



## ***CYD-BWYLLGOR CORFFOREDIG DE-ORLLEWIN CYMRU***

***10.00 AM DYDD MAWRTH, 24 HYDREF 2023***

***O BELL TRWY TEAMS***

**Rhaid gosod pob ffôn symudol ar y modd distaw ar gyfer parhad y cyfarfod**

### **Gweddarlledu/Cyfarfodydd Hybrid:**

Gellir ffilmio'r cyfarfod hwn i'w ddarlledu'n fyw neu'n ddiweddarach drwy wefan y cyngor. Drwy gymryd rhan, rydych yn cytuno i gael eich ffilmio ac i'r delweddau a'r recordiadau sain hynny gael eu defnyddio at ddibenion gweddarlledu a/neu hyfforddiant o bosib.

1. Croeso a chyhoeddiadau'r Cadeirydd
2. Datganiadau o fuddiannau
3. Cofnodion y Cyfarfod Blaenorol (*Tudalennau 5 - 10*)
4. Blaenraglen Waith (*Tudalennau 11 - 12*)
5. Diweddariad am Barthau Buddsoddi (*Tudalennau 13 - 60*)
6. Adroddiad Monitro Ariannol - Chwarter 1 2023/2024 (*Tudalennau 61 - 64*)
7. Safonau'r Gymraeg (*Tudalennau 65 - 72*)
8. Cynllun Gweithredu'r Cynllun Trafnidiaeth Rhanbarthol (CTRh) (*Tudalennau 73 - 88*)
9. Llythyr Archwilio Cymru - Sylwadau ar Gynnydd y Cyd-bwyllgor Corfforedig (*Tudalennau 89 - 98*)

10. Eitemau brys  
Unrhyw eitemau brys yn ôl disgrisiwn y Cadeirydd yn unol ag  
Adran 100BA(6)(b) o Ddeddf Llywodraeth Leol 1972 (fel y'i  
diwygiwyd).

**K.Jones**  
**Prif Weithredwr**

**Canolfan Ddinesig**  
**Port Talbot**

**Dydd Mercher, 18 Hydref 2023**

**Aelodaeth y Pwyllgor:**

**Cadeirydd:** Y Cynghorydd R.Stewart

**Is-gadeirydd:** Y Cynghorydd D.Price

**Cynghorwyr:** D.Simpson a/ac S.K.Hunt

**Parc**

**Cenedlaethol**

**Cynrychiolwyr:** A.Edwards a/ac T.Jones

**Aelodau**

**Cyfetholedig:** M.Battle, P.Boyle, E.Woollett and E.Evans

## CYD-BWYLLGOR CORFFOREDIG DE-ORLLEWIN CYMRU

(O Bell Trwy Teams)

Aelodau sy'n Bresennol:

Dydd Mawrth, 6 Mehefin 2023

**Cadeirydd:** Cynghorydd R.Stewart

**Is-gadeirydd:** Cynghorydd D.Price

**Cynghorwyr:** P.Miller a/ac S.K.Hunt

**Parc Cenedlaethol  
Cynrychiolwyr:** A.Edwards a/ac T.Jones

**Swyddogion sy'n  
Bresennol:** M.Nicholls, W.Walters, W.Bramble, G.Jones,  
K.Jones, C.Moore, A.Parnell, O.Enoch,  
C.Griffiths, S.Rees L.McAndrew a/ac  
C.Plowman

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1. **PENODI CADEIRYDD AC IS-GADEIRYDD AR GYFER CYD-BWYLLGOR CORFFOREDIG DE-ORLLEWIN CYMRU**

**PENDERFYNWYD:**

Penodi'r Cyng. Rob Stewart (Cyngor Sir Abertawe) yn Gadeirydd a phenodi'r Cyng. Darren Price (Cyngor Sir Gâr) yn Is-Gadeirydd Cyd-bwyllgor Corfforedig De-orllewin Cymru.

2. **CROESO A CHYHOEDDIADAU'R CADEIRYDD**

Croesawodd y Cadeirydd bawb i'r cyfarfod.

3. **DATGANIADAU O FUDDIANNAU**

Ni dderbyniwyd unrhyw ddatganiadau o fuddiannau.

4. **COFNODION Y CYFARFOD BLAENOROL**

Cymeradwywyd cofnodion y cyfarfodydd blaenorol, a gynhaliwyd ar 24 Ionawr 2023 a 30 Mawrth 2023, fel cofnodion cywir.

5. **BLAENRAGLEN WAITH**

Nodwyd y Blaenraglen Waith.

6. **AILGYFANSODDIAD CYD-BWYLLGOR CORFFOREDIG DE-ORLLEWIN CYMRU**

Darparwyd adroddiad i'r Pwyllgor a oedd â'r nod o ailgyfansoddi Cyd-bwyllgor Corfforedig De-orllewin Cymru, a oedd yn cynnwys nodi'r trefniadau gweinyddol a llywodraethu ar gyfer y flwyddyn ddinesig sydd ar ddod.

Cyfeiriodd y Swyddog Monitro ar gyfer Cyd-bwyllgor Corfforedig De-orllewin Cymru at y cynigion yn yr adroddiad a ddosbarthwyd, a fyddai'n ffurfio rhan o'r ailgyfansoddiad:

- Ailsefydlu pedwar is-bwyllgor Cyd-bwyllgor Corfforedig De-orllewin Cymru; nodwyd y rhain fel Cynllunio Trafnidiaeth Rhanbarthol, Lles Economaidd - Datblygiad Economaidd Rhanbarthol, Cynllunio Datblygu Strategol a Lles Economaidd - Strategaeth Ynni Ranbarthol
- Ailsefydlu'r Is-bwyllgor Llywodraethu ac Archwilio a fyddai'n parhau i gael ei hwyluso gan Gyngor Sir Penfro
- Ailgadarnhau mai Pwyllgor Safonau Cyngor Bwrdeistref Sirol Castell-nedd Port Talbot fyddai'r Pwyllgor Safonau dynodedig ar gyfer Cyd-bwyllgor Corfforedig De-orllewin Cymru.
- Ailsefydlu'r Is-bwyllgor Trosolwg a Chraffu ar gyfer Cyd-bwyllgor Corfforedig De-orllewin Cymru.
- Cymeradwyo dyddiadau'r cyfarfodydd sydd ar ddod ar gyfer y flwyddyn ddinesig, gan gynnwys dyddiadau'r holl Is-bwyllgorau
- Ailgadarnhau cynrychiolwyr y sector preifat, a benodwyd yn flaenorol i'r Bwrdd Cynghori mewn cyfarfod Cyd-bwyllgor Corfforedig De-orllewin Cymru yn y gorffennol.

**PENDERFYNWYD:**

Bod Aelodau'n cymeradwyo creu'r is-bwyllgorau a nodwyd ym mharagraff 8 o'r adroddiad a ddosbarthwyd, a'r cynrychiolwyr arfaethedig a benodwyd i'r is-bwyllgor a nodir ym mharagraff 9 o'r adroddiad a ddosbarthwyd;

Bod Aelodau'n cymeradwyo sefydlu'r Is-bwyllgor Llywodraethu ac Archwilio ar gyfer Cyd-bwyllgor Corfforedig De-orllewin Cymru fel y nodir ym mharagraffau 12-17 o'r adroddiad a ddosbarthwyd;

Bod Aelodau'n cymeradwyo dynodi Pwyllgor Safonau Cyngor Bwrdeistref Sirol Castell-nedd Port Talbot fel Pwyllgor Safonau Cyd-bwyllgor Corfforedig De-orllewin Cymru;

Bod Aelodau'n cymeradwyo sefydlu Is-bwyllgor Trosolwg a Chraffu ar gyfer Cyd-bwyllgor Corfforedig De-orllewin Cymru fel y nodir ym mharagraffau 21-27 o'r adroddiad a ddosbarthwyd;

Bod Aelodau'n cymeradwyo'r amserlen ar gyfer cyfarfodydd yn y dyfodol ar gyfer Cyd-bwyllgor Corfforedig De-orllewin Cymru fel y nodir ym mharagraff 28 o'r adroddiad a ddosbarthwyd;

Bod Aelodau'n cymeradwyo estyniad yr ymgynghorwyr a nodwyd ym mharagraff 30 yr adroddiad a ddosbarthwyd, ar gyfer blwyddyn ddinesig 2023/24.

## 7. **RHOI STATWS AELOD CYFETHOLEDIG I GADEIRYDD Y BARTNERIAETH DYSGU A SGILIAU RANBARTHOL**

Cyflwynwyd adroddiad i'r aelodau mewn perthynas â chytuno ar statws cyfethol, ar gyfer Cadeirydd y Bartneriaeth Dysgu a Sgiliau Ranbarthol, i Gyd-bwyllgor Corfforedig De-orllewin Cymru.

Nodwyd bod aelodau wedi cymeradwyo'r Cynllun Cyflawni Economaidd Rhanbarthol ar gyfer Rhanbarth De-orllewin Cymru y llynedd. Hysbyswyd y Pwyllgor, pan fu'r Prif Weithredwyr a'r Cyfarwyddwyr yn myfyrio ar sut roedd y Cynllun hwn yn datblygu, gwnaethant gytuno ar y cyd i wneud cynnig i Gyd-bwyllgor Corfforedig De-orllewin Cymru y byddai statws cyfethol yn cael ei roi i Gadeirydd y Bartneriaeth Dysgu a Sgiliau Ranbarthol, gan ei fod yn rhan allweddol o'r ymgais datblygiad economaidd gyffredinol yn y Rhanbarth; byddai hefyd yn darparu cyfle i gydlynu'r trefniadau hyn yn fwy ffurfiol, o fewn amgylchedd y Cyd-bwyllgor Corfforedig.

### **PENDERFYNWYD:**

Bod Aelodau'n cytuno i roi statws cyfethol (heb hawl i bleidleisio) i Gadeirydd y Bartneriaeth Dysgu a Sgiliau Ranbarthol ar gyfer Cyd-bwyllgor Corfforedig De-orllewin Cymru a'r Is-bwyllgor Lles Economaidd - Datblygiad Economaidd Rhanbarthol, yn amodol ar gwblhau cytundeb cyfethol.

## 8. CYNNIG POLISI'R PARTH BUDDSODDI

Cafwyd trafodaeth mewn perthynas â'r cynnig polisi Parthau Buddsoddi a gyhoeddwyd gan Lywodraeth y DU, ar gyfer Lloegr, ym mis Mawrth 2023.

Ymhelaethwyd ymhellach fod y cynnig polisi a gyhoeddwyd ym mis Mawrth yn gyfyngedig i Loegr. Fodd bynnag, nodwyd bod Llywodraeth Cymru'n ystyried rhoi polisi tebyg ar waith yng Nghymru; roedd trafodaethau'n mynd rhagddynt ar hyn o bryd rhwng Llywodraeth y DU a Llywodraeth Cymru mewn perthynas â'r mater hwn.

Roedd yr adroddiad a ddosbarthwyd yn manylu ar ddyfyniad o gynnig polisi Llywodraeth y DU, a oedd yn crynhoi'r cynnig yn Lloegr; byddai'r parth buddsoddi'n canolbwyntio ar ardaloedd daearyddol penodol gydag angen am godi'r gwastad. Nodwyd nad oedd Lloegr wedi defnyddio proses gystadleuol ar gyfer dyrannu'r parthau buddsoddi, a'i bod yn lle wedi dyrannu yn seiliedig ar fethodoloeg; wrth drafod â swyddogion Llywodraeth Cymru, awgrymwyd y byddai ymagwedd debyg yn cael ei dilyn yng Nghymru, pe bai'r Gweinidog yn cyflwyno'r polisi.

Esboniodd swyddogion ei fod yn anhysbys ar hyn o bryd o ran a fyddai Llywodraeth Cymru yn dymuno cytuno i gynnig polisi; fodd bynnag, roedd swyddogion yn ceisio awdurdod i ddechrau'r meddwl a'r deialog cychwynnol ynghylch hyn, er mwyn paratoi pe bai'r polisi yn cael ei gytuno ar gyfer Cymru. Amlygwyd y byddai'n bwysig cael arwydd clir o ran sut gellir cynnwys y cynnig polisi yn y gwaith sydd eisoes yn cael ei wneud yn Ne-orllewin Cymru.

Cytunodd Aelodau ei bod yn bwysig dangos diddordeb cynnar yn y mater hwn, gan ystyried y cyfleoedd y gallai eu darparu; a'r angen i ddechrau trafodaethau â Llywodraeth Cymru cyn gynted â phosib.

Gofynnwyd a oedd unrhyw sôn wedi bod gan Lywodraeth Cymru mewn perthynas ag amserlenni ar gyfer cytuno a chyflwyno polisi ar gyfer Cymru. Esboniwyd bod Llywodraeth Cymru yn ystyried cynnig polisi ar hyn o bryd, ond nid oedd unrhyw amserlen ynghylch pryd y byddant yn rhoi eu penderfyniad.

### **PENDERFYNWYD:**

Bod y Prif Weithredwr yn cael yr awdurdod i ddechrau trafodaethau cychwynnol â Llywodraeth Cymru a'r DU i archwilio buddion cyflwyno cynnig polisi parth buddsoddi yn Ne-orllewin Cymru.

Bod llythyr, yn nodi mynegiant o ddiddordeb yn y potensial ar gyfer cynnig polisi parth buddsoddi yn Ne-orllewin Cymru, yn cael ei anfon oddi wrth Gadeirydd y Pwyllgor at y swyddogion perthnasol.

## 9. **RHAGOLWG ALLDRO A DATGANIAD BLYNYDDOL CYN-ARCHWILIO 2022/23**

Darparodd y Prif Swyddog Cyllid y Sefyllfa Alldro a'r Datganiad Blynyddol Cyn Archwilio i Gyd-bwyllgor Corfforedig De-orllewin Cymru ar gyfer y flwyddyn sy'n dod i ben 22/23.

Nodwyd bod y gyllideb ar gyfer blwyddyn ariannol 2022/23 wedi'i phennu ar £575,411; cafwyd tanwariant sylweddol o £384,824, a oedd yn golygu bod gwariant net o £190,587. Soniwyd nad oedd llawer o'r arian wedi cael ei wario oherwydd ei bod yn flwyddyn ar gyfer datblygu Cyd-bwyllgor Corfforedig De-orllewin Cymru.

Hysbyswyd yr aelodau, gan fod gwariant incwm Cyd-bwyllgor Corfforedig De-orllewin Cymru yn is na £2.5 miliwn, nid oedd angen i Swyddogion Cyllid gwblhau datganiad o gyfrifon llawn; yn hytrach, roedd angen iddynt sicrhau bod Ffurflen Flynyddol yn cael ei llenwi, a fydd yn cael ei harchwilio'n allanol gan Archwilio Cymru.

