTP, a good understanding of the needs of our local communities and will have established numerous contacts. It is important that these skill and knowledge be retained for the delivery phase of the RTP.

The guidance does not indicate how TfW or WG will be able to provide assistance, the scale of the assistance on offer or how this will be funded and managed.

- Resources - Funding

As with previous iterations of the Transport Plans, funding is required from Welsh Government to produce the revised RTP.

- Timescale & Programme

It is useful to have a programme setting out the expected timescales for delivery of the RTP. The programme proposed in the draft guidance is extremely ambitious with just 8 months to produce a CJC implementation plan, draft RTP, Interim ISA report and WelTAG document. Considering the amount of background work that needs to be undertaken to produce these documents it is felt that this is an unrealistic programme.

The programme is very 'front end loaded' with the timescales being very tight at the start, it will be necessary to appoint the programme manager before work can commence. We are particularly conscious that finding people with the necessary experience and skills, willing to take up the role/s, will not be straightforward. Authorities in the region already experience significant difficulties filling the vacancies they have at all levels. With any posts required likely to be offered on only a temporary basis this will add to the difficulty and thus simply filling the position/s may take a significant time in its own right, potentially delaying the time when work on the RTP can commence. We do not believe this is a role that can readily be contracted from a consultant. It requires someone with local knowledge not only of the region but ideally the ongoing work of the authorities within this, including on metro and in non-transport sectors (planning, development, health, etc.) which the RTP needs to facilitate access to. Having knowledge of the key stakeholder organisations and existing contacts within these will also be crucial the time it takes to commence and progress work on the RTP.

The CJC has yet to commence work on a Strategic Development Plan (SDP) for the region and authorities existing Local Development Plans (LDP) are coming to the end of their current lifespan and require review and updating. The RTP Guidance makes clear that synergy between these plans and the policies and actions proposed by the RTP is required. Future plans can be expected to seek to reverse recent trends for edge of town development, centralisation of services, etc. and work towards the formation of 15/20 minute zones, etc. that will enable transport planners to develop more sustainable solutions. However, without plans in place to make clear how and where this will be achieved, over time, it will prove particularly challenging for those working on the RTP to identify the policies and actions they can put in place to support it. Doing so through consultation with non transport bodies at this time will likely only establish aspirations rather than definitive proposals and will take significantly longer than being able to simply review the SDP and LDP's themselves.

The CJC has the accountability and decision making powers to develop and approve the RTP; no allocation has been made in the programme for scrutiny and approval of the various documents by the CJC and LA's.

- Governance

The top down approach of the guidance with CJC's and Councils expected to deliver the priorities in the NTDP and WTS does not allow the freedom to influence the RTP with the priorities and needs of the region. While it is recognised that there needs to be an alignment of policy there also needs to be recognition of local knowledge and the needs of the communities that rely on the transport network.

While CJC's and Councils are happy to work with WG and Tfw on the production of the RTP the duty sits with the CJC's. We would suggest that a Burn's Commission type arrangement where an independent chairperson takes a lead is not appropriate for the production and delivery of the RTP. The CJC is responsible for the delivery of the RTP then it is essential the CJC take the lead.

An allowance needs to be made in the programme for the various stages of review and approval that need to take place by both the CJC and the individual LA's

- RTP Management and Delivery

As outlined above transport officers within the LA's already find themselves fully occupied with their day-to-day duties. RTP guidance highlights that an ambitious RTP policy programme and action plan will be required in order to meet WG's ambitions for a major shift in the way people travel that can address both economic growth and climate change. Responsibility for delivery of this programme through to 2030 and beyond will rest with Local Authorities.

There is concern that existing staff will simply not have the capacity to achieve delivery of such an ambitious programme, alongside their other responsibilities, bearing in mind the change management, demand management, behavioural change and requirements for a holistic and more integrated approach that will be necessary to bring it about. It is recognised the RTP programme will replace some of the work staff are already undertaking. However, overall it is envisaged that workload will increase as a result of the RTP and unless additional resources are made available to support delivery, then there is a risk it may not be possible to deliver the programme in full.

