



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

2.00 PM MONDAY, 10 JULY 2023

VIA MICROSOFT TEAMS

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

Webcasting/Hybrid Meetings:

This meeting may be filmed for live or subsequent broadcast via the Council's Internet Site. By participating you are consenting to be filmed and the possible use of those images and sound recordings for webcasting and/or training purposes.

1. Welcome and Chairs Announcements
2. Declarations of Interests
3. Terms of Reference (*Pages 3 - 10*)
4. Regional Transport Plan (RTP) - Presentation (*Pages 11 - 24*)
5. Transport for Wales (TFW) Regional Priorities Overview - Rail and Bus Services - Presentation (*Pages 25 - 42*)
6. Verbal Update from Botanical Gardens Transport Workshop
7. Forward Work Programme (*Pages 43 - 46*)
8. Urgent Items
Any urgent items at the discretion of the Chairperson pursuant to

Section 100BA(6)(b) of the Local Government Act 1972 (as amended).

K.Jones
Chief Executive

Civic Centre
Port Talbot

Tuesday, 4 July 2023

Committee Membership:

Chairperson: **Councillor D.Price**

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

National Park
Representatives: M.James

SOUTH WEST WALES CORPORATE JOINT COMMITTEE

10th July 2023

REPORT OF THE MONITORING OFFICER

Report Title: Terms of Reference of the Regional Transport Planning Sub Committee of the South West Wales Corporate Joint Committee

Purpose of Report	To note the terms of reference for the CJC Sub-Committee in respect of Regional Transport Planning
Recommendation	It is recommended that members note the terms of reference of the Regional Transport Planning Sub-Committee
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).
2. The CJC 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 which can employ staff, hold assets and budgets, and undertake functions.
3. 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 Bannau Brycheiniog National Park will also be members in respect of strategic planning and co-opted members (non-voting) in other areas.
4. In order to implement the legislative requirements, it was proposed that the CJC have four Sub Committees, with the chair of each Sub-Committee being drawn from the Leaders of the Constituent Councils (or their nominated deputies) and shared between the four authorities.
5. Attached at Appendix 1 of this Report are the terms of reference for the Regional Transport Planning Sub-Committee.

Financial Impacts:

6. No impacts

Integrated Impact Assessment:

7. 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.
8. 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'.
9. There is no requirement for an Integrated Impact Assessment for this report as the setting up of the CJC is underpinned by legislation and that this report is to note governance arrangements in accordance with legislation.

Workforce Impacts:

10. There are no workforce impacts associated with this report.

Legal Impacts:

11. No impacts

Risk Management Impacts:

12. No impacts

Consultation:

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

Appendices:

14. Appendix 1 – Terms of Reference

List of Background Papers:

25. None

Regional Transport Sub-Committee Terms of Reference

Overarching Aim of Sub-Committee

The Regional Transport Plan will support the strategic economic and spatial aspirations of the Swansea Bay and South West Wales Region (SBSWWR) and help deliver the vision of the Welsh Transport Strategy, Llwybr Newydd, for a transport system that is accessible, sustainable and efficient.



‘Accessible’

A system that meets the relevant policy and regulatory standards on equality, access, human rights and the Welsh language, and aims to remove the physical, attitudinal, environmental, systemic, linguistic and economic barriers that prevent people from using sustainable transport services and infrastructure.

‘Sustainable’

A transport system that meets the needs of the present whilst protecting the ability of future generations to meet their own needs.

‘Efficient’

A transport system that gets people where they want to go, when they want to go there, making best use of resources.

- Bring services to people to reduce the need to travel.
- Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
- Encourage people to make the change to more sustainable transport.

Objectives

The Specific objectives for the Sub Committee are to oversee the development of:

- The improvement of transport and access within the South West Wales region to facilitate decarbonisation, economic regeneration, equality and integration and contributing to work that may impact on other regions to ensure a benefit to the South West Wales region;
- The Development of transport policies and programmes that ensure that safety, sustainability, social inclusion, health and the environment, meet the requirements of the Well-being of Future Generations Act 2015;

- The promotion of the essential role of transport in economic and land use planning, and to influence land development to make the necessary provision for transport across the South West Wales region; and
- The improvement of connectivity, sustainability, the efficiency and reliability of the movement of people and goods within and beyond Swansea Bay and South West Wales on the local and regional networks to support economic growth across the South West Wales region.

Functions

The Sub Committee shall

- Make recommendations to the Corporate Joint Committee on the development and delivery of the Regional Transport Plan, Transport Policy and Regional Transport Plan Delivery Programme consistent with the objectives of the Sub Committee;
- Oversee the development and delivery of the Swansea Bay and South West Wales Metro to ensure benefits to the South West Wales Region;
- Work with Welsh Government, Transport for Wales, user groups, industry and other regulatory stakeholders to coordinate transport planning and operations across the region;
- Make recommendations to the Corporate Joint Committee on Transport Policy, Strategy and investment priorities for the Swansea Bay and South West Wales Region aligned to delivering the transport objectives;
- Where appropriate develop a regional response to Wales Government transport policy and strategy consultation documents for approval by the Corporate Joint Committee for submission to Welsh Government;
- Provide advice and observations relating to transport schemes submitted to the Corporate Joint Committee by other bodies, both inside and outside the South West Wales region; and
- Monitor and review the delivery programme for the Regional Transport Plan to include performance, financial and risk management

Attendees

The following shall attend the Sub-Committee

- The Executive Leader of the Constituent Council identified as the political lead for Regional Transport Planning
- The Lead Officer of the Constituent Council identified as the officer/Constituent Council lead for Regional Transport Planning for the purposes of providing professional advice to the Sub-Committee on behalf of the Chief Executive of the Corporate Joint Committee.
- The Executive Member from Carmarthenshire County Borough Council for Transport
- The Executive Member from the City and County of Swansea Council for Transport
- The Executive Member from Neath Port Talbot County Borough Council for Transport
- The Executive Member from Pembrokeshire County Borough Council for Transport
- Private Sector Representatives for Regional Transport Planning as a non-voting representative
- A representative of each of the National Park Authorities who are members of the Corporate Joint Committee in a non-voting capacity

- Officers of Constituent Councils with management responsibility for regional transport planning (or their nominated representatives) for the purposes of presenting reports and answering any technical questions raised by the Sub-Committee
- Minute Taker (Democratic Services of Neath Port Talbot Council)

The following shall be entitled to attend any Sub-Committee Meeting:

- Chief Executive of the Corporate Joint Committee (Chair) or their nominated representative
- Regional Directors of Constituent Councils with responsibility for Corporate Joint Committee areas
- Private Sector representatives
- Monitoring Officer of the Corporate Joint Committee or their nominated representative
- S151 Officer of the Corporate Joint Committee or their nominated representative
- Any invitees of the Chief Executive of the Corporate Joint Committee

Frequency of Meetings

The Sub-Committee shall meet every quarter subject to any additional meetings that shall be called to address specific matters or if unanimously agreed by the Sub-Committee.

Where a special meeting is required, this will be convened by the Chief Executive of the Corporate Joint Committee.

Unless notified to the contrary, all meetings shall take place remotely via Microsoft TEAMS

Chair

The meeting shall be chaired by the Executive Leader of the Constituent Council identified as the political lead for Regional Transport Planning.

In their absence, the meeting shall be chaired by an alternative Leader from a Constituent Council as agreed by the collective Constituent Council leaders Executive Member as determined by the Executive Members present.

Decision Making

The Sub Committee shall have no decision making powers unless expressly granted by the Corporate Joint Committee

Each constituent council member (excluding the Chair) has one vote and the Chair will not have a casting vote

Substitutions

The Executive Members of each Constituent Council shall be entitled to appoint a representative to attend in their absence subject to notification being provided to the Chief Executive of the Corporate Joint Committee

Quorum

A quorum for the meeting shall be an elected representative from each of the Constituent Councils that comprise the Corporate Joint Committee (excluding the Chair)

Constitution and Procedure Rules

The constitution of the Corporate Joint Committee shall apply to any meetings of the Sub-Committee that take place.