Cafodd y Pwyllgor eu briffio ynghylch y Sefyllfa Alldro a fanylwyd yn Atodiad A yr adroddiad, ac amlygwyd y pwyntiau canlynol:

- Roedd y Corff Atebol wedi tanwario gan £18,236 gan fod costau'r archwiliad yn llai na'r disgwyl;
- Roedd Llywodraethu ac Archwilio Mewnol wedi tanwario gan £26,250 oherwydd ychydig iawn o weithgarwch ar y gwaith archwilio mewnol;
- Nid oedd y swydd Uwch Gyfrifydd wedi cael ei llenwi yn y flwyddyn ddinesig gan fod yr ardal hon yn cael ei datblygu o hyd, felly nid oedd angen llenwi'r swydd ar hyn o bryd, a oedd yn arbediad o £59,180;
- Nid oedd y Swyddfa Rheoli Ranbarthol wedi defnyddio rhai o'r ffioedd ymgynghoriaeth arbenigol a ragwelwyd.
- Nid oedd y gwaith mewn perthynas â'r Is-bwyllgorau wedi datblygu yn ôl y disgwyl, felly nid oedd y gyllideb a ddyrannwyd iddynt wedi'i gwario.

Cadarnhawyd y byddai'r arian nas gwariwyd (£384,824) yn cael ei roi mewn cronfeydd wrth gefn ar gyfer Cyd-bwyllgor Corfforedig De-orllewin Cymru, a gellid ei ddefnyddio yn ôl yr angen wrth symud ymlaen.

Esboniodd Swyddogion y byddai'r archwiliad cyfrifon yn cael ei gyflwyno i'r Pwyllgor, unwaith yr oedd wedi'i dderbyn gan Archwilio Cymru.

**PENDERFYNWYD:**

Nodi'r adroddiad.

10. **EITEMAU BRYS**

Ni dderbyniwyd unrhyw eitemau brys.

**CADEIRYDD**



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

**FORWARD WORK PROGRAMME**

**2023-2024**

Meeting Date 2023	Agenda Item	Type	Contact Officer
<b>5 December 2023</b>	Approval of Statement of Accounts 2022/23	Decision	Chris Moore
	Consider Options in respect of the 2024/25 Budget	Decision	Chris Moore
	Budget Monitoring / Financial Comparison	Information	Chris Moore
	Corporate Plan – draft priorities for 2024-25 – Authority to Consult	Decision	Louise McAndrew



# The Swansea and Carmarthenshire Green Industries Investment Zone

A prospectus

*September 2023*

**DRAFT**

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Eitem yr Agenda 5

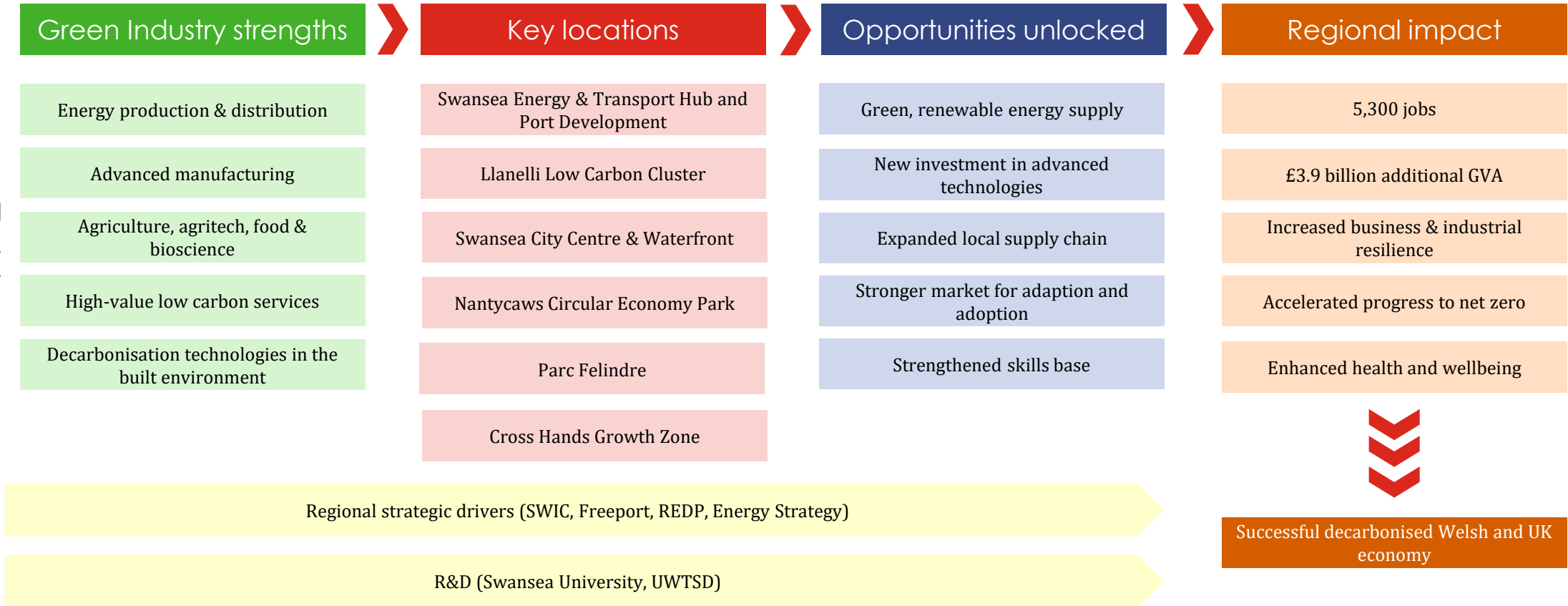


# Summary (i)

- Integrated within the South Wales Industrial Cluster and the Celtic Freeport, a **Swansea and Carmarthenshire Green Industries Investment Zone** will connect our **energy generation potential, research and innovation capabilities, major sites and industrial strengths** to support a higher-value, decarbonised economic future and greater wellbeing.
- It links together the two existing Freeport locations in Pembrokeshire and Neath Port Talbot, uniting them with the region's core research and development assets and **enabling the whole region to maximise its potential**.
- Incorporating some of the UK's most important renewable energy projects, the Green Industries Investment Zone will help to bring forward adjacent sites and business opportunities, ensuring that transition to net zero will mean new opportunities locally – helping existing industries to adapt and helping new ones to innovate and grow.
- Over 20 years, Investment Zone designation could unlock 5,300 jobs and £3.9 billion in additional annual GVA, supporting a cleaner, more resilient and higher-value future.

# Summary (ii)

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*Swansea and Carmarthenshire Green Industries  
Investment Zone*

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# Introduction and background

# Introduction

Integrated within the South Wales Industrial Cluster and linking the two Celtic Freeport sites, there is an opportunity in Swansea and Carmarthenshire to connect our **energy generation potential, research and innovation capabilities, major sites and industrial strengths** to support a higher-value, decarbonised economic future.

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The prospect of Investment Zone designation provides an opportunity to drive forward our potential. This prospectus sets out our ambition for a **Green Industries Investment Zone**, setting out:

- The **core rationale** for the Zone, including its approximate spatial footprint
- The **research capabilities** that the Investment Zone will leverage to increase the volume of research and development and collaboration with industry
- The specific place-based **growth opportunities** within the proposed Zone, including those locations that may be identified as Investment Zone sites for tax purposes and planning support
- Alignment with the **Celtic Freeport** and other programmes supporting Green Industries development and industrial decarbonisation
- Potential **benefits**, including direct, 'relatable' benefits to local people and businesses, as well as aggregate GVA and productivity growth
- How we will facilitate **delivery**, including local leadership from business, our universities and our local authorities.



# Background: The Investment Zone concept

## An opportunity for Wales and the UK

**Investment Zones** were launched by the UK Government in 2023 to develop high-potential clusters in areas where productivity is relatively weak, but where local strengths and assets can be leveraged to create sustainable growth with real benefits for local communities. The Government's [Policy Offer](#) identifies five sectors on which Investment Zones will be focused: green industries; advanced manufacturing; creative industries; life sciences and digital and tech – all areas in which the UK can play a leading role globally and where there are opportunities for growth.

Only a small number of Investment Zones are likely to be created. In England, eight areas have been identified for a Zone, and it is likely that at least one will be created in Wales. While guidance on the scope of an Investment Zone has not yet been published for Wales, the offer in England proposes an overall funding envelope of £80 million over five years, to be used flexibly across site-based tax incentives (such as enhanced capital allowances) and flexible spend on skills, infrastructure, R&D and business support.

## The opportunity for Swansea and Carmarthenshire

In Swansea and Carmarthenshire, we have thought carefully about the potential that an Investment Zone could offer to grow our industrial capabilities, linked with the wider strategy for South West Wales and the ambitious plans of the Celtic Freeport in neighbouring Pembrokeshire and Neath Port Talbot.

Following a review of our key assets and opportunities, we propose **the UK's first Green Industries Investment Zone**, linking current, planned and potential investment in clean, renewable energy with scope to develop our potential in manufacturing, digital technology and the range of goods, services and skills that will drive the transition to net zero. This aligns with the transformation, cross-industry strategy set out in the UK Government's [Net Zero Strategy](#), which highlights the opportunities in renewable energy generation, industrial decarbonisation and the need for transformation across all sectors of the economy.

*Swansea and Carmarthenshire Green Industries  
Investment Zone*

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# The strategic case for investment

# Locating the Investment Zone

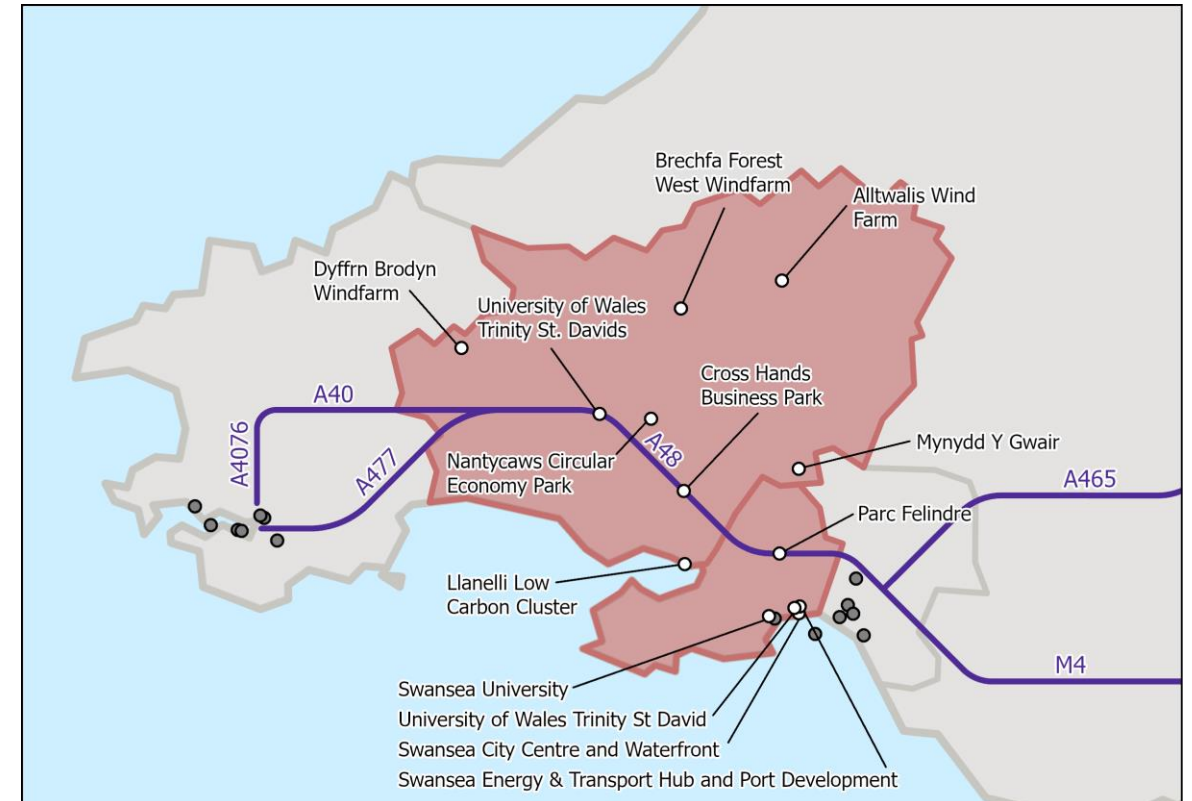
The proposed **Green Industries Investment Zone** encompasses Swansea and Carmarthenshire, both of which contain key locations for **energy generation and transport**, as well as significant **research and development capabilities** and **major sites for cluster development and higher-value employment growth**. Some of the key assets are illustrated on the map opposite, and are described later in this prospectus.

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Our key R&D assets and the sites proposed for expansion are all located within the **Swansea Bay and Llanelli National Growth Area**, which extends from Port Talbot through Swansea to Llanelli and Cross Hands, and the **Carmarthen Regional Growth Area**. Both of these are defined in *Future Wales: The National Plan 2040* as areas on which future housing and economic growth should be focused – we describe this further in Annex 1.

To the west and east of the proposed Investment Zone are concentrations of sites in Pembrokeshire and Neath Port Talbot which form the **Celtic Freeport**. These are highly complementary with the core assets and opportunities in Swansea and Carmarthenshire.