Delivery of an ambitious programme will also require substantial funding support. It would be helpful to have an indication of the funds that may be made available to authorities for delivery, in order to be able to plan the programme within the funding envelope. To date WG's response has been to suggest authorities will be able to draw on sources they currently use such as the Local Transport, Active Travel and ULEV funding programmes, etc. However, the level of funds currently available from these programmes is unlikely to be adequate, proposals may not always fit within current criteria and current programmes are competitive. Continuing funding for RTP delivery on this basis will not guarantee each authority is able to access the funds for RTP delivery of the scale needed and at the time they are required.

The RTP Guidance outlines an assessment process for the RTP and its supporting documents that will take place following submission to WG, with up to two check-ins with WG taking place while the RTP is in production. There is concern to ensure that on submission the RTP presents no surprises and fully meets the requirements of WG in order its approval is not delayed and subsequent delays to delivery (or funding) do not occur. In this context, we believe it would be helpful to make opportunities available to the CJC and its RTP 'team' to engage with WG assessors prior to submission of the RTP. This will enable them to discuss their intentions for the RTP with them in advance and

for assessors to be able to provide a clear and detailed steer on suitability, acceptability and the approach to delivery they expect to see.

- RTP Guidance specific matters raised

Producing the RTP and associated documents is a complex and somewhat unwieldy process requiring consideration of a wide range of policy areas not just in relation to transport but also in all other areas where transport is required to facilitate access (to address interdependencies). There is also substantial data gathering necessary to baseline the current position and data analysis required to identify gaps and predict future trends and requirements. Substantial consultation is required across a wide range of stakeholders and significant liaison with partners will be necessary to tackle the inherent political sensitivities and bring about the holistic and integrated approach to sustainable transport development sought. Successful funding bids each with their own supporting business case will also be needed to fund delivery of the RTP programme. Collectively this adds up to a substantial task that at this moment in time has some significant unknowns, which in turn creates risks that even if additional resources are made available to CJC's, it may not be possible to complete the RTP in the timescale proposed.

The requirements for iteration between the production of the ISA, RTP and WelTAG Lite whilst recognised as necessary in itself may add to the time it takes to be able to produce the final RTP and ensure duplication between this and the ISA/WelTAG Lite is avoided. There will also be issues ensuring clarity of focus between the three documents.

The requirement to undertake statutory checks to inform the RTP, including options appraisal, environmental studies, habitat studies, HRA screening, Integrated Well-being Appraisal, etc., albeit at a regional level also adds to the complexity and risks, again potentially impacting timescales.

There is an early requirement for data analysis which is likely to require substantial input from the modelling team within TfW. There is a risk that outputs from this may be delayed if all CJC's approach TfW with their requirements at the same time. There may also be a general issue regarding TfW's capacity to meet the demands for its support that may come from CJC's.

It is recognised that CJC's and local authorities have a key role to play in promoting behaviour change and implementing the demand management measures required to bring about increased use of sustainable transport options. However, we believe it is also incumbent on WG and TfW to take a lead in raising awareness of the need for change and leading the political debate in this area. By doing so it will demonstrate that this is a national imperative not just a regional choice and indicate to local communities that the measures local authorities are putting forward are necessary and required by government.

The diverse nature of the SW Wales region, ranging from the highly urbanised areas of Swansea and Neath Port Talbot to the very rural parts of Carmarthenshire and Pembrokeshire will require a wide range of different transport solutions. In this context it is likely the regions RTP will need to focus on communities and the transport networks they require rather than on modes alone. It would be helpful if the RTP guidance could outline where a community based approach may be most helpful and where a modal approach might be more relevant.

There is regional concern that economic development and ambition will be limited or restricted if the necessary enabling transport projects are not considered a priority in sustainable transport terms but have the potential to bring inward investment to the region, and the economic and social benefits associated with such projects.

Further guidance would also be useful in terms of how to address the potential conflict between encouraging and facilitating more home working or working closer to home (for example, at transport hubs) and the requirement to support economic growth and inclusion through encouraging people to travel.