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TRANSPORT AND INFRASTRUCTURE DEVELOPMENT

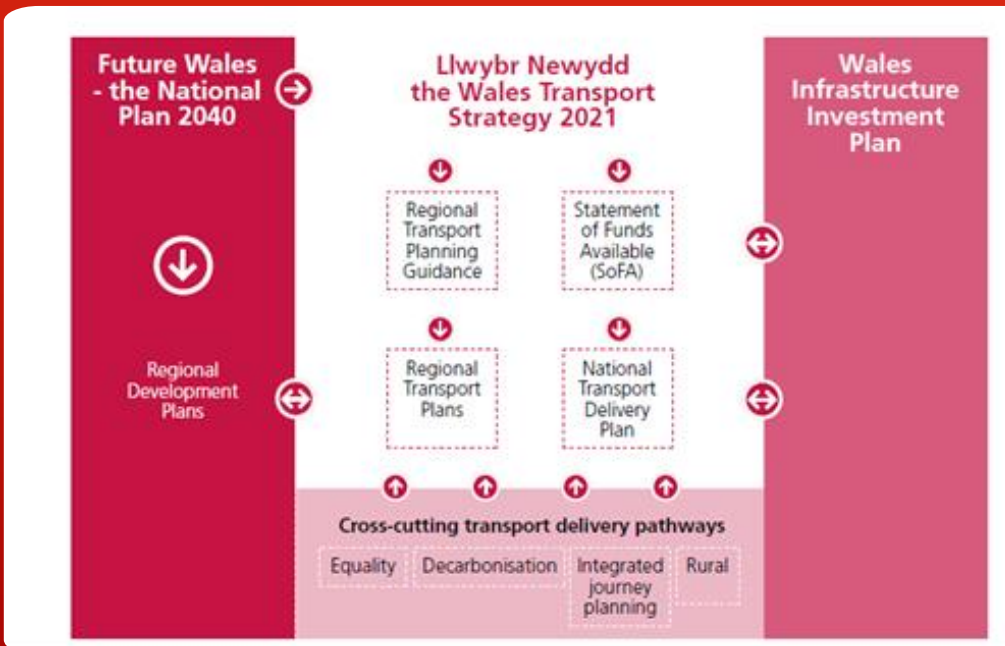
Planning and delivering for the movement of people and goods in a changing world.

POLICY DRIVERS

WTS Transport Vision



People and Climate Change –
Fewer Cars – More Public Transport



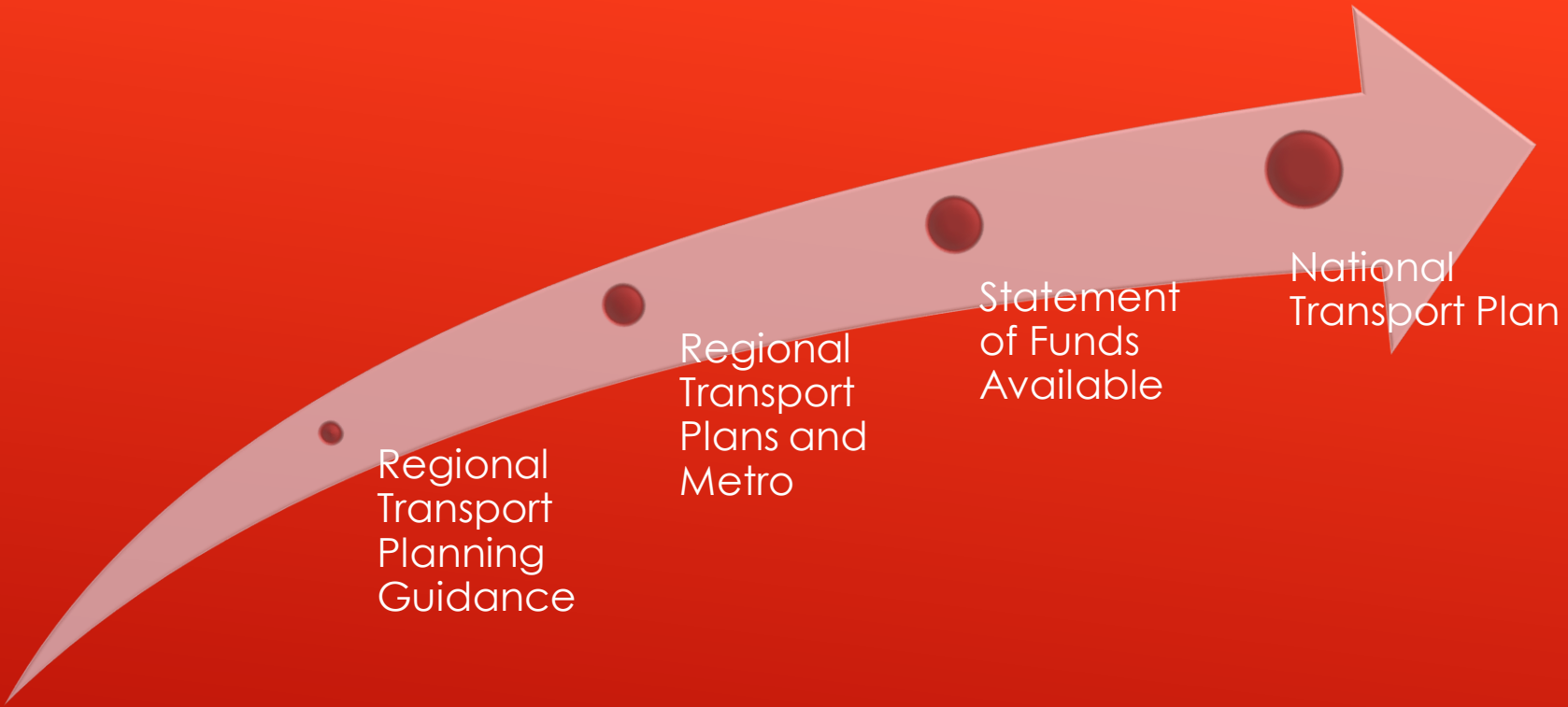
▶ Future Wales the National Plan

▶ **Wales Transport Strategy – Priorities**

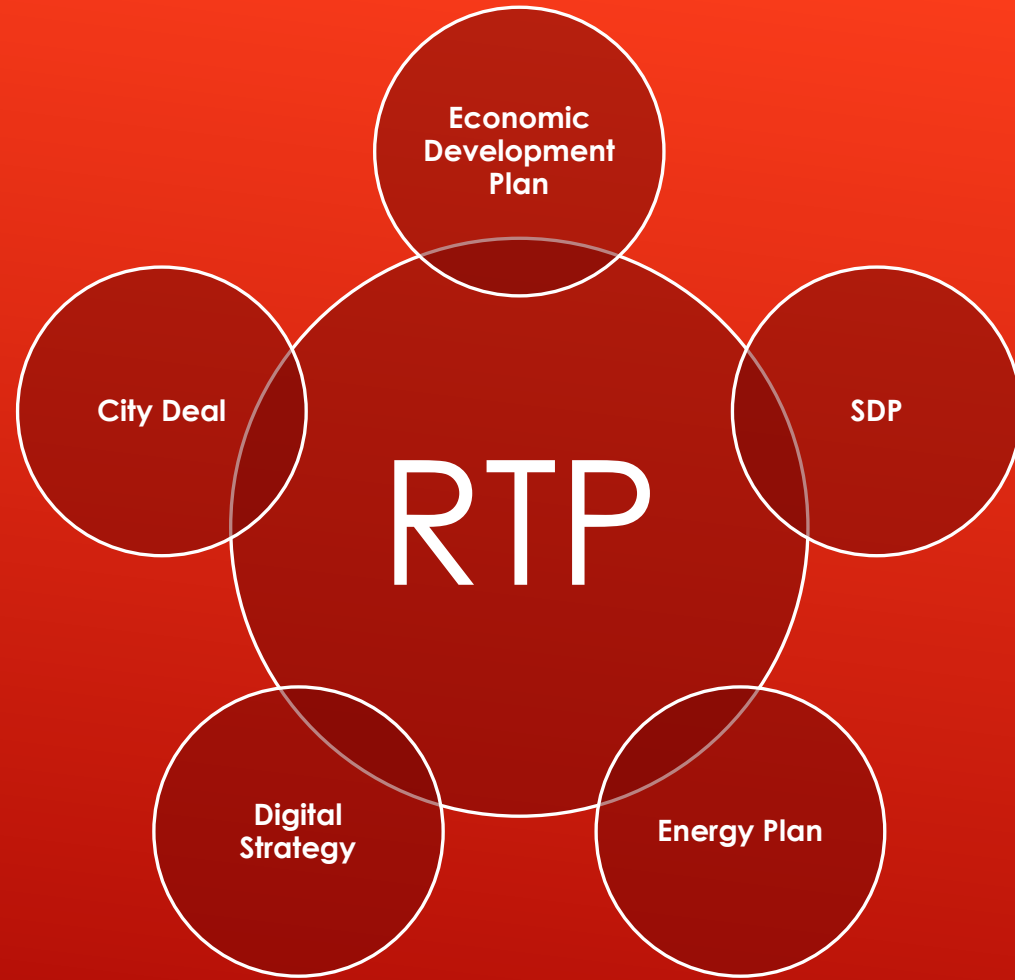
1. Bringing services to people to reduce the need to travel.
2. Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure
3. Encourage people to make the change to more sustainable transport,
4. Achieve Efficient and accessible passenger and freight rail services that people in Wales need.
5. A stable and coherent network of bus services that are fully integrated with other modes of public transport that are reliable, affordable, flexible, easy to use, low carbon and encourages more people to use the bus rather than cars.
6. Walking and Cycling to become the normal choice for shorter journeys, as it is better for our health, environment and the economy.