## Green Industries Investment Zone and related assets



Source: SQW

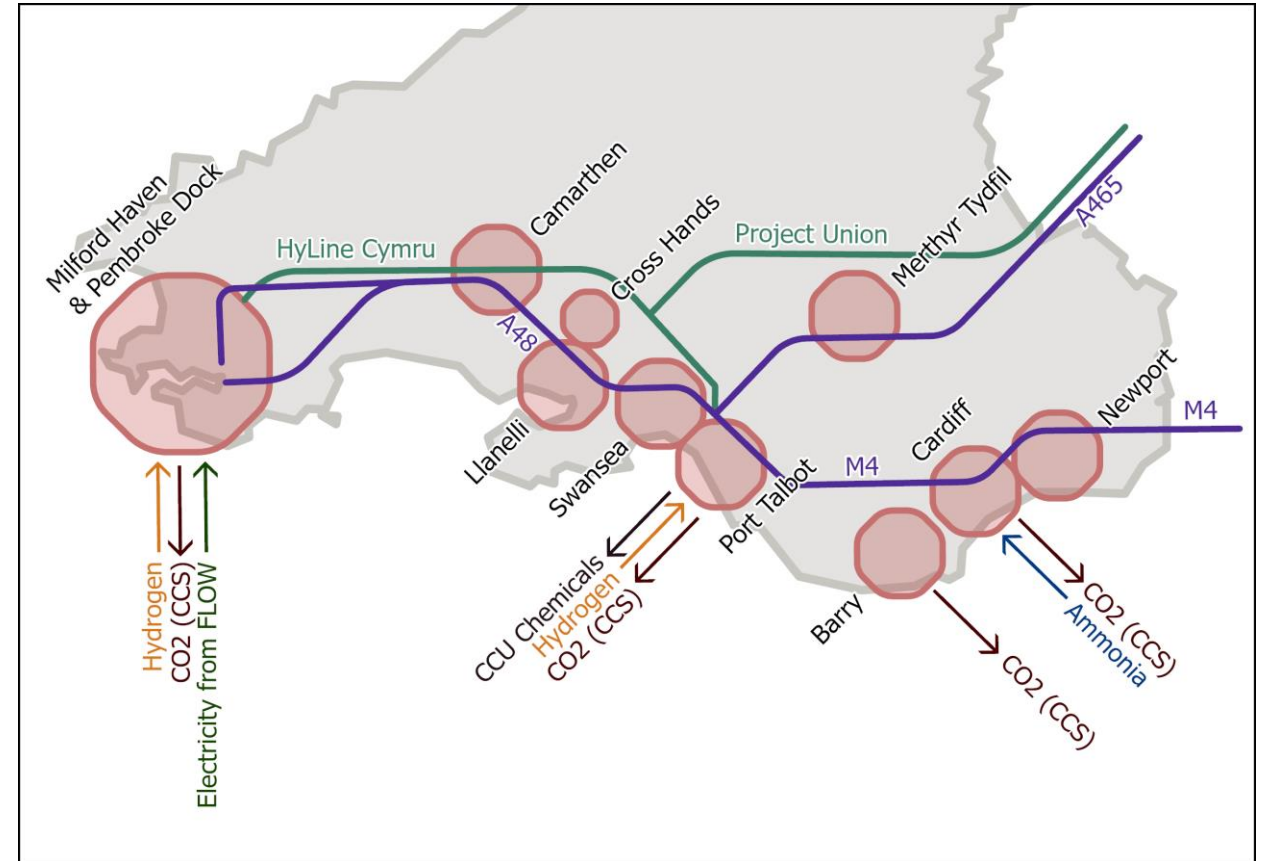
# At the heart of industrial transformation

The Green Investment Zone is at the heart of the [South Wales Industrial Cluster](#): one of the world's original 'industrial districts', and now in the vanguard of the switch to net zero.

In 2019, UK Research and Innovation funded [six of the UK's most important industrial clusters](#) to develop plans for long-term, economically sustainable, decarbonisation. Of these, South Wales – extending from Pembrokeshire in the west to Newport in the east – is currently the second largest producer of CO<sub>2</sub> emissions, driven by its oil and gas, steel and related industries. Alongside these industrial activities, South Wales also has a large and diverse energy supply sector – with significant opportunities for new renewable onshore and offshore energy generation.

Driven by its leading industrial partners, SWIC has focused on the 'pathway' to industrial decarbonisation in South Wales. In summary, this means that as industries switch to electricity and hydrogen as sources of energy supply, they will require larger amounts of low-carbon power generation and electricity and gas grids that are 'fit for purpose'.

## The South Wales Industrial Cluster



Source: SQW, adapted from South Wales Industrial Cluster

# The vision for sustainable economic growth

With the UK and Welsh Governments committed to net zero by 2050, there is a supportive policy environment for transformational decarbonisation. In any case, **transformation at scale and at pace is essential to South Wales' competitiveness and future growth**: failure to do so risks 'decarbonisation by default', as industry contracts, emissions are 'offshored' and new industrial opportunities are taken up elsewhere.

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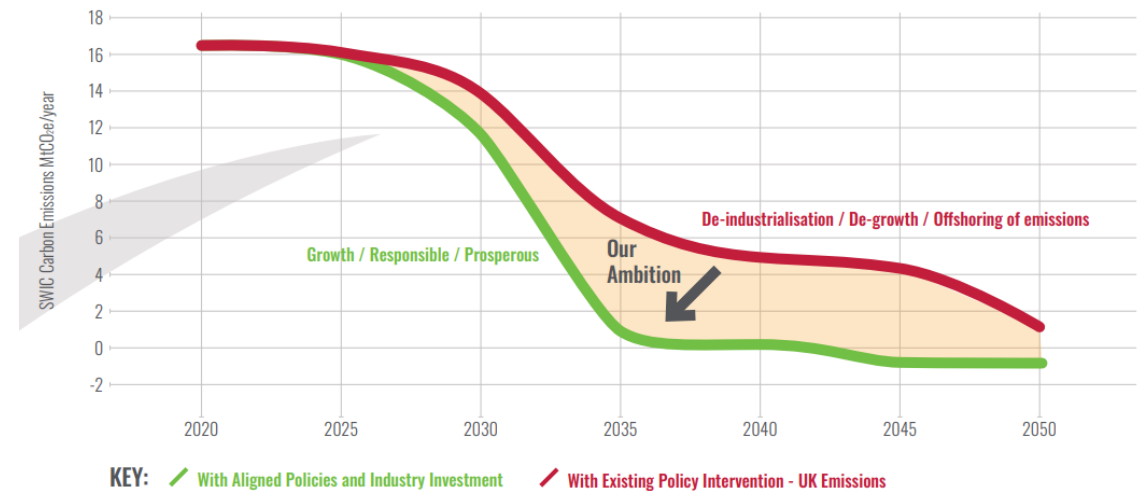
SWIC's [Cluster Plan](#) identifies 'five cogs' of decarbonisation – ways in which industries and power generators can move to net zero. They are all interlinked, and need to be implemented together:

- Energy and resource efficiency: reducing energy use
- Fuel switching: away from carbon intensive sources (especially natural gas) to renewable alternatives
- Clean growth hubs: establishing opportunities for decarbonisation outside of fixed site boundaries
- Carbon capture utilisation: converting captured carbon into useful products, such as fuels, chemicals and food
- Carbon capture and storage: focused on the largest emitters

Modelling by SWIC indicates potential to accelerate decarbonisation over the next decade, as the graph below illustrates. This also suggests that the plans envisaged by the Cluster could support **113,000 jobs** by 2040 – driving the region's economic resilience.

**Swansea and Carmarthenshire are an integral part of this regional vision, to which our Green Industries Investment Zone will contribute.**

## CO2 emissions trajectory, with SWIC vision



Source: South Wales Industrial Cluster

# Linked with the strategy for South West Wales

In 2022, the four local authorities in South West Wales adopted the [Regional Economic Delivery Plan](#), a strategy for the future of the region’s economy looking ahead to 2030. This also informed the **Regional Economic Framework**, and is itself informed by the

The REDP set out a Mission to make South West Wales “**a UK leader in renewable energy and the net zero economy**”, by:

- Delivering the region’s low-carbon energy projects at scale. These are highly significant, but the REDP noted that *“competing areas and technologies may move faster within a dynamic technology environment. South West Wales has distinctive assets – but if additional capacity and investment is directed elsewhere, some of these advantages could diminish”*.
- Decarbonising our industrial base, through the approach outlined by the South Wales Industrial Cluster: linking our energy generation capacity (and potential capacity) with industrial demand
- Decarbonising the wider economy, in relation to the housing stock, transport system and waste

Linked with this mission, there is already significant investment being made through the **Swansea Bay City Deal**. This includes the Homes as Power Stations project (supporting retrofit in the housing stock) and the Skills and Talent programme, which is working with industry and providers to deliver the skills that a decarbonising economy will demand.

## The Celtic Freeport

In 2023, the UK and Welsh Governments announced that parts of Pembrokeshire and Neath Port Talbot will be designated (subject to a business case) as the ‘[Celtic Freeport](#)’. This brings together a series of sites with capacity for energy production, industrial expansion and port-related activity. Overall, the sites within the Celtic Freeport are anticipated to support around 16,000 new green jobs and £5.5 billion of new investment.

The Freeport will be an important element in delivering the REDP’s mission and the wider South Wales Industrial Cluster vision. But the scale of the regional challenge and opportunity is very significant, and many assets complementing the Freeport are just outside its bounds, in Swansea and Carmarthenshire. **The Green Industries Investment Zone will bridge the gap, ensuring an integrated regional response.**

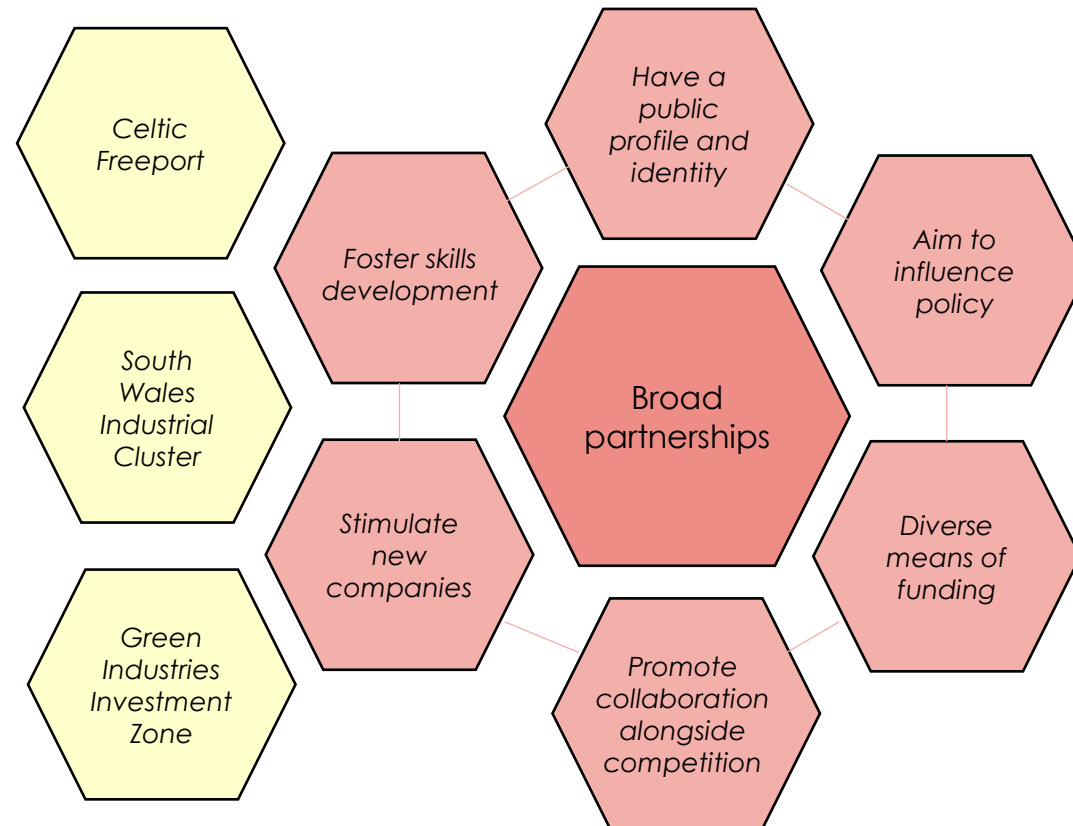


# Developing the regional Green Industries cluster

The Action Plan that accompanied the Regional Economic Delivery Plan set out a model for a 'Green Industries' cluster. [A review of UK and international examples](#) suggests that a regional decarbonisation 'system' ought to have a number of goals, set out in the diagram opposite. These include addressing long term skills and business development, as having a clear 'identity' to help galvanise and coordinate investment, as well as influence policy, extending beyond the delivery of specific initiatives or sectoral actions.

As the earlier pages demonstrate, we are making progress on all these fronts: we have an industry-led consortium in the form of SWIC, we have active skills development programmes via the City Deal and we have major investments coming forward. But there is more to do, and the urgency of the opportunity and challenge is greater in South West Wales (and Swansea and Carmarthenshire more specifically) than it is elsewhere in the UK

## Components of a Green Industries cluster



Source: Accelar; SQW (adapted from REDP)

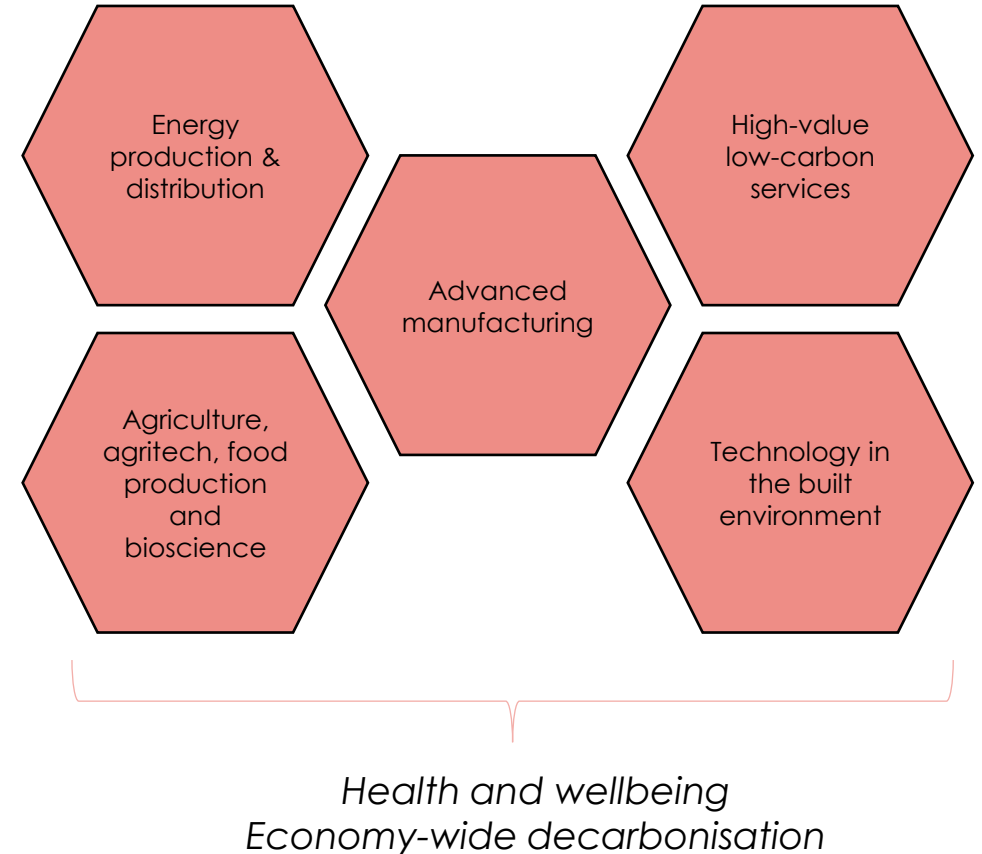
# Defining the Green Industries focus (i)

Although the UK Government's Innovation Zones Policy Offer identifies Green Industries as a key area on which new Zones should focus, the Policy Offer does not specifically define Green Industries.