- Other specific comments on the guidance as follows:

	It would be useful if workshops were held to offer advice and provide guidance on the development of the RTP. Is it the intention that WG will be organising such workshops?
1.1.4	When are the emerging Strategic Development Plans due to be approved? To date no work has been undertaken on the regional SDP and there is no funding to produce the document. To develop a robust RTP future demand on the road network needs to be predicted with a good understanding of future development plans.
1.3.4	The transportation of freight in our region relies largely on the Strategic Transport Network, which is under the responsibility of the Trunk Road Agents and Network Rail. While the CJC will consult with both parties during the development of the RTP improvements to the rail network and trunk roads is outside the responsibility of the LA's, as a result LA's would be unable to deliver these improvements. Guidance on proposals to improve the transportation of freight in the delivery plan on infrastructure outside the control of the LA is required.
1.5.2	The impact on the reduction in BES payments is a huge concern. There is a real danger that the limited bus network that we have now will be further reduced. The impact of losing bus providers and drivers from the area will be difficult to recover from considering there is already a skills shortage in that sector. The impact on our local communities to be able to travel by public transport will be huge leaving many of our communities with no provision and no alternative other than to travel by private car.

1.6	<p>The ambitious policies of the WTS are admirable; however, the lack of proposed investment in the highway network, as demonstrated by the roads review is making development difficult in many of our communities. The existing highway network is restricting development for both residential and business use. This is making it difficult to bring services to people in order to reduce their need to travel and allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.</p> <p>Guidance is needed for to establish the type of scheme that is to be included in the RTP. While many of the proposals will sit within the remit of the WTS It is envisaged that some of the problems faced by our communities and address issues stymieing economic development, will need to be addressed by improvements to the highway network. It is unclear if all future highway improvement proposals will need to be assessed by a Roads Review; if this were to be the case, would they need to be assessed prior to being included in the RTP, thereby extending the programme for delivering the RTP. Guidance is needed on this matter to determine what schemes can be included, to assess the programme for delivery of the RTP and to temper expectations.</p>
1.6.4	<p>To allow LA's to deliver the ambition set out in the WTS, the proposals that LA's include in the supporting delivery plan will need to be supported financially by WG.</p> <p>An indication of the level of funding that will be available to implement the proposals is required; this will allow the level of ambition to match the available funding.</p> <p>Without this information there could be a huge gap between the level of funding and the schemes proposed for delivery – this will only serve to set LA's up to fail in delivering the ambitions in the WTS.</p>
2.2.4	<p>Is the intention that EIA screening is undertaken on the RTP as a whole or on each of the individual projects proposed for delivery?</p>
2.3.1	<p>Is the WG intending on providing training on the revised WelTAG for LA's.</p>
2.3.11	<p>Will guidance be given on Stakeholder engagement to ensure that no key stakeholders are inadvertently omitted from the consultation process? It is appreciated that the draft WelTAG document provides guidance on engagement but it is felt that more specific guidance is required.</p>
2.3.8	<p>Given that there is so much uncertainty in the bus sector with reduction in services due to the removal of BES payments and changes being proposed by TfW it is difficult for the CJC and LA's to plan for the future.</p>
2.6.2 Annex 2	<p>TfW support is welcomed. To date, any assistance or projects that the region has worked with TfW on has required a budget to be in place for their services, if resource is available within TfW to assist, on what basis will this be provided?</p>