▶ **Bus Legislation**

▶ **Roads Review**


















































- To improve transport and access within and beyond the region to facilitate decarbonisation, economic regeneration, equality and integration.
- Develop Transport policies and programmes that ensure that safety, sustainability, social inclusion, health and the environment, meet the requirements of the Well-being of Future Generations Act.
- To promote the essential role of transport in economic and land use planning, and to influence land development to make the necessary provision for transport across the Region.
- To improve connectivity, the efficiency and reliability of the movement of people and goods within and beyond Swansea Bay and South West Wales on the local and regional networks to support economic growth across the City Region.
- To improve the sustainability of transport by improving the range and quality of and awareness about, transport options, including those which improve health and well-being.
- To respond and comment on National proposals and policy development.
- To work in partnership with the Welsh Government and Transport for Wales to define and develop the transport investment priorities for the whole of the region.







REGIONAL INTERDEPENDENCIES



Transport responsibilities in Wales

	 Walking & cycling	 Bus	 Rail	 Roads, streets & parking	 Community transport	 Taxis & PHV	 Freight & logistics	 Ports & maritime	 Aviation
UK Government									
Welsh Government and Transport for Wales			 						
Local authorities in Wales		 							
Commercial operators									
Third Sector operators									

 Leads on transport policy or planning  Plays a role in policy or planning
 Delivers transport services  Delivers some transport services

WHAT IS THE AMBITION?

What is Being Delivered from the Last Joint Local Transport Plan?

Highway Infrastructure	EV Infrastructure	Public Transport Infrastructure	Active Travel Infrastructure	Rail Infrastructure
Cross Hands Link Road Cymmer Carriageway Realignment	Strategic Charging Hubs Cross Hands, Swansea Central.	Bus Hubs/Interchanges: Carmarthen, Haverfordwest, Pembroke, Morriston, Mumbles, Neath, Port Talbot	NPT Port Talbot Hospital to Baglan Railway Station	St Clears Railway Station
SRIC LRSG	Public Charging Stations	Bus Priority Schemes	CCoS Northern City Active Travel Sustainable Transport Corridor. City Centre, Swansea Valley Links	
Resilient Roads Storm Repairs	Electric Bus	Public Transport Information, RTPI and Vehicle Telematics	Haverfordwest, Tenby, Saundersfoot	
	Electric Taxi	DRT Schemes	Llanelli, Ammanford and Carmarthen Masterplans	

RTP PURPOSE

- **Llwybr Newydd – The Wales Transport Strategy 2021 (WTS) – sets out the priorities and ambitions for transport in Wales. The National Transport Delivery Plan (NTDP) provides details of the programmes, projects and new policies that the Welsh Government intends to deliver over the next five years.**
- **A detailed five-year National Transport Delivery Plan (NTDP) will, alongside Regional Transport Plans (RTPs) tailor delivery of the WTS to the needs of every part of Wales.**
- **RTPs shall be prepared by new Corporate Joint Committees (CJCs), or a sub-Committee of the CJC, and delivered by Local Authorities, to ensure that planning and transport interventions are tailored to the needs of all communities across different parts of Wales.**
- **The WTS states that RTPs should be shaped by the WTS and aligned with other relevant Welsh Government strategies, plans and policies, including Future Wales – the National Plan 2040, and the emerging Strategic Development Plans (referred to as regional development plans in the WTS).**
- **The RTPs include both policy and the supporting regional transport delivery plan.**

<https://gov.wales/llwybr-newydd-wales-transport-strategy-2021>

<https://gov.wales/national-transport-delivery-plan-2022-2027>

<https://gov.wales/future-wales-national-plan-2040>

Work Programme	Initial RAG Assessment
Strategic Level Assessments	
Equalities Impact Assessment	
Strategic Environmental Assessment	
Sustainability Appraisal	
Habitat Regulations Assessment	
Analysis	
Local Development Plan and Strategic Development Plan	
National Transport Plan Review	
Economic Development Policy	
PSB Partner Development Plans	
Socio Economic Analysis	
Modal Share and Use	
Accessibility Analysis	
Environmental Analysis	
Route Cause Identification - Surveys and Analysis	
Travel Pattern Surveys/Research	
Existing Demand Modelling	
Future Demand Modelling	
Traffic Conditions	
Freight Analysis	
Infrastructure Analysis: Congestion, Constraints, Air Quality, Accessibility	
Public Transport Use Analysis	
Policy Options Development and Appraisal	
Development Options Analysis	
Stimulus/Demand Management Options Analysis	
Engagement	
Stakeholder Analysis	
Strategic Partners e.g.PSB, City Deal	
Public Consultation: Research	
Public Consultation: Policy Interventions	

► Typical RTP Process



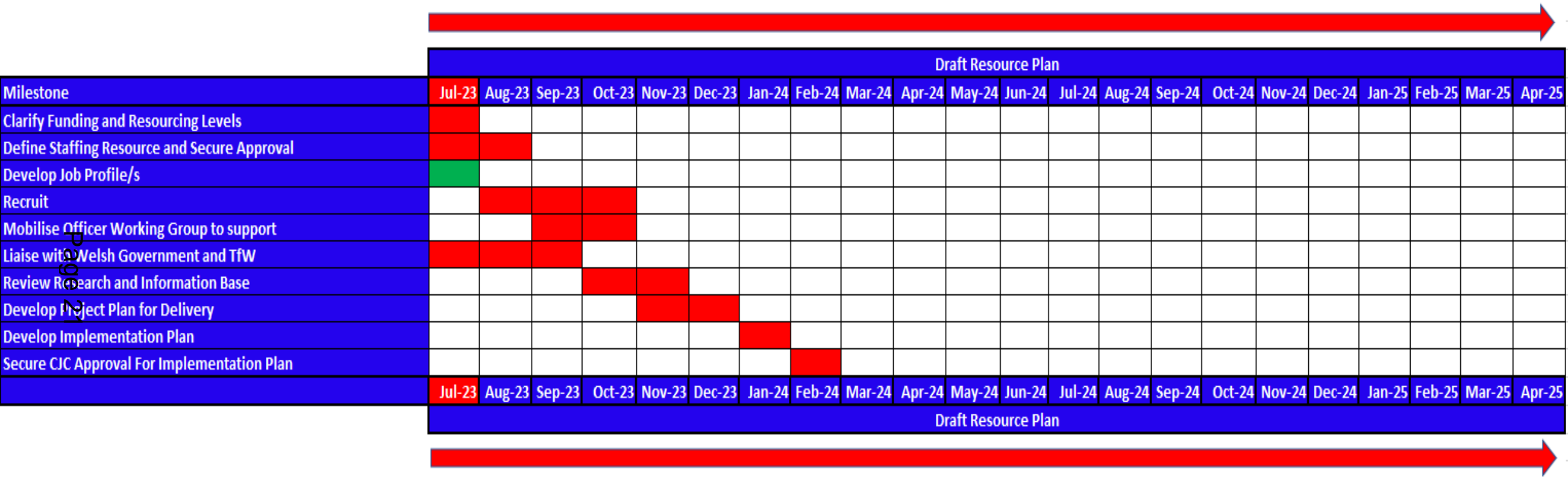
Original Draft Time Line

Milestone	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	
RTP Guidance Issued																							
CJC Mobilisation																							
CJC Implementation Plan																							
Implementation Plan Approval ISA Scoping																							
Context and Objectives Engagement on draft ISA Scoping Report																							
Option Appraisal and Testing																							
Draft RTP, ISA Scoping and Weltag Lite																							
Revised Draft RTP and WelTAG Lite Report Interim ISA Reports																							
Public Consultation and Draft RTP and Interim ISA Report																							
Consultation Report																							
Final RTP ISA Report and WelTAG Lite : Gateway Review 2																							
CJC Submission for Welsh Government Approval of RTP																							
ISA Post Publication Statement																							
	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	