Ultimately, all industries will need to decarbonise – and it is this imperative that underpins the urgency of our approach. But there are some specific sectors where there are distinct regional capabilities and opportunities, and which are the focus of our Investment Zone proposition for Swansea and Carmarthenshire. These relate to:

- Energy production and distribution
- Advanced manufacturing
- Agriculture, agritech and food production and its links with bioscience
- High-value low carbon services
- Decarbonisation technologies in the built environment

... all of which support wider health and wellbeing, as well as 'economic' outcomes, and which are will be accompanied by decarbonisation throughout the economy. The table on the next page summarises the key regional focus for each of the identified sectors.





# Defining the Green Industries focus (ii)

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Green Industries segment	Relevance to the Investment Zone
Energy production and distribution	Core energy generation strengths and opportunities, especially at Swansea (Swansea Energy and Transport Hub) and Carmarthen (Nantycaws Circular Economy Park), as well as existing renewable energy generation (onshore wind, e.g. Brechfa Wind Farm) and emerging opportunities. Close links to major onshore and offshore energy generation elsewhere in South West Wales (see map on next page)
Advanced manufacturing	Opportunities for new investments linked with access to clean energy supply (e.g., battery manufacturing at Swansea). Some high-energy users (e.g., Tata at Llanelli) and automotive supply chain which will benefit from industrial decarbonisation
Food, agritech and bioscience	Large agriculture sector, especially in Carmarthenshire, supporting a large and growing food manufacturing and foodservice industry – widely distributed across the region, but with key concentration at Cross Hands. Key focus on decarbonisation of the food chain.
High-value low carbon services	Scope to build capacity in low carbon services, linked with the expansion of the energy sector, digital solutions to support energy efficiency and industrial decarbonisation and the growth of the circular economy. Currently, Swansea and Carmarthenshire have a relatively small presence in high-value services: the Green Industries cluster should offer opportunities to build up new capabilities.
Decarbonisation technologies in the built environment	Opportunities in the supply and servicing of lower carbon technologies, in construction, domestic and commercial heating, transport systems, etc. These apply everywhere – not just in SW Wales. But in the context of the region's older housing stock and significant concentrations of disadvantage, opportunities to develop local businesses, supply chains and skills are especially important.

# Potential major energy generation projects



# Key research and innovation capabilities (i)

Swansea and Carmarthenshire have significant research, development and innovation capabilities linked with Green Industries. These are especially associated with **Swansea University** and **University of Wales Trinity St David** (UWTSD), both of which have a wider regional footprint and (in the case of Swansea University) and important presence in neighbouring Neath Port Talbot.

Swansea University is a leading research institution, ranked 14<sup>th</sup> in the UK on the 2021 Research Excellence Framework by grade point average in Earth Systems and Environmental Science; 32<sup>nd</sup> in Engineering; and 33<sup>rd</sup> in Computer Sciences. UWTSD is principally an applied university in relation to STEM subjects, and both have a substantial record in industry collaboration. Key research and innovation assets include:

- Linked with **advanced manufacturing**, Swansea is a leading centre for materials research, hosting the [Materials and Manufacturing Research Institute](#). Key research themes include rethinking and redefining the sources, uses and design of materials to meet the transition to net zero. This includes materials in the context of the circular economy (i.e., materials from waste and materials re-use). Swansea also maintains an industry-led Materials and Manufacturing Academy, focused on postgraduate research training. Just outside the proposed Investment Zone (but relevant to it), Swansea is also developing the new **SWITCH Hub** focused on the decarbonisation of the steel and metals sector and supply chain.
- UWTSD has strengths in the deployment of smart systems, supporting energy efficiency through data-driven decision making. Swansea also has significant strengths in **advanced computing** and the development of digital solutions to support decarbonisation – including the **Centre for Integrative Semiconductor Materials** and the **Computational Foundry**. The Materials and Manufacturing Research Institute also includes a focus and the use of artificial intelligence and computing to develop new materials – highlighting the extent of convergence between the twin transformational themes of decarbonisation and digitalisation, and the critical importance of research that links the two. Swansea’s [Zienkiewicz Institute](#) focuses on the use of modelling, data science and AI in the deployment of net zero solutions, with a wider mission to harness digital technology to combat climate change.

# Key research and innovation capabilities (ii)

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- In the **agriculture and food** sector, [Coleg Sir Gâr](#) manages the centre of excellence for land-based further education in Wales, operating a research and training farm at **Gelli Aur**, near Llandeilo. Gelli Aur also hosts the Agricultural Research Centre, an applied research facility with specific expertise in nutrient management. Current activities include a [project to reduce farm waste](#), working with Power & Water, a Swansea-based company specialising in electrochemical solutions.
- Also linked with food production, and further demonstrating the cross-sectoral, cross-disciplinary nature of low carbon technology, Swansea's [Centre for Sustainable Aquatic Research](#) (CSAR) is also a key partner in the groundbreaking [Biophilic Living](#) mixed-use development in central Swansea, linking food production, housing and technology, while Swansea is also developing the Natural Products BioHUB (see box).
- There are also substantial links with industry, including UWTSD's [MADE](#) programme to support efficiency and productivity in manufacturing; and the **Reducing Industrial Carbon Emissions (RICE)** programme, led by the **Energy Safety Research Institute** at Swansea University, which works with local supply chain companies to test how CO<sub>2</sub> produced from heavy industrial processes can be innovatively used to make high value products and industrially important chemicals.

## Linking South West Wales' low carbon and life science capabilities

Swansea and Carmarthenshire have significant capabilities in life sciences, one of the other sectors identified as a priority by UK Government for Investment Zone designation. These include the **Institute of Life Sciences** at Swansea University and the **Pentre Awel** health and wellbeing village in Llanelli.

Linking our green industries and life science potential, the [Natural Products BioHUB](#) is a collaboration between Swansea University and Swansea Council to develop the use of natural products (such as fungi, algae and plants) within the agricultural, pharmaceutical and food manufacturing sectors. Examples include the use of natural products in pesticides, herbal medicines and cosmeceuticals. Plans are underway to develop an industry-focused centre, offering the use of specialist analytical equipment, spin-out and innovation space and a natural product bank, with opportunities accelerated through advances in artificial intelligence and computational biology



# Key research and innovation capabilities (iii)

- In **decarbonisation in the built environment**, UWTSD's [Construction Wales Innovation Centre \(CWIC\)](#) seeks to help the construction sector to become a net zero industry, including via industry-focused programmes to support decarbonisation in offsite construction. Locally, UWTSD has also delivered the **Construct Net Zero** project in Carmarthenshire, increasing industry awareness, confidence and adoption in new and emerging digital technologies to support decarbonisation.
- [SPECIFIC](#) at Swansea University, a UK Innovation and Knowledge Centre accredited by UKRI, focused on the development and commercialisation of **building technologies** that can capture and store solar energy – especially relevant to our focus on decarbonisation technologies in the built environment. While SPECIFIC has collaborations with several national and multinational companies, it also has an important regional business relationships. For example, SPECIFIC recently helped Sea Trust Wales (based in Pembrokeshire) understand the efficiency of its Ocean Lab building, leading to a solution provided by a local company.

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## Applied research supporting innovation in low carbon goods and services

Although much of the focus of the South Wales Industrial Cluster is on the decarbonisation of the region's larger industrial firms, the Green Industries Innovation Zone will also seek to drive net zero transition among our wider stock of smaller, mainly locally-owned businesses.

In addition to the programmes highlighted above, South West Wales' universities are engaged in knowledge transfer partnerships with several local SMEs. For example, UWTSD is working with [Art of Eco](#), a ceramics company based in Ammanford, which is developing a circular approach to product development, reducing energy use and using recycled materials and chemicals in the production process. The circular production process is central to the company's mission: as well as driving decarbonisation in industries that had previously been reliant on older energy and production models, we also want to support the growth of those firms that are driving new production processes as a key part of their business model

*Swansea and Carmarthenshire Green Industries  
Investment Zone*

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# Key Investment Zone locations

# Key locations for growth

The proposed Green Industries Investment Zone includes **six key locations for growth**, all of which will benefit from a combination of site-based tax incentives, infrastructure and skills and R&D support to unlock private sector investment in a lower-carbon economy. These are:

- **Swansea Energy and Transport Hub and Port Development**, a transformational energy generation, advanced manufacturing, transport decarbonisation and (ultimately) residential project led by the private sector and previously referred to as 'Blue Eden'.
- **Llanelli Low Carbon Cluster**, a network of sites for business development, linked with opportunities for extensive regeneration and community decarbonisation.
- **Swansea City Centre and Waterfront**, including the city's key university assets and commercial opportunities.
- **Nantycaws Circular Economy Park**, a centre of excellence for the circular economy
- **Parc Felindre and Cross Hands**, both strategic business parks offering scope for advanced manufacturing, food production and high-value low carbon service businesses.

The locations offer a combination of energy generation, productive capacity and community benefits. They are at different stages of development: the following pages describe each in turn.

## Key Investment Zone locations



Source: SQW

# Swansea Energy & Transport Hub and Port Development (i)

Swansea offers a nationally-significant opportunity to generate tidal energy, and plans have been advanced for several years to develop a tidal lagoon to harness Swansea Bay's unique potential.

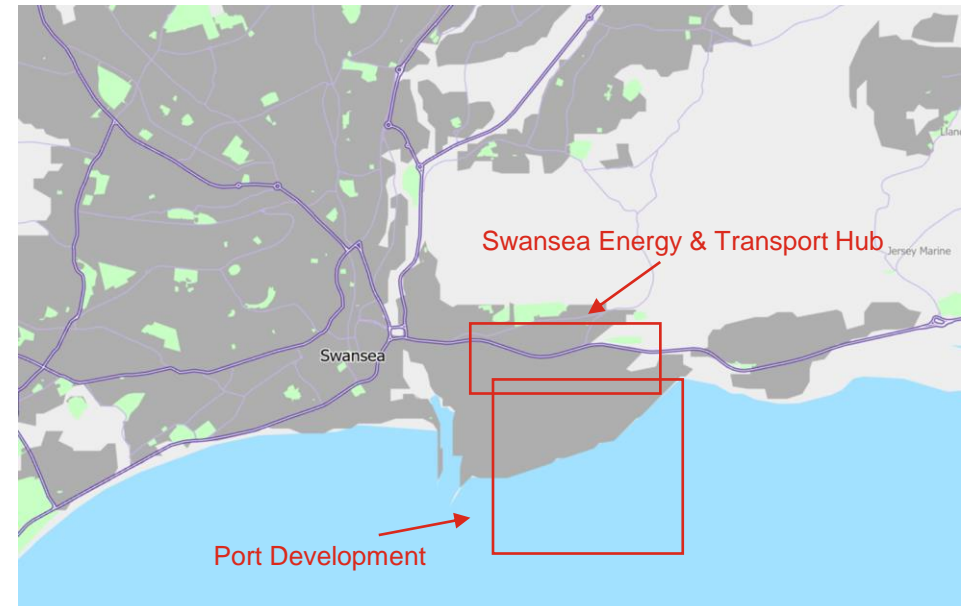
Tudalen32 These are now coming forward as part of an integrated energy, transport, manufacturing, R&D and residential project known as **Swansea Energy and Transport Hub and Port Development**, led by the Bridgend-based DST Innovations and supported by private investment.

Previously known as 'Blue Eden', the project involves the development of a series of 'zones', which include:

- Energy generation linked with decarbonised transport on land around Fabian Way, to the north of the Port
- Battery manufacturing, R&D and training space and data centre capacity at the Port of Swansea, linked with a tidal lagoon.

The project directly adjoins the concentration of energy assets and capacity for manufacturing in Neath Port Talbot, immediately to the east along Fabian Way, with scope for close links with the Freeport opportunity. The following pages summarise the project in more detail.

## Strategic location



Source: SQW



# Swansea Energy & Transport Hub and Port Development (ii)

The **Swansea Energy and Transport Hub** element of the project will deliver:

1. An **energy and transport hub**, including solar canopies, and 100MW hydrogen production facility, with EV charging, hydrogen bus refuelling and vehicle maintenance centre.
2. Redevelopment of the existing **Park & Ride** to provide up to 790 solar canopied spaces to generate around 2,600 MWh of green energy, with EV charging.
3. The first phase of a proposed **giga factory**, to train staff and enable production to be scaled up in future phases, along with solar canopied parking and workspaces
4. A **solar and battery farm**, repurposing the Tir John landfill site to the north of Fabian Way. This will be a solar development of national significance, generating around 11,000 MWh annually when fully operational

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The project involves the use of Swansea Council assets, and the Council is working closely with DST to bring this stage of the project forward.

## Swansea Energy & Transport Hub



Source: DST Innovations Ltd

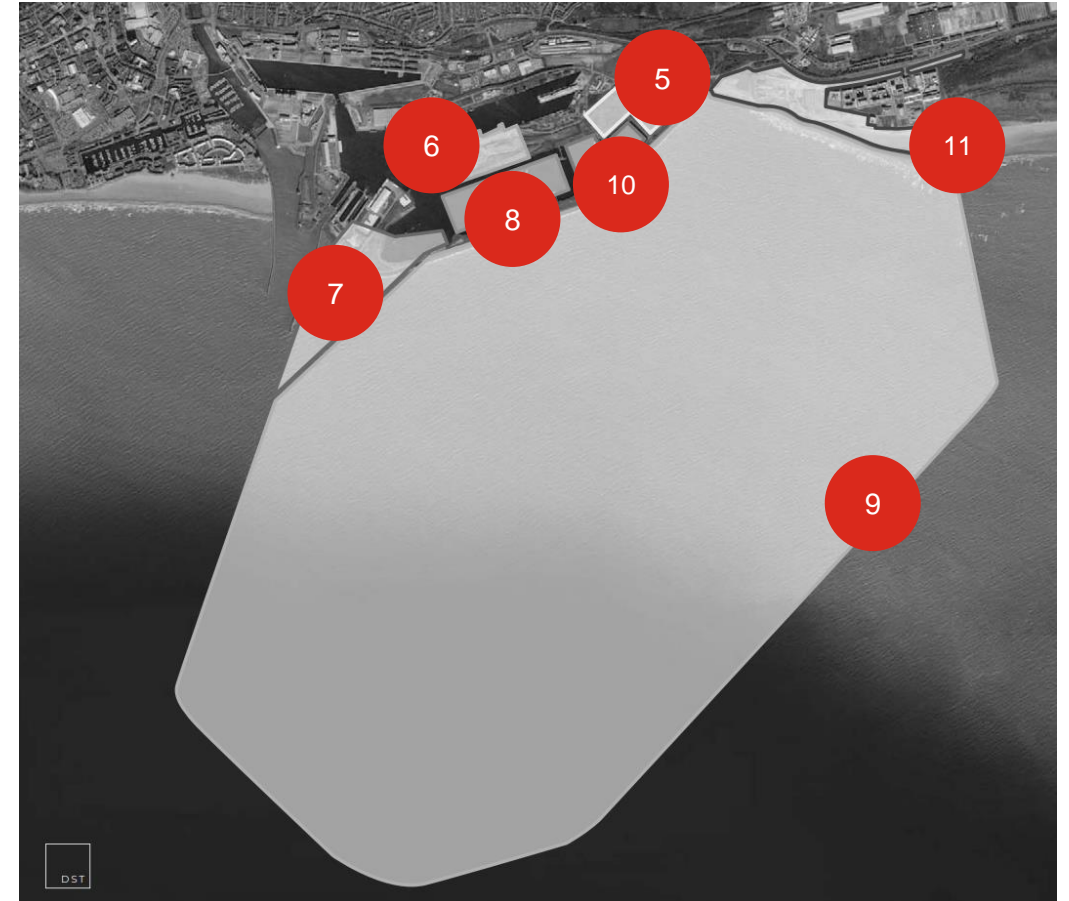
# Swansea Energy & Transport Hub and Port Development (iii)

The **Port Development** is anticipated to come forward from 2027, and will deliver:

5. A **battery manufacturing centre**. Anticipated at around 60,000 sq m and 15 GWh capacity, this is expected to be a nationally-significant investment, placing Swansea (and South West Wales) as a global hub for green energy technology.
6. A **data centre**. Anticipated at c.94,000 sq m, this is envisaged as the first 'off grid' data centre in the UK, powered by renewable energy supply and battery back-up, with waste heat supporting businesses and homes.
7. A **research and innovation centre**, linked with recreational space focused on increasing public access to science and technology,
8. Floating **eco-homes**, inspired by innovative solutions in the Netherlands
9. A **tidal lagoon**, with a 9.5km structure enabling 320 MW of renewable energy through the first project of its kind in the UK.
10. A **floating solar array**, anticipated at 72,000 sq m
11. Onshore **utility and recreation** areas

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## Swansea Port Development



# Swansea Energy & Transport Hub and Port Development (iv)

## What happens next?

The Energy & Transport Hub and Port Development project is complex, and will be brought forward through a phased approach. Planning permission is already in place for the first phase of solar farm development, and other elements of the Energy and Transport Hub are going through the planning process. The Tidal Lagoon will require a Development Consent Order; work is underway to develop preliminary work ahead of a likely application to the UK Government.