	The logistics of the procurement of TFW by the CJC would need to be considered. Alternatively, is it the intention that WG would commission TFW on behalf of the CJC?
2.4.5	It is possible that some of the proposals will increase capacity in the highway network – is the intention that any future highway schemes are subject to the same review process.
2.5.6	As noted above the SDP may not be developed until after the RTP deadline.
2.7.6	Demand Management or behavioural change are politically sensitive, require large investment and often take a long time to deliver. It is considered that many of the proposals suggested are outside the remit of LA's and should be undertaken as a national programme. LA's are not able to change the level of service or cost of public transport; due to the hierarchy of travel it is vital that public transport is made more convenient, accessible and affordable to meet the everyday needs of our residents and visitors. To allow LA's to gauge the level of ambition an indication of the level of funding likely to be available in future years is required.
2.7.8	Was the COM-B model of behaviour change completed for the WTS if so is it necessary to complete this exercise again?
2.8.2	Details of what statutory checks have been undertaken will need to be shared with LA's.
2.8.3	Will WG ne organising workshops on undertaking Integrated Sustainability Assessment (ISA) It is likely that an Integrated Sustainability Assessment (ISA) will need to be undertaken externally by consultants. Is the intention that WG will provide funding to complete this assessment? As the exercise has been complete for the WTS and NTDP is it necessary to complete this again especially as 2.8.8 clarifies that this is not undertaken at project level for the RTP. Is the intention that the WTS ISA is shared with the CJC's?
2.8.4	Habitats Regulations Assessment (HRA) will need to be undertaken externally by consultants. Is the intention that WG will provide funding to complete this assessment? As the exercise has been complete for the WTS and NTDP is it necessary to complete this again especially as 2.8.8 clarifies that this is not undertaken at project level for the RTP.
2.9.8	The value of an engagement plan is recognised. However, to ensure that there is a consistent approach pan Wales and that where possible the views of all key stakeholders are captured guidance is required from WG to include a list of stakeholders.
2.10	The importance of undertaking Monitoring and Evaluation is recognised. Delivery of the projects within the RTP will often not be possible without financial support from WG, it is therefore important that the ambition in the RTP is set to fit the level of funding available. The success of a RTP is often dependant on factors outside the control of LA's i.e. ticket prices, public transport service frequency etc.

2.13.5	Is WG to provide funding for the secretariat and project manager positions? Appointment of appropriate personnel will be required; this will take time, which has not been allowed for in the programme.
2.13.6	It is unclear what process gateway reviews will follow. It is equally important that WG and TfW work alongside the CJC and LA's in the production of the RTP. The timetable for delivery is extremely tight an undertaking is required from WG and TfW that reports will be reviewed in a timely manner.
2.14.2	The timetable is very ambitious and may not be achievable.
2.14.6 2.14.7	The ISA and evidence base for WTS and NTDP need to be made available to CJC's.
2.14.15	It is unclear what the Final Scoping Report is, is it the Implementation Plan?
2.14.17	Should the consultation report form part of the RTP, the WelTAG report or is it a standalone report with results summarised in the RTP and WelTAG reports.
3.3.1	The timetable for delivery of the Implementation Plan, RTP, WelTAG lite Report and Integrated Sustainability is extremely tight.
Annex 2	The offer of assistance by TfW in providing a range of data. It is unclear if there will be a cost incurred by the CJC for the data. It is noted that permissions are required to allow some of the data to be shared with CJC's, is it possible for WG to arrange for these agreements to be in place for the 4 CJC prior to the start of the process to avoid unnecessary delays. It is also unclear if TfW have capacity to undertake the required traffic model for all 4 of the CJC in the very tight timeframe.
Annex 3	The programme in Annex 3 does not match the programme on page 28.
	Given the limited resources available in each of the LA's and the fact that many of the studies required in developing the RTP will need to be completed by consultants there needs to be time in the programme for the preparation of tender documents, tender process, completing the study work and the scrutiny of reports by the LA officers. There is also a real risk that Consultants will not have capacity to assist in the delivery of the RTP. It is likely that the 4 CJC will be approaching the same small pool of consultants in Wales asking that they undertake this work at the same time as delivering their other commitments.
	While equalities is referenced throughout the report there is no requirement for an Equalities Impact Assessment, it is assumed that this is required.
	The programme shows that the CJC needs to submit the request to TfW for any analysis works at the start of the process. While it is appreciated that options appraisal and testing will take time, much of this work cannot be done until the proposals for improvement are identified. Analysis work may need to be split into two sections to

	allow baseline data to be assessed initially then the impact of proposals to be assessed once identified.
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