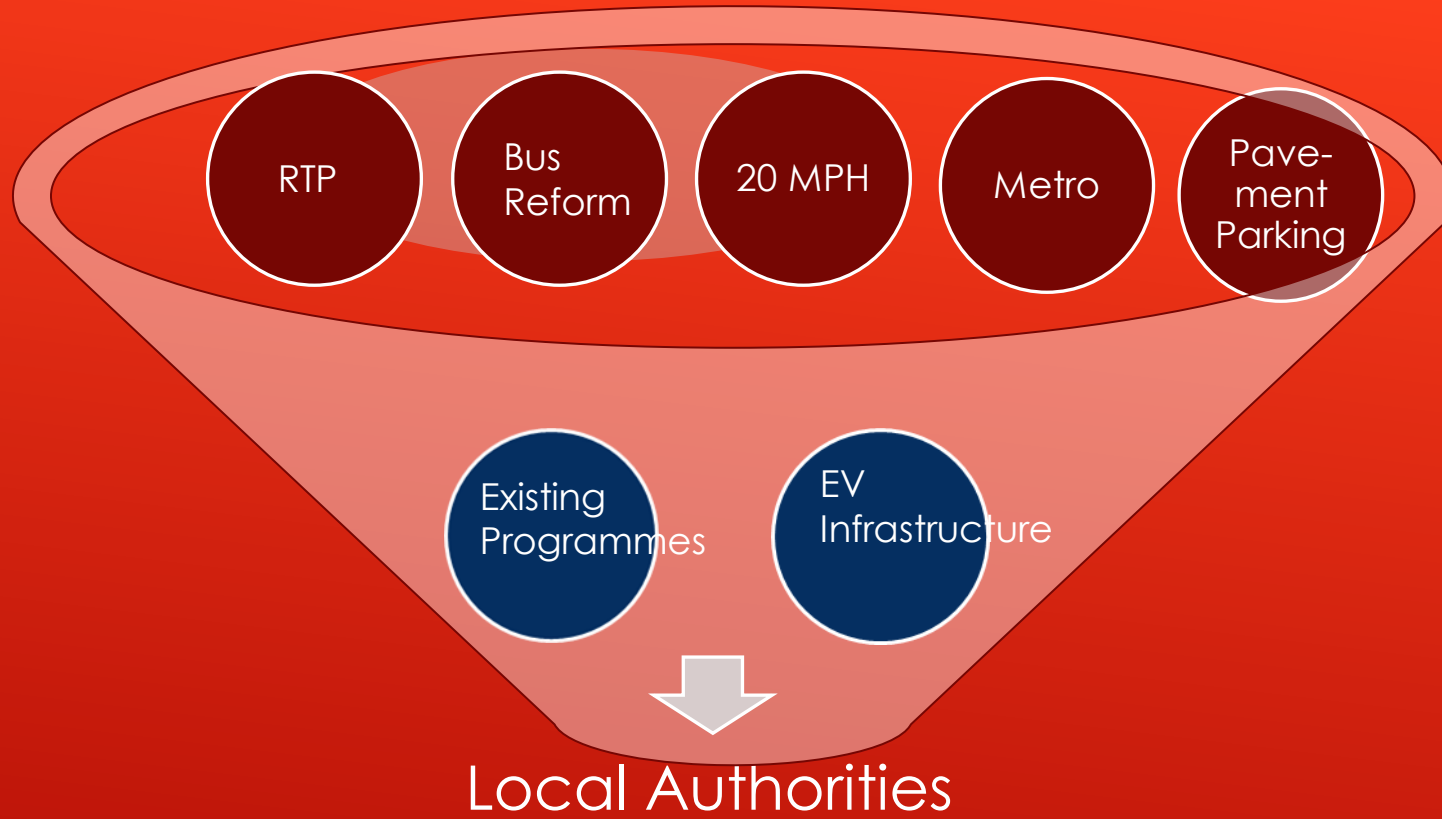
Estimated Revised Timeline



Planning For Delivery



RTP TIMELINE



INCREASING DEMAND



PRIORITY ACTIONS

- Seek Clarity from WG on Timeline For Guidance and Programme
- Confirm Budgets for RTP Process and Programme
- Mobilise Resource
- Confirm Key Milestones and Align RTP and Metro Delivery Programme
- Agree Committee Programme

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SWANSEA BAY & WEST WALES METRO

UPDATE TO CJC TRANSPORT SUB COMMITTEE
10TH JULY 2023

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Agenda Item 5

RAIL PROGRAMME



Options Segmentation

-  - South Wales Main Line
-  - West Wales Services
-  - Swansea Bay Area Metro
-  - Interchange

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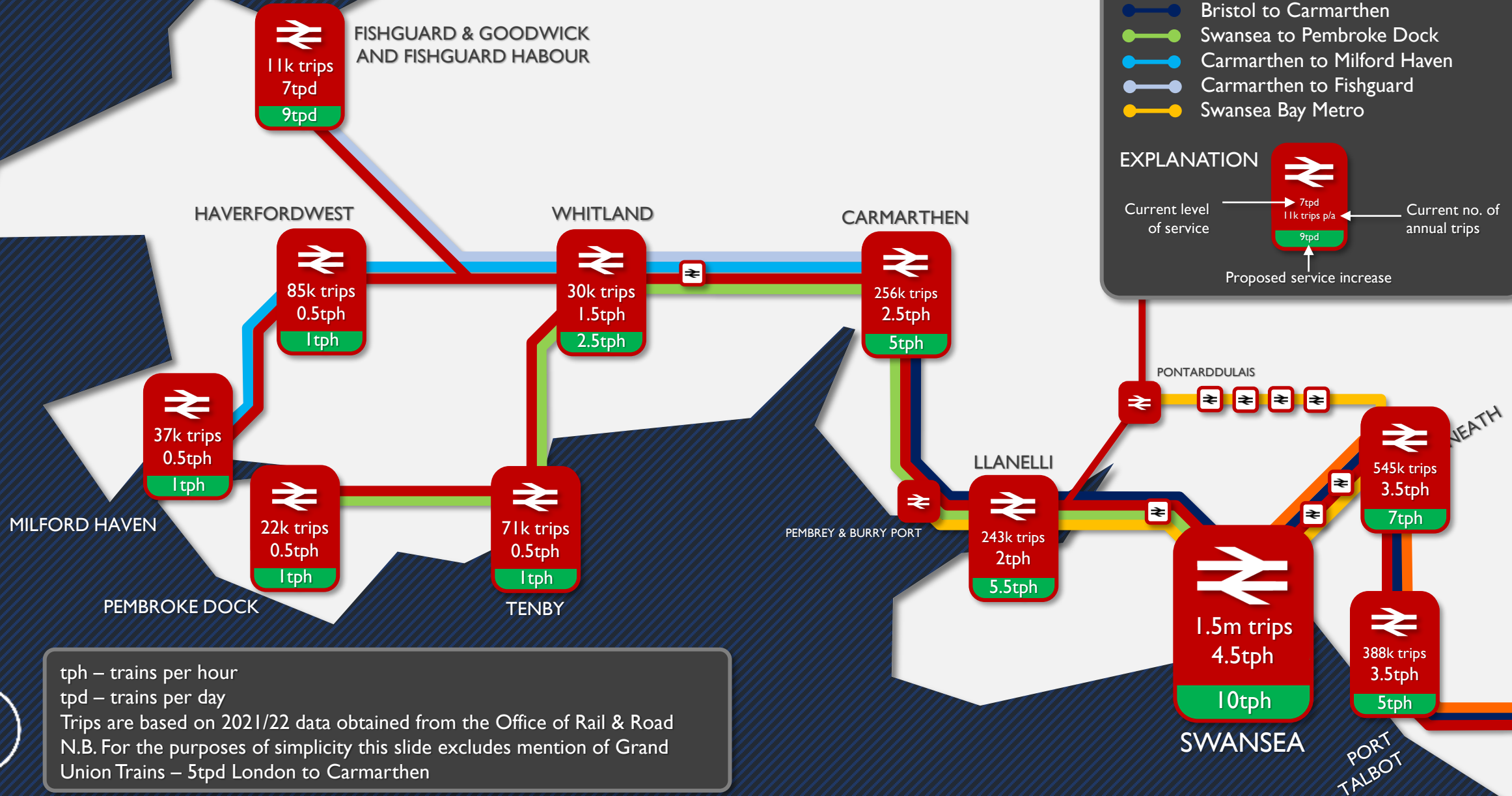
Swansea Bay &
West Wales
Metro