## How Investment Zone designation would support the opportunity

The project is led by private investment, although infrastructure investment, including in the road network and – as highlighted in the SWIC cluster development plan – electricity grid capacity – will be important. The project also includes a substantial training and development element: work is underway to develop a skills and talent pipeline, working with Swansea University and the further education sector, to ensure that new advanced manufacturing and supply chain jobs are accessible throughout the region.

## The battery technology opportunity

Battery storage capacity is essential in harnessing renewable energy. [Research by the Faraday Institute](#) estimates that the UK will need at least 10 ‘gigafactories’ for battery production by 2035 to meet the needs of the automotive sector alone. To date, most of the focus of activity in the UK has been on automotive demand (e.g. JLR and Tata’s recent announcement of investment in Somerset). At Swansea, the focus of battery manufacturing is on static uses, utilising the Batri technology developed by DST.

The gigafactory will have access to uninterrupted renewable energy supplies, with battery technology developed at Swansea also providing back-up to the proposed data centre.

# Llanelli Low Carbon Cluster (i)

Llanelli offers a concentration of assets that have the potential to create a **'low carbon cluster'**, focused on **high energy users, strategic development sites, renewable energy generation, skills and supply chain development and community need**.

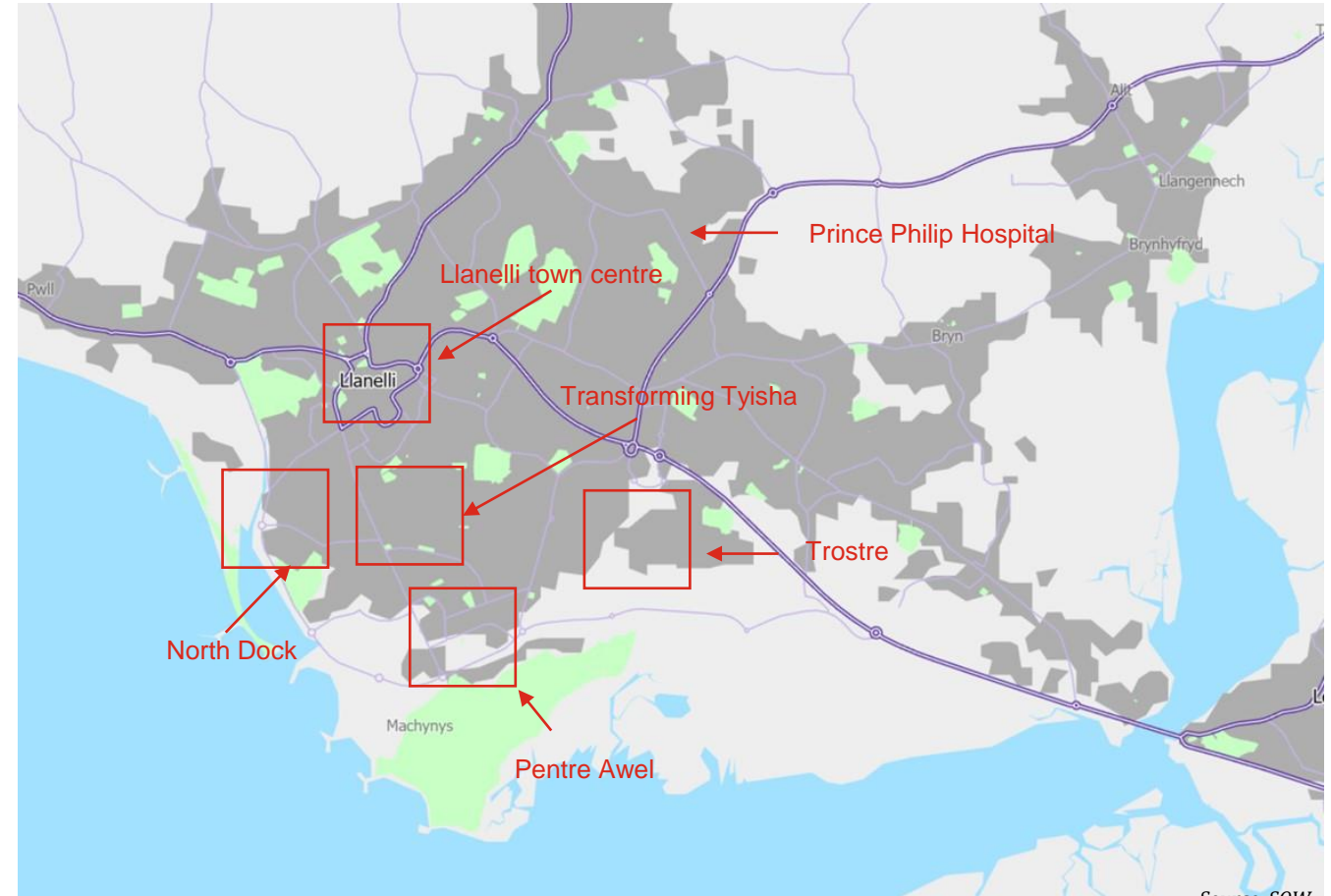
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These align with the vision for Llanelli, which seeks to integrate the strategic Pentre Awel health, wellbeing and R&D development the heart of the town centre and surrounding communities.

## Supporting industrial resilience

Llanelli has some energy-intensive industrial uses, including Tata Steel's works at **Trostre**. Trostre manufactures around 400,000 tonnes per year of tin, chrome and polymer coated steels for the packaging industries. It is also highly integrated into Tata's wider South Wales operations: the plant will be impacted by the wider decarbonisation of the region's steel industry, which will be accelerated by the [UK Government's £500 million investment](#) in greener steel production.

## Strategic location



Source: SQW



# Llanelli Low Carbon Cluster (ii)

Beyond steel, Llanelli has a large local **manufacturing** sector, including a relatively large presence in the automotive supply chain (e.g., Marelli Automotive and the electric vehicle technologies company Treharne). This concentration of activity makes Llanelli an important part of the South Wales Industrial Cluster, with key links across the region.

## Developing strategic sites

Major progress has been made in recent years, with the development of **Pentre Awel** as a regionally-significant core strategic development, providing an anchor for the southern part of the town (see box opposite).

There are further opportunities to bring forward key sites along [Llanelli Waterside](#), a joint venture between Carmarthenshire County Council and the Welsh Government, which brings together a series of strategic sites. Several of these have already been completed: for example, the Dragon 24 scheme at North Dock offers around 30,000 sq ft of business space, including for businesses in the high-value low carbon services sector. But there is scope to bring additional space forward for industrial and innovation use.

### Pentre Awel

[Pentre Awel](#) is a new centre for health and wellbeing, incorporating medical research and delivery facilities, assisted living and space for commercial development. A key project within the Swansea Bay City Deal, Pentre Awel is central to Llanelli's transformation strategy, 'anchoring' the southern end of the town and building opportunities adjacent to some of Llanelli's most disadvantaged communities.

Phase 1 of Pentre Awel is designed to minimise environmental impacts, with solar energy integral to the design. More broadly, Pentre Awel is central to a wider decarbonisation agenda, linked with proposals for active travel connecting it with the town centre and improving access to local services and supporting innovation in [health service decarbonisation](#) (a significant current area of research). This reflects the links between health and wellbeing and green industries that are at the core of this Investment Zone proposition.

# Llanelli Low Carbon Cluster (iii)

## Renewable energy generation

Opportunities for new **renewable energy generation** in Llanelli include scope for:

- Solar generation on commercial and industrial sites across Llanelli. Plans have been developed by a commercial investor for a new, 18-hectare solar farm at Felinfoel, which could supply energy to the nearby Prince Philip Hospital, as well as to local schools and care homes. Morryston Hospital in Swansea developed its own solar energy supply in 2020: potentially, there is scope for developing similar projects across the region.
- Floating solar opportunities within the Loughor Estuary, North Dock and the New Dafen inlet at Pentre Awel, with the potential to link to adjacent developments to support green hydrogen production facilities
- Experimental tidal stream generation, using the Loughor Estuary as a testbed, with opportunities to link to the regional university research base (including making use of the research facilities at Pentre Awel)

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## Addressing inequalities through decarbonisation

Llanelli contains several concentrations of disadvantage, especially in the southern part of the town that forms part of the strategic link between Pentre Awel and the town centre. Several neighbourhoods are in the 10% most deprived in Wales, with part of Tyisha the 17<sup>th</sup> most deprived out of 1,909 'lower super output areas' in Wales. A comprehensive regeneration programme is underway through the [Transforming Tyisha](#) initiative, with scope for investment in the energy efficiency of the housing stock, and the opportunities for local low carbon employment and business development that this could generate.

## Skills and supply chain development

Development of the Llanelli Low Carbon Cluster should lead to business opportunities across the opportunity sectors identified at the start of this prospectus (including in retrofit and building decarbonisation). This will be supported by links to **Coleg Sir Gâr**'s largest campus at Graig, offering scope for skills development to support the transition to a greener economy, and with specialist facilities in engineering and manufacturing and computer aided design.

# Llanelli Low Carbon Cluster (iv)

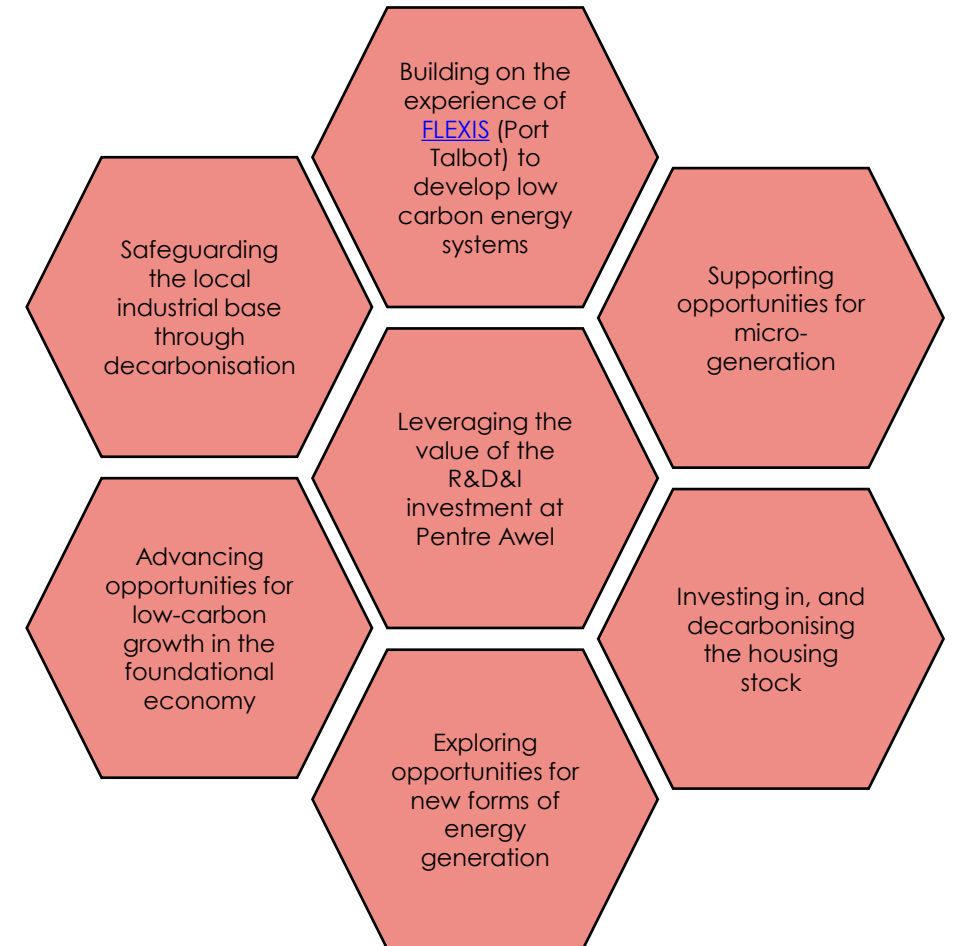
## What happens next?

Some of the opportunities at Llanelli are in the early stages of exploration, especially in relation to the potential for offshore energy generation. Carmarthenshire County Council has commissioned further technical work to explore these further. More broadly, there is scope to develop a local decarbonisation strategy for Llanelli, expanding on the 'building blocks' outlined on the earlier pages.

## How Investment Zone designation would support the opportunity

While the concept of an industrial cluster is in part based on 'national-scale' capabilities and unique research, development and innovation assets, the development of a Green Industries base in Swansea and Carmarthenshire ought to drive growth and resilience in the 'foundational economy', as well as at the 'leading edge'. Earlier-stage opportunities in Llanelli will also complement the closer-to-market potential of Swansea Energy and Transport Hub and the key business park sites that form our other locations for growth. Investment Zone designation will help to ensure that the whole region benefits and that new opportunities have community impacts, as well as helping to secure additional private sector investment. Further technical work has been commissioned to explore the opportunities associated with Llanelli's Low Carbon Cluster in more detail.