RAIL PRIORITIES FOR WEST WALES

Summary of Route Options & Frequency

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tph – trains per hour




tpd – trains per day

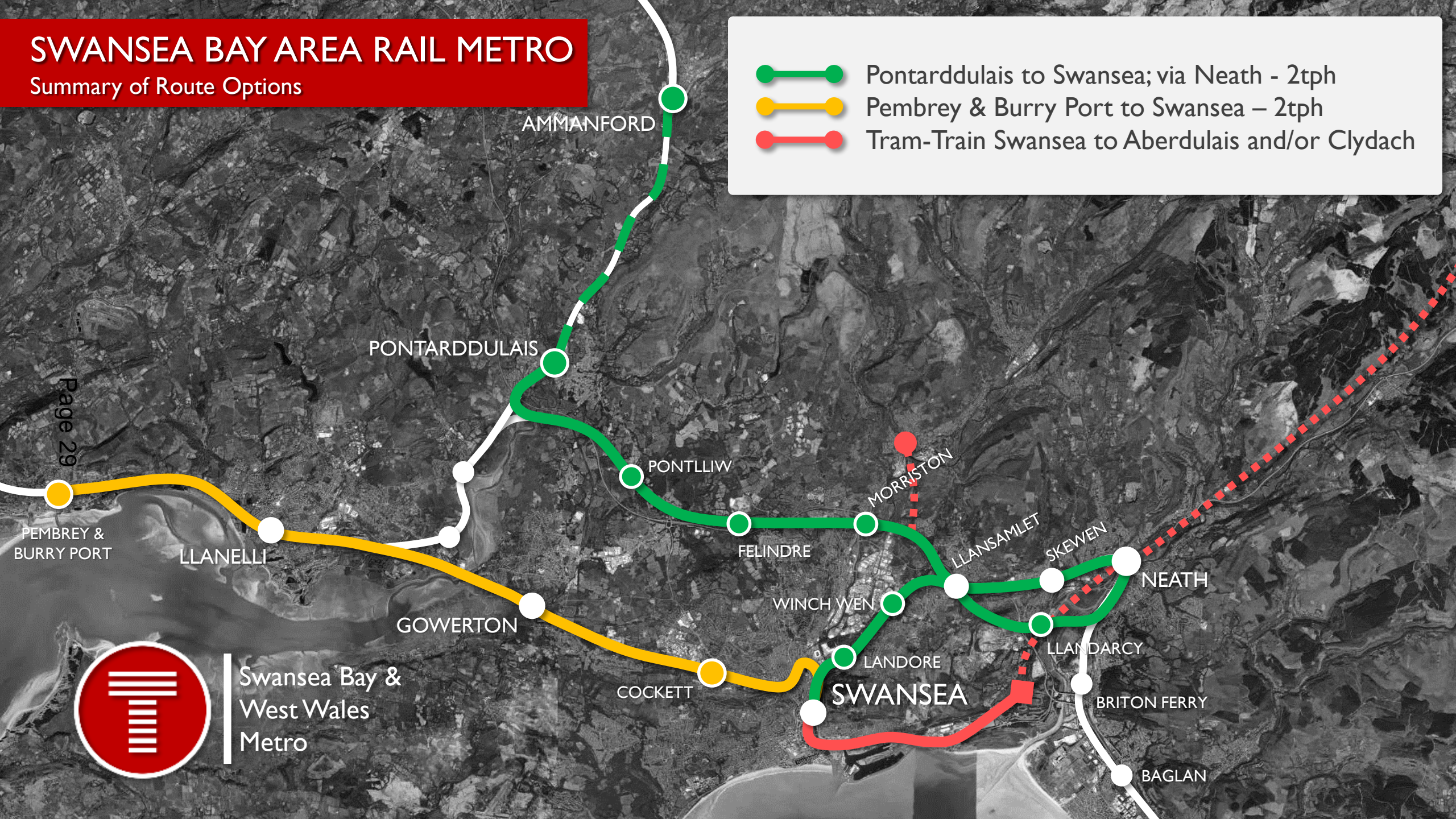
Trips are based on 2021/22 data obtained from the Office of Rail & Road
 N.B. For the purposes of simplicity this slide excludes mention of Grand Union Trains – 5tpd London to Carmarthen



SWANSEA BAY AREA RAIL METRO

Summary of Route Options

-  Pontarddulais to Swansea; via Neath - 2tph
-  Pembrey & Burry Port to Swansea – 2tph
-  Tram-Train Swansea to Aberdulais and/or Clydach



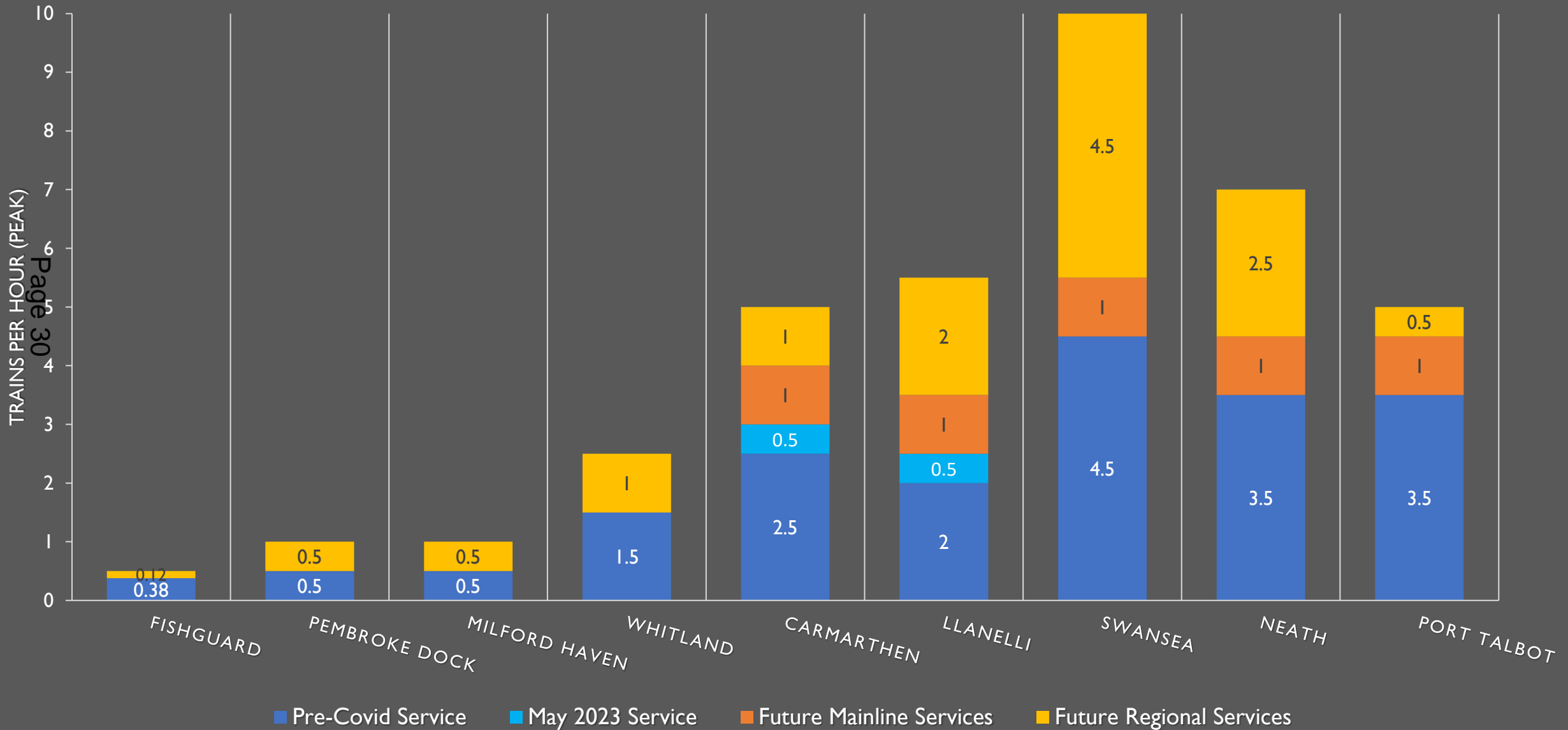
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Swansea Bay &
West Wales
Metro