## Ingredients for a local Green Industries strategy



# Swansea City Centre and Waterfront (i)

Swansea City Centre is a major focus for investment, and the city is ambitious for the future. The city includes the largest concentration of higher education activity in South West Wales, including the majority of the 'research and innovation capabilities' highlighted earlier – and its university assets are integral to the region's large industrial transformation opportunities. In terms of physical locations, they include:

- **Swansea University's** campus at Singleton, to the west of the city centre, which includes the Institute of Life Science, a data science centre of excellence and Natural Resources Wales' analytical laboratories (the Bay Campus, which contains much of the University's STEM facilities, is located just to the east of the city, inside Neath Port Talbot). Work is underway on a further programme of investment in Swansea University's campuses in the city, highlighted in the box on the next page.
- **University of Wales Trinity St David's** Swansea Campus at SA1. The SA1 campus contains much of UWTSD's STEM offer, at the heart of the new Innovation Quarter.

## Strategic location





# Swansea City Centre and Waterfront (ii)

## Developing Swansea's university campuses

Within the Swansea Bay City Deal, the **Campuses project** seeks to deliver two complementary initiatives in Swansea that will support innovation in health, wellbeing and life science, building on the success of Swansea's existing Institute of Life Science and complementing investment cited earlier at Pentre Awel in Llanelli.

The Campuses project will see the development of facilities at Sketty Lane in the west of the city to support innovation at the intersection of science, health, wellbeing and sport; and at Morriston in the north of Swansea, refurbishing existing facilities and planning for future expansion. As with the current scheme at Pentre Awel and initiatives such as Biophilic Living, these build on the regional opportunity to integrate environmental sustainability and population wellbeing.

## Capitalising on research and development opportunities

Building on the concentration of engineering and digital technology expertise in Swansea (including the specialist research into the interface between digital technologies and decarbonisation led by the Zienkiewicz Institute), Swansea City Centre can help to capture innovation opportunities locally, through the development of a cluster of support a **cluster of high value low carbon service** firms in Swansea will help to support a cluster of activity – helping to capture innovation opportunities locally.

Key opportunities include:

- **71/72 Kingsway** in the heart of the city centre. This is due to be completed later in 2023, and will offer around 114,000 sq ft of new commercial floorspace, including a hub for technology businesses
- University of Wales Trinity St David's **Innovation Matrix** scheme within the SA1 Innovation Quarter, completing in 2024 and offering around 38,000 sq ft of business space
- The former **Palace Theatre** as a space for tech, start-up and creative businesses, in partnership with Cardiff-based Tramshed Tech, and due to complete in 2024.
- The **Biophilic** live/ work scheme, highlighted earlier

# Swansea City Centre and Waterfront (ii)

## Linked with ambitious proposals for regeneration and economic growth

Beyond these schemes, Swansea City Centre is a focus for wider investment. In 2022, the Swansea Arena was completed as part of Copr Bay Phase 1; the Council has entered into an agreement to take forward Copr Bay Phase 2; and there are wider proposals for leisure and commercial uses.

However, there is more that can be done. [A City Centre Retail and Leisure Review and Repurposing Strategy](#) was developed in 2021, setting out the key opportunities and challenges, especially in the context of the structural pressures impacting retail centres across the country. This noted that while new business space is coming forward, there is a *“lack of quality office accommodation and adequate provision for larger occupier”*: although there is demand, the market is not yet strong enough to drive the private sector investment to meet it.

## How Investment Zone designation would support the opportunity

Development coming forward in the city centre reflects greater confidence in recent years, partly linked with the presence of the two universities and increased opportunities for innovation. This is likely to be reinforced by the Swansea Energy and Transport Hub and Port development, just to the east of SA1, and by the universities’ future investment.

But there is a risk that without action to develop a cluster of businesses in the ‘high value low carbon services’ sector, the opportunities presented by location alongside major energy investment and innovation activity could be missed – and either lost to the region, or dispersed in such a way that weakens the scope for clustering and positive feedbacks into the local economy.

Investment Zone designation will enable investment to secure further capacity for Swansea’s development as a centre of innovation and business growth, and will raise investor confidence in the city centre.

# Nantycaws Circular Economy Park (i)

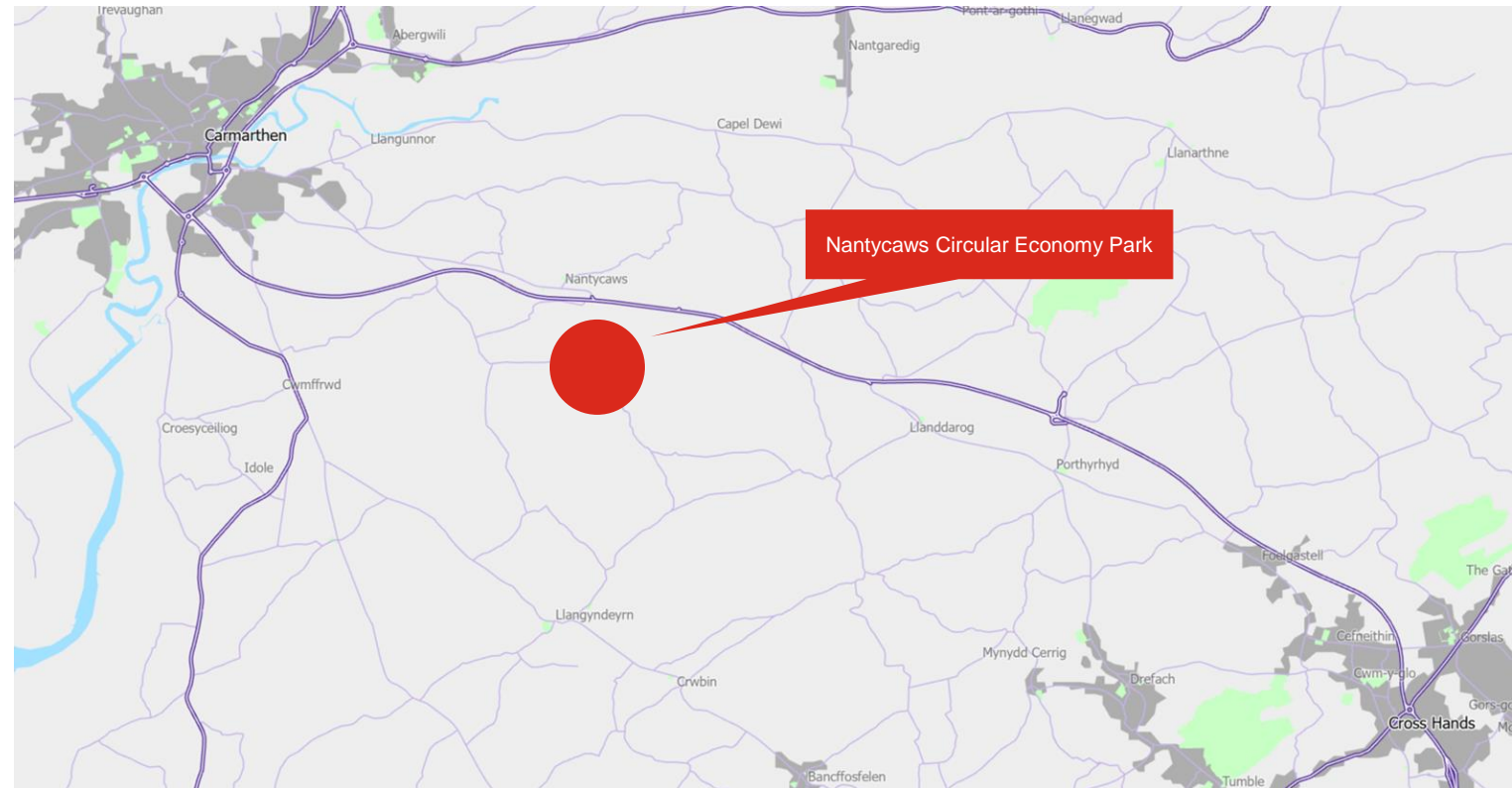
Nantycaws has the potential to be a **renewable energy, manufacturing and circular economy hub of regional significance** and a national example of best practice in the development of an eco-park.

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Strategically located immediately to the south of the A48 between Carmarthen and the major employment development at Cross Hands, it has expanded from a household waste disposal and landfill site into a substantial recycling and circular economy centre, which currently includes a re-use and repair operation open to the local community, materials recovery facilities, production of garden compost from green waste and investment in biodiversity enhancement.

The site is operated by CWM Environmental Ltd, which has its headquarters on the site and delivers waste treatment services to several other local authorities.

## Strategic location



Source: SQW

# Nantycaws Circular Economy Park (ii)

## Transformational opportunities

Building on these existing strengths, there is **potential for transformational development at Nantycaws** as a regional centre for the circular economy. This is already attracting private sector investment interest and includes:

### In relation to energy generation...

- Expansion of wind and solar energy, with schemes for 7.5 and 13.5 MW capacity developed
- Potential energy from waste, with discussions already advanced with a private sector operator (although noting current Welsh Government limits on waste-to-energy)

### In relation to energy use...

- Significant **electric vehicle recharging facilities**. It is strategically located on the A48, with scope to offer recharging for haulage vehicles travelling to and from Ireland, as well as for the public service fleet.

- **Industrial uses**, through serviced industrial plots or completed units, with a circular economy focus. These will benefit from electricity generated on-site, and the location is likely to be attractive to occupiers, given convenient transport access and proximity to the existing industrial cluster at Cross Hands

### In relation to materials reprocessing and re-use...

- The expansion of a centralised depot facility for CWM's waste operations
- Development of a **Materials Recycling Facility**, linked with and supporting industrial development on the site.
- Opportunities for further investment in biodiversity, local food production and environmental enhancement.

### In relation to research and development...

Opportunities have been identified for collaboration with Swansea University (see box below), building on regional engineering and environmental science expertise.

# Nantycaws Circular Economy Park (iii)

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## i-SPACE

[i-Space](#) ('Innovation Steel Processing Accelerating the Circular Economy') was a European-funded project led by Swansea University which sought to develop technical solutions to extract raw materials from end-of-life components, so that this can be re-used in the steel and other foundational industries, reducing waste and 'down-cycling'. i-SPACE engaged with some 70 organisations: building on its project development and feasibility work.

Building on this, there should be opportunities for the region to take a leading role in the circular economy, both at Nantycaws and across the Green Industries Investment Zone.

Taking all this into account, **Nantycaws has the potential to be on a substantially greater scale than other circular economy parks or 'eco-parks' proposed elsewhere.**

There is significant live commercial interest in the development of Nantycaws, which could lead to very substantial private sector investment.

## Barriers to growth

But realising the potential of Nantycaws will involve addressing several barriers. These include:

- **Improving access** to the site: This will require improvements to the A48, for which discussions are currently underway with the Welsh Government.
- Investment in **increasing electricity grid capacity** and in relation to the individual component projects proposed on the site.

# Nantycaws Circular Economy Park (iv)

## What happens next?

Work is underway to develop a 'business case' for the development of Nantycaws as a Circular Economy Park, which could then inform a masterplan for the site.

Tudalen46 At the same time, all three of the key Investment Zone locations in Carmarthenshire offer significant opportunities for low carbon energy generation and use.

Focusing on Llanelli, Cross Hands and Nantycaws, Carmarthenshire County Council has commissioned a **technical study** to consider the feasibility of a range of technologies, including rooftop and floating solar, wind, green hydrogen, deep geothermal, tidal, heat networks and energy storage. This will support the further development of the opportunities identified in this prospectus, and will report later in 2023.

## How Investment Zone designation would support the opportunity

Significant progress has already been made in expanding the opportunities at Nantycaws, and it already has an important 'circular economy' function. There are also links with the other key Investment Zone locations proposed in this prospectus – especially Swansea Energy and Transport Hub (given the parallel solar developments at Tir John) and Cross Hands, given its proximity.

Investment Zone designation will help to cement the regionally-significant nature of Nantycaws' offer, with incentive measures unlocking infrastructure, enabling new industrial development to come forward and helping to build a national 'exemplar' project. It will also help to unlock private sector investment, building confidence alongside existing investor interest.



# Parc Felindre (i)

[Parc Felindre](#) is a major business park with **the potential to deliver new employment and business opportunities in the advanced manufacturing and high-value low carbon services sectors.**

The Park is located on the site of the former Felindre tinplate works, just off Junction 46 of the M4, at Llangyfelach, north of Swansea.

It offers around 16 hectares of commercial development land, with a series of serviced plots available. There are also plans for residential development, offering sustainable live/ work opportunities. Overall, the ambition, as set out in the Park's Development Framework, is for a "highly accessible, high quality business environment attracting high level services and emerging technologies"

## Strategic location



Source: SQW

# Parc Felindre (ii)

## How Investment Zone designation would support the opportunity

With potentially significant manufacturing development coming forward in Swansea as a result of the Swansea Energy and Transport Hub and Port Development scheme, Parc Felindre offers an opportunity to accommodate service and supply companies (as well as a wider range of occupiers able to benefit from a high-quality, environmentally-sustainable offer. There is scope for solar energy generation, with four solar farms in close proximity, with around 25 MW installed capacity and good grid connections.

However, despite the potential for significant demand (and evidence of existing demand for good-quality industrial space across South West Wales), [the viability challenges associated with bringing forward new development is well-documented](#), even where infrastructure is in place. This is likely to be especially the case where schemes are seeking higher levels of environmental sustainability.

Investment Zone designation and the incentive measures associated with it will help to de-risk private sector investment and raise confidence in the market, accelerating development and delivering sufficient capacity to respond to economic opportunity.

### Capturing added value: Low carbon opportunities in high-value services

Much of the focus on Green Industries is on energy production and advanced manufacturing – both areas in which South West Wales has comparative strengths. But around 80% of national output comes from the services sector, [and the UK has significant strengths in services for a low-carbon economy](#) – in areas such as project financing, technical consultancy, climate risk assessment, digital services, and so on.

Within the broad strategy advanced in this prospectus, we want to ensure that these high-value services are captured locally, alongside production. Our university base provides a strong platform for this, especially given local strengths in (for example) computer science and engineering and the talent that this generates. Space for investors to locate and expand will be an important part of a broad-based Green Industries offer.