CURRENT & PROJECTED RAIL SERVICE FREQUENCY – SOUTH WEST WALES



Rail Investment Priorities for South West Wales

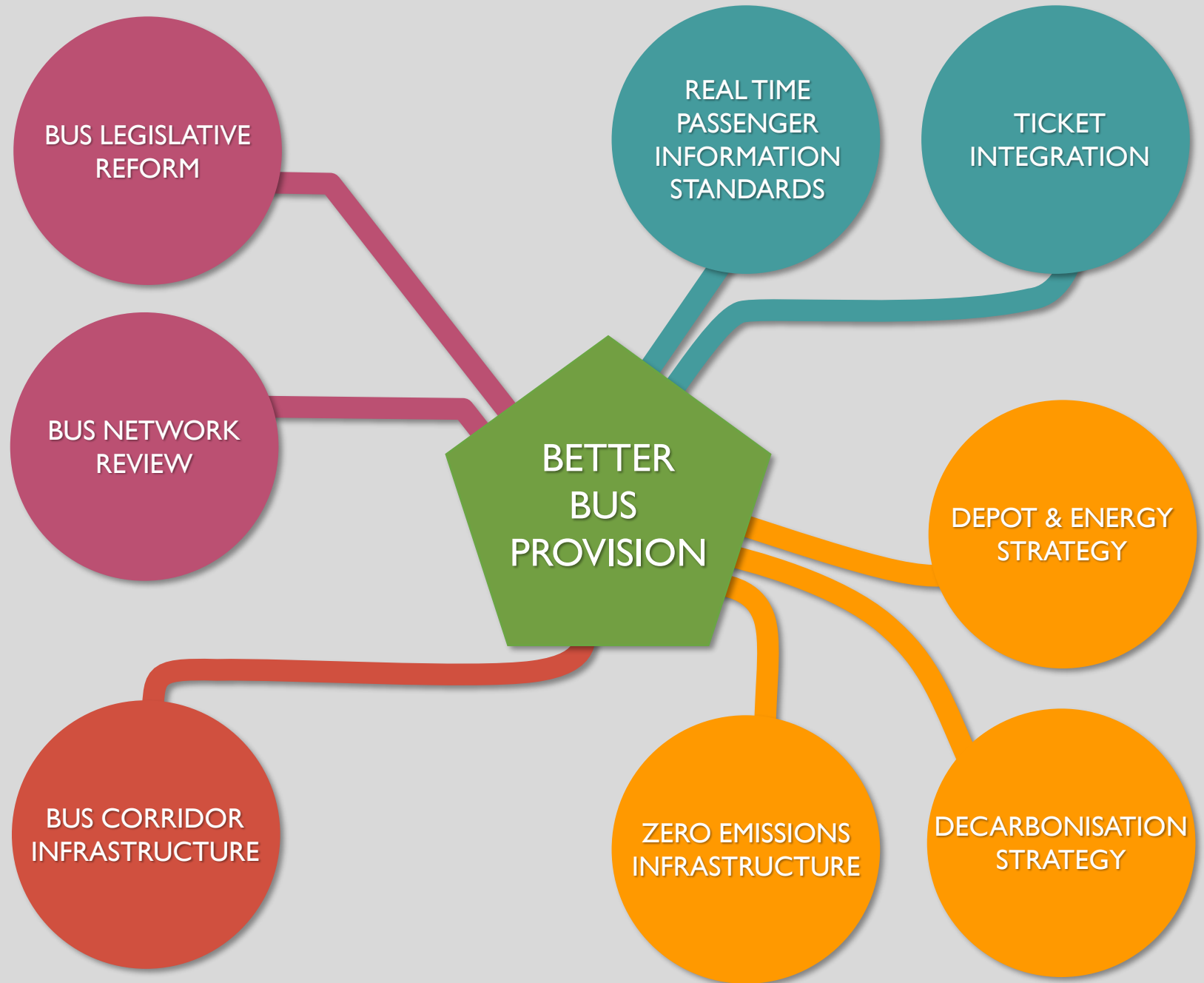
<i>South Wales Mainline</i>	Infrastructure	Services	Delivery timescale
West Wales to Bristol TM (Direct)		✓	2- 3 years
Mainline Capacity & Speed Improvements	✓		5-10 years
Cardiff to Swansea Electrification	✓		5-10 years
<i>Swansea Bay Area Metro</i>	Infrastructure	Services	Delivery timescale
12. Swansea – Pontarddulais; via Neath	✓	✓	5-7 years
13. Swansea – Pembrey & Burry Port	✓	✓	5-7 years
Electrification: Swansea District Line and SWML to Pembrey & Burry Port	✓		5-7 years
18. Swansea – Swansea Docks – Neath Riverside	✓	✓	7-10 years
19. Swansea – Llandarcy – Clydach	✓	✓	7-10 years
<i>West Wales Rail Frequency</i>	Infrastructure	Services	Delivery timescale
9a. Swansea – Pembroke Dock (Uplift to hourly, limited stop)		✓	2-3 years
Cardiff/Carmarthen to Haverford West Milford Haven (Uplift to hourly)		✓	2-3 years
Carmarthen – Fishguard (Uplift to 2 hourly)		✓	2-3 years
St Clears Station	✓		2-3 years