# Cross Hands Growth Zone (i)

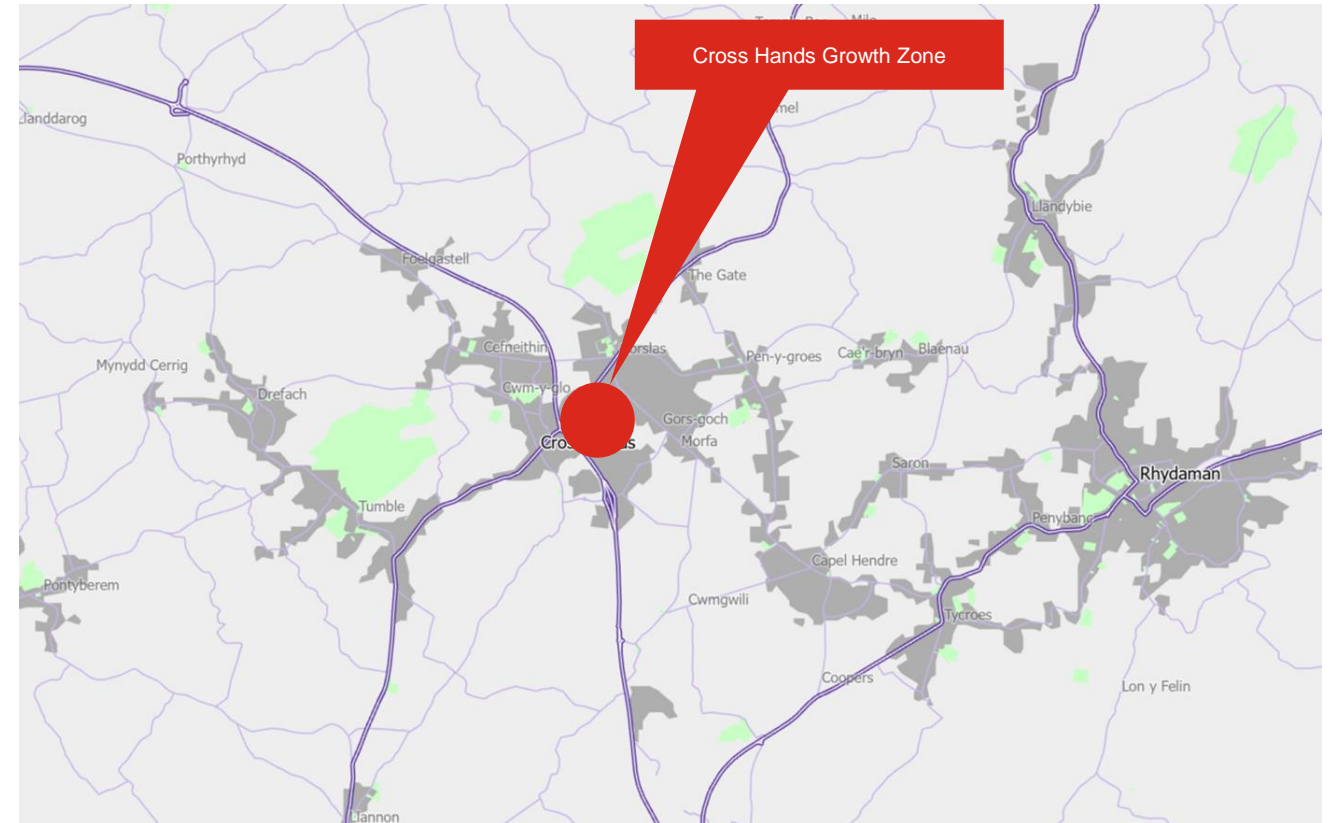
Cross Hands is a successful, regionally-significant strategic employment zone developed as a joint venture with the Welsh Government, located at the start of the M4 near Ammanford. **It has the potential to build on its existing concentration of businesses to become a focal point for environmental, food production and manufacturing activities.**

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Cross Hands Growth Zone is being developed in five phases. The first two – the Food Zone and the mixed-use Business Zone are complete and well-established, with the Food Zone accommodating a cluster of food producers, anchored by Dawn Meats and Castell Howell. The Food Zone has expanded rapidly, with the site employing around 1,500 people.

The current focus of opportunity is on the Phase 3 **Employment Zone** at Cross Hands East, which offers a further 10 ha of development land, especially geared to environmental, manufacturing and services businesses, building on Cross Hands' existing strengths. The remaining two phases will offer mixed-use and residential development.

## Strategic location



# Cross Hands Growth Zone (ii)

## How Investment Zone designation would support the opportunity

Cross Hands has successfully expanded as a strategic employment location over many years. There is a positive track record on which to build and recent units developed on the Park have been at the leading edge of sustainability. However, the viability challenges highlighted in relation to Parc Felindre are also relevant to the expansion of Cross Hands, especially for facilities offering an enhanced level of environmental quality.

More broadly, Investment Zone designation could help to 'raise the bar' in reducing the carbon footprint of the region's food industry – through enabling investment in the building stock and digital solutions to improve efficiency and through links with our substantial regional knowledge base.

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## Food production as a Green Industry

Food systems globally [account for around a third of all greenhouse gas emissions](#). In the UK, the Food and Drink Federation has set a target to reach net zero by 2040 – a decade ahead of the UK's legal commitment – [although it is some way from achieving this at present](#). The efficiency of the building stock is highlighted as a key challenge, especially for smaller producers, alongside the take-up of advanced digital technologies.

In Swansea and Carmarthenshire, there are significant strengths in the region's network of food manufacturers and primary producers, and in its research base (including assets just outside the region, such as [Food Centre Wales](#) in Llandysul and Aberystwyth University's agritech capabilities).

There are also important [health benefits associated with food decarbonisation](#), some of which may be achieved through 'demand-side' measures (growing demand over time for locally and more sustainably produced food). In a region with a large food sector and where 'provenance' is an important part of the offer, there ought to be significant economic gains from redefining food production as a Green Industry.

# Sectoral links and deliverability

The key Investment Zone locations that we have identified map onto the distinct sectoral opportunities that we identified earlier in this prospectus. They also offer a range of ‘early wins’ – key sites that are ready to go and which Investment Zone designation could help to unlock, and longer-term transformational projects which the Investment Zone will help accelerate and to which it will bring confidence.

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Alignment with regional Green Industry segments						
Key Investment Zone locations	Energy production	Advanced manufacturing	Agritech, food & bioscience	High-value low carbon services	Decarbonisation in the built environment	Health & wellbeing
Swansea Energy & Transport Hub and Port Development	✓✓✓	✓✓✓		✓✓		✓✓
Llanelli Low Carbon Cluster	✓✓	✓✓	✓✓	✓	✓✓✓	✓✓✓
Swansea City Centre		✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓
Nantycaws Circular Economy Park	✓✓✓	✓✓✓	✓✓		✓✓	✓✓
Parc Felindre	✓	✓✓✓		✓✓✓		✓✓
Cross Hands Growth Zone	✓	✓✓✓	✓✓✓	✓✓		✓✓

Indicative deliverability	
Key Investment Zone locations	Status and timescales
Swansea Energy & Transport Hub and Port Development	Planning and advanced development. Phase 1 by 2027; potential completion by 2031
Llanelli Low Carbon Cluster	Initial short term project, with longer term strategic development
Swansea City Centre	Early delivery and significant opportunities in short-medium term
Nantycaws Circular Economy Park	Energy production in medium term; manufacturing longer term
Parc Felindre	Available for early delivery
Cross Hands Growth Zone	Available for early delivery

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Investment Zone*

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# Impacts, delivery and next steps

# Indicative impacts

We have carried out an initial analysis of the scale of the impact that the key Investment Zone locations could have. This draws on several previous studies and a 'headline' review of the potential impacts in each key location, based on a series of assumptions relating to occupancy by sector, delivery timescales and so on.

Analysis indicates that the key Investment Zone locations could support an additional **5,300 jobs** in 'steady state', in addition to around 3,700 in the construction phase. This could generate around **£3.9 billion in additional gross value added** (in 2023 prices at net present value) over 20 years, as well as lever in additional private sector investment.

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These figures are indicative at this stage, and relate to the total jobs and GVA that could be generated from the key Investment Zone locations, rather than jobs and GVA that could necessarily be *attributed* to Investment Zone designation. However, depending on the use of the Investment Zone financial envelope, there could be significant additional benefits to the wider regional economy through (for example) investment in skills development, increased knowledge transfer, and increased business resilience (e.g., through the adoption of new technologies). We would also anticipate accelerated progress in reducing carbon emissions and increasing energy efficiency and direct financial savings to businesses and households. More broadly, there should be regional benefits associated with the goals set out in the Regional Economic Delivery Plan, as Swansea and Carmarthenshire become known as centres for Green Industries investment, and the effect that this is likely to have in securing inward investment and locking in skills and talent, as well as health and wellbeing benefits. Since the proposition for Swansea and Carmarthenshire is a *contribution* to the overall South Wales Industrial Cluster vision and the wider strategy for South West Wales, there ought to be knock-on benefits across the wider region.

These benefits will need to be analysed in detail as the Investment Zone proposition is developed. But indicatively, the economic impacts are likely to be significant.

# Governance and next steps

## Clear governance

The South West Wales **Corporate Joint Committee** provides strategic leadership in economic development across the region, driving forward the vision set out in the Regional Economic Delivery Plan.

The Green Industries Investment Zone will be a key component of the CJC's wider regional strategy, ensuring strong alignment with the strategy adopted for the Celtic Freeport in Pembrokeshire and Neath Port Talbot, the Regional Energy Strategy for South West Wales and with wider Welsh Government strategy. As highlighted earlier, the Green Industries sub-sectors that we have identified, and the proposed key Investment Zone locations, also align with, and form a part of, the vision for the South Wales Industrial Cluster: looking beyond Swansea and Carmarthenshire and seeing the Investment Zone in its wider regional context will be important to its success.

## Moving forward: Next steps

This prospectus sets out our ambitions to build a Green Industries Investment Zone in Swansea and Carmarthenshire, at the heart of the South Wales Industrial Cluster and supporting our commitment to *“make South West Wales a UK leader in renewable energy and the net zero economy”*.

As the process for Investment Zone designation is defined, we will develop these proposals in greater detail, responding to UK and Welsh Government guidance and ensuring that a Green Industries Investment Zone makes a nationally-significant contribution to sustainable low-carbon growth across Wales and the UK as a whole. This will include further technical analysis of the energy opportunities we have highlighted.

*Swansea and Carmarthenshire Green Industries  
Investment Zone*

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# Annex A



# Delivering the Wellbeing of Future Generations

The **Wellbeing of Future Generations (Wales) Act 2015** (WFGA) identifies seven 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. Guidance on the application of the WFGA states that policy should seek to contribute to all seven Well-being Goals, not just the one that most closely approximates to the central purpose of the initiative. The table below summarises how the Green Industries Investment Zone proposal contributes to the Wellbeing Goals:

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Wellbeing goal	Contribution
A prosperous Wales	<b>Direct contribution:</b> The Investment Zone seeks to increase productivity, economic growth and higher-value employment and directly delivers the region's economic strategy.
A resilient Wales	<b>Direct contribution:</b> Decarbonisation of existing economic activity and securing new technologies and industries is central to Wales' economic and environmental resilience
A healthier Wales	<b>Direct contribution:</b> There is a link between decarbonisation and population health. More specifically, the IZ proposal aligns with health-related initiatives (e.g., Pentre Awel)
A more equal Wales	<b>Direct contribution:</b> The IZ proposal specifically includes community benefits and supports the development of the foundational and wider economy
A Wales of cohesive communities	<b>Indirect contribution:</b> Benefits are largely consequential on delivering against the 'more equal Wales' goal
A Wales of vibrant culture and thriving Welsh language	<b>Indirect contribution:</b> The IZ proposal will leads to "better jobs, closer to home" and support sustainability as key part of the region's identity and 'brand'.
A globally responsible Wales	<b>Direct contribution:</b> The IZ will directly seek to reduce Wales' carbon footprint.

# Research, analysis and advice on economic and social development

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## SQW



## Contact

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Mae'r dudalen hon yn fwiadol wag

## SOUTH WEST WALES CORPORATE JOINT COMMITTEE

24th October 2023

### Report of the Chief Finance Officer

#### Report Title: Quarter 1 Financial Monitoring 2023/24

<b>Purpose of Report</b>	To provide the Joint Committee with the Quarter 1 Financial Monitoring for year ended 2023/24.
<b>Recommendation</b>	That the Joint Committee receive the Quarter 1 Financial Monitoring for year ended 2023/24.
<b>Report Author</b>	Chris Moore
<b>Finance Officer</b>	Chris Moore
<b>Legal Officer</b>	Craig Griffiths

#### 1.0 Background:

- 1.1 The SWWCJC was formally constituted on 13<sup>th</sup> January 2022. Carmarthenshire County Council is acting as the Accountable Body responsible for discharging the councils' obligations in relation to the South-West Wales Corporate Joint Committee (SWWCJC).
- 1.2 On 24<sup>th</sup> January 2023 the SWWCJC approved the 2023/24 budget which was set at £617,753 with a levy from each of the constituent authorities.

#### 2.0 Forecast Outturn 2023/24:

- 2.1 The forecast outturn in **Appendix A** shows a total underspend of £328,878 against the budget.
- 2.2 The main variances are:
- 2.2.1 The Accountable Body is expected to be underspent by £17,000 due to reduction in External Audit work as there is no requirement yet for the preparation of full set of accounts.
- 2.2.2 Governance and Internal Audit is forecasting an underspend of £29,750 again due to minimal activity which has resulted in less Internal Audit work and Sub-Committee Support Costs & Expenses from Pembrokeshire County Council.
- 2.2.3 Support Services are predicting an underspend of £61,009 which is due to the budgeted Senior Accountant post remaining vacant as not yet required due to the level of activity, and a decrease in Human Resources expenses expected to be incurred by Neath Port Talbot Council compared to budget.

2.2.4 The Sub-Committee expenditure shows a forecast underspend of £135,000, £15,000 in respect of sub-committees where there is lower activity and a delayed start compared to the budget. There is a £90,000 underspend on Planning and Programme management expenditure.

2.2.5 The Regional Management Office shows an underspend of £86,119 with the main differences being, £30,033 due to the Business Manager post becoming vacant in June 2023 and not yet filled, £41,000 Consultancy and Specialist Adviser work not being commissioned and £10,000 due to reduced usage of Translation Services.

2.2.5 No provision has been made for any Contingency/Reserves due to the surplus position.

2.3 A reserve was set up for £384,824 underspend in 2022/23 and any further underspend in 2023/24 would increase the balance of this reserve.

2.4 The CJC is funded by the 4 local authorities, with the total budgeted amount split by population size (mid-year 2020 – Statswales.gov.uk) shown below:

<b>Local Authority Levy</b>	
City and County of Swansea Council (Levy)	215,203
Carmarthenshire County Council (Levy)	165,898
Neath Port Talbot CBC (Levy)	126,022
Pembrokeshire County Council (Levy)	110,630
	<b>617,753</b>

Under the current legislation the National Park Authorities (NPAs) are only financially obligated to support the strategic planning aspects of the CJC. Given that there is likely to be limited activity in terms of the Strategic Development Plan in 2023/2024 (with a budget of £20,000 allocated to the strategic planning sub-committee), it is not considered appropriate to raise a levy upon the NPA's in 2023/2024.