BUS PROGRAMME



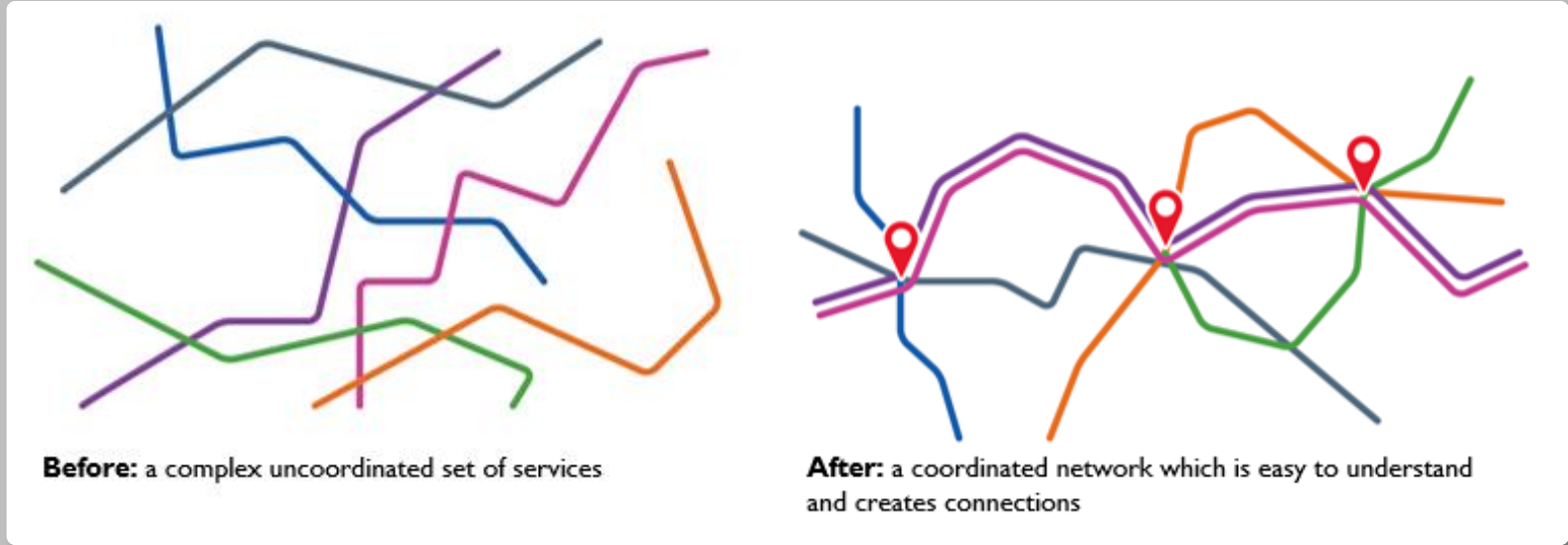
Bus Programme Interdependencies



Bus Network Review

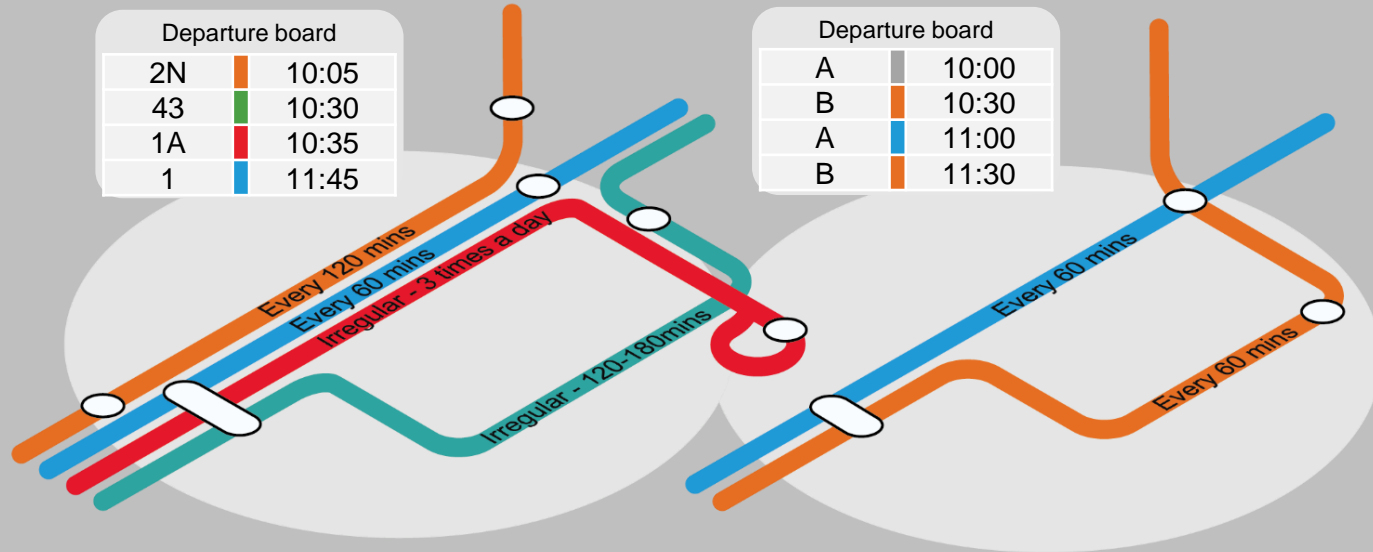
Overview

Optimisation of the Bus Network

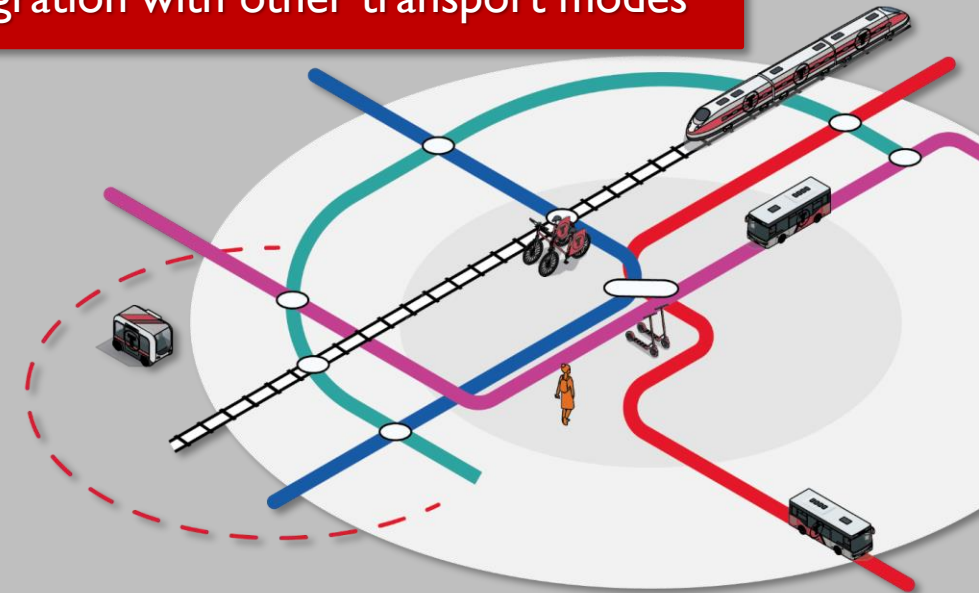


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Reducing duplication to improve service efficiency



Integration with other transport modes



PLANNING BUS SERVICES TO CREATE A JOINED UP AND COORDINATED NETWORK

TfW wants to maximise passenger choice by providing a joined-up bus network – and the key principles are set out below



1. Plan a single unified network
Services planned and arranged to give a unified network which is intuitive, easy to understand, and coordinated.



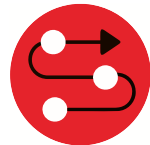
2. Establish a core network, connecting key destinations
The core network should form a permanent backbone of an integrated local or regional network.



3. Secondary local and feeder services around the core
Secondary local and feeder services should be formed around the core network, with lower frequency and/or demand responsive services.



4. Service directness for core bus lines
The core bus services should be arranged as a series of straight-line services with minimal diversion.



5. Consistent service line route
Bus services should operate the same route at all times of day (with some limited alternatives in early/late periods), which improves understanding of the network and reduces operational complexity.



5. Coordination of services on common corridors
Services on common corridors should be rationalized to provide regular headways to maximise system efficiency and ease of understanding.



7. Integration and co-ordination of services with convenient transfer and waiting times
Bus services should be coordinated to create an integrated network to maximise connections between services and improve the range of destinations.



8. Clock face departures
Departure times for services at consistent time past each hour (e.g. 00 and 30 minutes past every hour) improves passenger understanding of bus services..




9. Consistent operating hours
Consistent operating hours across a network improves understanding of the network for passengers and provides certainty of transfer opportunities.

Bus Decarbonisation

Overview

BUS CORRIDOR & DECARBONISATION STUDY AREAS

-  Fuel Cell Electric Vehicle (FCEV)
-  Battery Electric Vehicle (BEV)

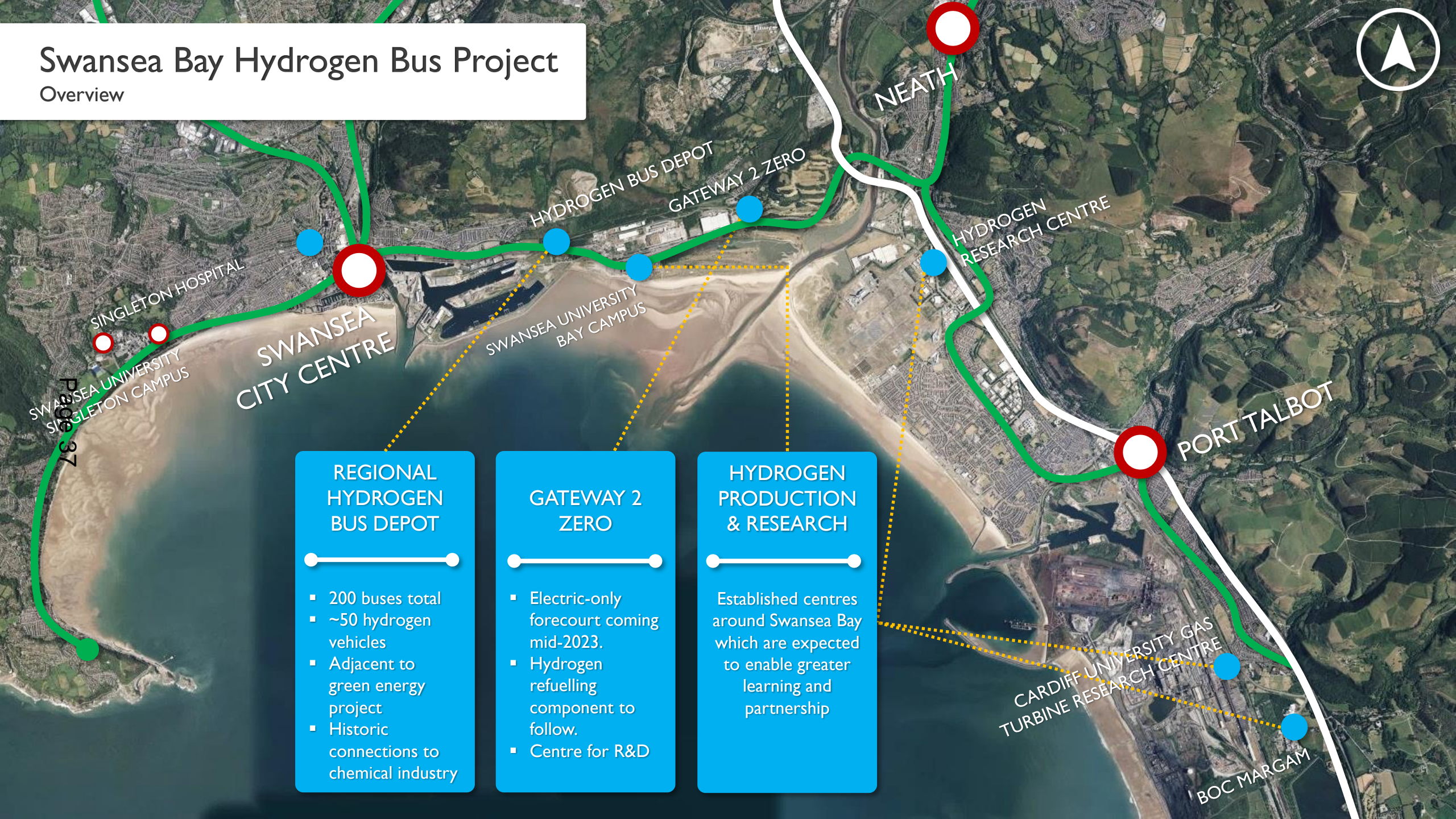
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Swansea Bay &
West Wales
Metro

Swansea Bay Hydrogen Bus Project

Overview



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REGIONAL HYDROGEN BUS DEPOT

- 200 buses total
- ~50 hydrogen vehicles
- Adjacent to green energy project
- Historic connections to chemical industry

GATEWAY 2 ZERO

- Electric-only forecourt coming mid-2023.
- Hydrogen refuelling component to follow.
- Centre for R&D

HYDROGEN PRODUCTION & RESEARCH

- Established centres around Swansea Bay which are expected to enable greater learning and partnership

Significant Challenges

HYDROGEN BUS IMMEDIATE CHALLENGES

01

Subsidy Control (formerly State Aid)
Legal Advice

02

Business and Operating Models for
Procurement & Operation of Vehicles

03

Business and Operating Models for
Procurement & Operation of Depots

04

Bus Patronage & Route selection for
Initial Phase

05

Delivering interim position that can
progress project in the short term and
transition to 'Bus for Wales' in the
medium term

06

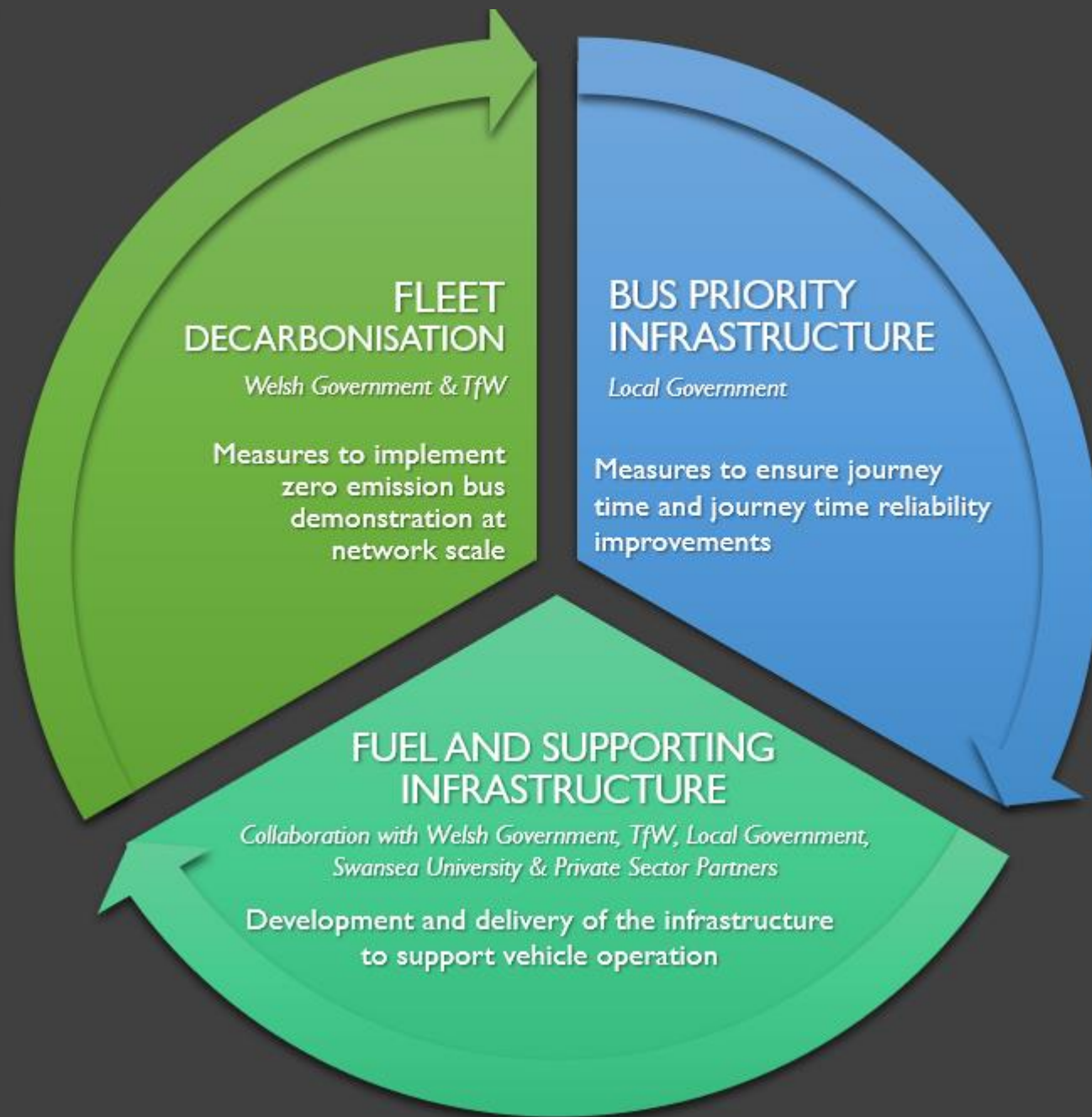
Availability of Green Hydrogen
& Cost

07

Local Government work to
complement the vehicle
investment with route
enhancements



Proposed Project Structure



REGIONAL TRANSPORT PLAN

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Ben George | Strategic Development Programme Manager – Swansea Bay & West Wales
ben.george@tfw.wales

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SOUTH WEST WALES CORPORATE JOINT
COMMITTEE – REGIONAL TRANSPORT SUB
COMMITTEE
FORWARD WORK PROGRAMME

2023-2024

Meeting Date 2023	Agenda Item	Type	Contact Officer
10 July 2023	Terms of Reference	Information	Craig Griffiths
	Regional Transport Plan (RTP) Presentation	Information	Dave Griffiths, Steve Pilliner, Darren Thomas and Stuart Davies
	Transport for Wales Regional Priorities Overview – Rail and Bus Services Presentation	Information	Ben George (TFW)
	Verbal Update from Botanical Gardens Transport Workshop	Information	Dave Griffiths, Steve Pilliner, Darren Thomas and Stuart Davies

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Meeting Date 2024	Agenda Item	Type	Contact Officer
12 February 2024	Update on Regional Transport Plan (RTP) Progress	Information	Dave Griffiths, Steve Pilliner, Darren Thomas and Stuart Davies
	Funding Update 2023/24 – Resources to Deliver the Regional Transport Plan (RTP)	Information	Dave Griffiths, Steve Pilliner, Darren Thomas and Stuart Davies
	Transport for Wales Regional Priorities Overview – Rail and Bus Services Update	Information	Ben George (TFW)

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