**3.0 Financial Impact:**

3.1 The Quarter 1 Forecast Outturn for 2023/24 shows an underspend against budget of £328,878.

**4.0 Integrated Impact Assessment:**

4.1 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.

4.2 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’.

4.3 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 financial arrangements in accordance with legislation.

## **5.0 Workforce Impacts:**

5.1 There are no workforce impacts for this report.

## **6.0 Legal Impacts:**

6.1 The SWWCJC is responsible for undertaking periodic financial monitoring against approved budget in accordance with legislation and failure to do so would render the SWWCJC in breach of its obligations.

## **7.0 Risk Management Impacts:**

7.1 The SWWCJC is responsible for putting appropriate Governance arrangements in place for the management of risk and portfolio delivery. Failure to prepare Annual Return, on this occasion, would result in a breach of legal obligation.

## **8.0 Consultation:**

8.1 There is no requirement for formal consultation.

## **9.0 Reasons for Proposed Decision:**

9.1 To receive the Quarter 1 Financial monitoring for financial year 2023/24.

## **10.0 Implementation of Decision:**

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

## **Appendices:**

Appendix A – Quarter 1 Financial Monitoring 2023/24

**List of Background Papers:** None

## Appendix A

### South West Wales Corporate Joint Committee Q1 Financial Monitoring Financial Year 2023/24

Description	Actual 2022/23 (£)	Budget 2023-24 (£)	Forecast 2023/24 (£)	Variance (£)	Notes
<b>Expenditure</b>					
<b>Joint Committee</b>					
<b>Democratic Services</b>					
Democratic, Scrutiny and Legal Support Costs	67,000	73,700	73,700	-	Provided by NPT, forecasted at budget
<b>Democratic Services Total</b>	<b>67,000</b>	<b>73,700</b>	<b>73,700</b>	<b>-</b>	
<b>Legal and Governance</b>					
Monitoring Officer and Service Support	17,000	18,700	18,700	-	Provided by NPT, forecasted at budget
<b>Legal and Governance Total</b>	<b>17,000</b>	<b>18,700</b>	<b>18,700</b>	<b>-</b>	
<b>Accountable Body</b>					
Audit Wales Financial Audit	1,764	22,000	5,000	17,000	Based on audit costs of SBCD (independent audit of financial statements)
Section 151 Officer Recharge	18,812	20,693	20,693	-	Provided by CCC, forecasted at budget
<b>Accountable Body Total</b>	<b>20,576</b>	<b>42,693</b>	<b>25,693</b>	<b>17,000</b>	
<b>Governance &amp; Internal Audit</b>					
Internal Audit	5,000	22,000	5,000	17,000	Provided by Pembs - reduced activity based on 2022-23
Sub-Committee Support Costs & Expenses	3,750	16,500	3,750	12,750	Provided by Pembs - reduced activity based on 2022-23
<b>Governance &amp; Internal Audit Total</b>	<b>8,750</b>	<b>38,500</b>	<b>8,750</b>	<b>29,750</b>	
<b>Support Services</b>					
ICT & Data Protection Services	20,000	22,000	22,000	-	Provided by NPT, forecasted at budget
Financial Services	5,194	57,009	5,000	52,009	Provided by CCC - based on 2022-23 activity
Standards Services	-	-	-	-	Included within Democratic Service costs.
HR Services	-	11,000	2,000	9,000	Provided by NPT, reduced level due to lack of activity
<b>Support Services Total</b>	<b>25,194</b>	<b>90,009</b>	<b>29,000</b>	<b>61,009</b>	
<b>Joint Committee Total</b>	<b>138,520</b>	<b>263,602</b>	<b>155,843</b>	<b>107,759</b>	
<b>Joint Scrutiny Committee</b>					
Room Hire	-	-	-	-	Included within Democratic Service costs.
Subsistence & Meeting Expenses	-	-	-	-	Included within Democratic Service costs.
Travel	-	-	-	-	Included within Democratic Service costs.
Democratic, Scrutiny and Legal Support Costs	-	-	-	-	Included within Democratic Service costs.
<b>Joint Scrutiny Committee Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>SWWCJC - Sub Committees</b>					
Economic Development SC	-	20,000	5,000	15,000	Decrease in costs due to lower activity
Planning SC	-	20,000	5,000	15,000	Decrease in costs due to lower activity
Transport SC	-	20,000	20,000	-	Sub-committee established and operational
Energy SC	-	20,000	5,000	15,000	Decrease in costs due to lower activity
Planning & Programme management	-	140,000	50,000	90,000	Forecast reduced to 35%
<b>SWWCJC - Sub Committees Total</b>	<b>-</b>	<b>220,000</b>	<b>85,000</b>	<b>135,000</b>	
<b>SWWCJC - Regional Management Office</b>					
Salary (Inc. On-costs)	48,240	60,135	30,102	30,033	Business Manager left 5/6/23, assumed 4 mths charge for replacement
Training of Staff	-	1,000	500	500	Reduction of 50% of budget due to decrease in staffing
Public Transport - Staff	-	250	125	125	Reduction of 50% of budget due to decrease in staffing
Staff Travelling Expenses	-	810	405	405	Reduction of 50% of budget due to decrease in staffing
Admin, Office & Operational Consumables	50	1,000	100	900	Reduced charge (10% of budget) comparable with previous year
Consultancy and Specialist Adviser Fees	742	51,206	10,000	41,206	Reduced charge forecasted at 20% of budget
ICTs & Computer Hardware	121	1,250	1,250	-	Potential ICT costs for replacement staffing
Subsistence & Meetings Expenses	-	1,000	500	500	Reduction of 50% in budget due to lower activity
Conferences, Marketing & Advertising	1,374	-	-	-	
Projects & Activities Expenditure	-	-	-	-	
Translation/Interpret Services	1,540	15,000	5,000	10,000	Reduced translation costs expected (33% of budgeted costs)
Printing & Copying	-	2,500	50	2,450	Notional charge included
<b>Regional Management Office Total</b>	<b>52,067</b>	<b>134,151</b>	<b>48,032</b>	<b>86,119</b>	
<b>Contingency/Reserves</b>					
Provision for Contingency/Reserves	-	-	-	-	
<b>Contingency/Reserves Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total SWWCJC Expenditure</b>	<b>190,587</b>	<b>617,753</b>	<b>288,875</b>	<b>328,878</b>	
<b>Funding Contributions</b>					
<b>Partner &amp; Other Contribution</b>					
Brecon Beacons NPA	-	-	-	-	
Pembrokeshire Coast NPA	-	-	-	-	
Co-Opt Partners	-	-	-	-	
Welsh Government Revenue Grant	-	-	-	-	
ERF Grant	-	-	-	-	
<b>Local Authority Levy</b>					
City and County of Swansea Council (Levy)	200,453	215,203	215,203	-	Levy charged to local authorities based on Population Size
Carmarthenshire County Council (Levy)	154,527	165,898	165,898	-	Levy charged to local authorities based on Population Size
Neath Port Talbot CBC (Levy)	117,384	126,022	126,022	-	Levy charged to local authorities based on Population Size
Pembrokeshire County Council (Levy)	103,047	110,630	110,630	-	Levy charged to local authorities based on Population Size
<b>Total SWWCJC Income</b>	<b>575,411</b>	<b>617,753</b>	<b>617,753</b>	<b>-</b>	
<b>Provision of Service - Surplus / (Deficit)</b>	<b>384,824</b>	<b>-</b>	<b>328,878</b>	<b>(328,878)</b>	
<b>Movement to Reserves (Contingency)</b>					
<b>Description</b>					
Balance Brought Forward from previous year	-	-	384,824	(384,824)	
Net Provision of Service - Surplus / (Deficit)	384,824	-	328,878	(328,878)	
<b>Balance Carry Forward</b>	<b>384,824</b>	<b>-</b>	<b>713,702</b>	<b>(713,702)</b>	



## SOUTH WEST WALES CORPORATE JOINT COMMITTEE

### Report of the Chief Executive

**Report Title: Welsh Language Commissioner – Welsh Language Standards Compliance**

<b>Purpose of Report</b>	To inform Members of contact with the Welsh Language Commissioner's Office with regards to the application of Welsh Language Standards and the issuing of a compliance notice.
<b>Recommendation</b>	<ol style="list-style-type: none"><li>1. It is recommended that Members note that statutory consultation on a proposed compliance notice commenced on 4<sup>th</sup> October 2023 and will end 5<sup>th</sup> January 2024.</li><li>2. It is recommended that Members note that a response to the consultation will be prepared by the Chief Executive for the Committee's consideration within the consultation period.</li></ol>
<b>Report Author</b>	Karen Jones
<b>Finance Officer</b>	Chris Moore
<b>Legal Officer</b>	Craig Griffiths

#### Background:

1. In respect of the Welsh language, the guidance set by Welsh Government confirms that CJs are required to comply with the same Welsh Language Standards duties as local authorities - The Welsh Language Standards (No. 1) Regulations 2015 ("the No. 1 Regulations"). The No. 1 Regulations also authorise the Welsh Language Commissioner to issue compliance notices, which set out the duties that each individual body must comply with.
2. We ask Members note that contact has been made with the Welsh Language Commissioner's Office, regarding the issue of a Compliance

Notice. We advised that the Committee has formally adopted Carmarthenshire County Council's Welsh Language Standards on a voluntary basis and hope that this will reduce the amount of work that would otherwise be required as we enter into the formal compliance process.

3. The Welsh Language Commissioner formally wrote to the Chief Executive of the CJC on 4<sup>th</sup> October 2023, initiating the statutory consultation on standards that the Commissioner proposes to apply to the CJC. The correspondence received is set out at Appendix 1. The consultation runs until 5<sup>th</sup> January 2024.
4. The Chief Executive will review the proposed compliance notice with the standards already voluntarily adopted by the Committee and will formulate a proposed response to the consultation for the Committee to consider at a future meeting.

#### **Financial Impacts:**

5. It is considered that the cost of meeting the Welsh Language Standards can be met within the existing budget set for the CJC where provision for translation costs is already made.

#### **Integrated Impact Assessment:**

6. 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.

7. The Well-being of Future Generations (Wales) Act 2015 mandates that public bodies in Wales must carry out sustainable development. Sustainable development means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the 'well-being goals'. Members will note that in respect of the Wellbeing of Future Generations (Wales) Act 2015 one of the seven Well-being Goals is "*A Wales of vibrant culture and thriving Welsh language*".

### **Workforce Impacts:**

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

### **Legal Impacts:**

9. The compliance notice ensures the CJC discharges its duties imposed under Regulations set by the Welsh Language Commissioner.

### **Risk Management Impacts:**

10. Any risks associated with the proposed compliance notice will be highlighted to the Committee in the proposed response to the consultation.

### **Consultation:**

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

### **Appendices:**

12. Appendix 1 – Letter from Welsh Language Commissioner, dated 4th October 2023

### **List of Background Papers:**

13. [Welsh Government Statutory Guidance on CJs](#)
14. Welsh Language Standards, Interim Policy Position, CJC, 11<sup>th</sup> October 2022





Comisiynydd y  
Gymraeg  
Welsh Language  
Commissioner

4 Hydref 2023

Annwyl Brif Weithredwr,

## **Safonau'r Gymraeg – ymgynghoriad ar eich hysbysiad cydymffurfio o dan Adran 47 Mesur y Gymraeg (Cymru) 2011**

Fel y gwyddoch, yn dilyn cyflwyno [Rheoliadau Cyd-bwyllgorau Corfforedig \(Diwygio Atodlen 6 i Fesur y Gymraeg \(Cymru\) 2011\) 2021](#) a diwygio [Rheoliadau Safonau'r Gymraeg \(Rhif 1\) 2015](#) mae modd i Gomisiynydd y Gymraeg osod safonau'r Gymraeg ar eich corff. Yn dilyn cyfarfodydd un wrth un gyda chynrychiolwyr eich corff, mae'r Comisiynydd yn cychwyn y broses ymgynghori statudol o dan adran 47 Mesur y Gymraeg gyda chi.

### **(1) Ymgynghori:**

Gofynnir i chi ddarparu tystiolaeth i Gomisiynydd y Gymraeg gan ddefnyddio'r ffurflen ymateb sydd ynghlwm. Mae'r ffurflen yn cynnwys gofod i chi nodi os ydych o'r farn bod un neu fwy o'r safonau yn yr hysbysiad yn afresymol ac/neu'n anghymesur. Os ydych chi o'r farn bod un neu fwy o'r safonau yn yr hysbysiad yn afresymol ac/neu'n anghymesur dylid nodi:

- a) rhif y safon yn yr hysbysiad cydymffurfio drafft sydd yn eich barn chi'n afresymol ac/neu anghymesur;
- b) pam fod y safon yn afresymol ac/neu'n anghymesur, gan nodi pob rheswm a thystiolaeth i gefnogi hynny;
- c) a fyddai amrywio'r gofyniad i gydymffurfio â'r safon yn ei wneud yn rhesymol a/neu chymesur. Er enghraifft, drwy gyflwyno'r gofyniad ar adeg gwahanol, mewn amgylchiadau gwahanol neu mewn ardaloedd gwahanol neu drwy osod safon arall sy'n ymwneud â'r un gweithgaredd. Dylid nodi beth yw'r rheiny, gan nodi pob rheswm a thystiolaeth i gefnogi hynny.

Wrth ymateb, dylid ystyried cynnwys yr hysbysiad cydymffurfio drafft ochr yn ochr â chynnwys Rheoliadau Safonau'r Gymraeg (Rhif 1) 2015. Dylid rhoi sylw yn arbennig i



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adrannau dehongli y safonau sy'n nodi pryd mae rhai safonau yn gymwys ac yn rhoi arweiniad ar sut i ddehongli'r safonau. Dylech hefyd ystyried y [Cod Ymarfer](#) sy'n egluro gofynion ymarferol y safonau.

## (2) Dyddiad cychwyn ymgynghori:

Cychwynnir y cyfnod ymgynghori ar yr hysbysiad cydymffurfio drafft ar **4 Hydref 2023**.  
Daw'r cyfnod hwnnw i ben ar **5 Ionawr 2024**.

Nid yw methiant sefydliad i gymryd rhan mewn ymgynghoriad yn atal y Comisiynydd rhag rhoi hysbysiad cydymffurfio i'r sefydliad hwnnw. Os nad ydych am gyflwyno sylwadau neu dystiolaeth ar gynnwys yr hysbysiad cydymffurfio drafft byddwn yn ddiolchgar os fydddech yn cadarnhau hynny.

*Noder mai yn electroneg yn unig rydym yn darparu'r hysbysiad cydymffurfio drafft a'r ffurflen ymateb.*

Os oes gennych unrhyw gwestiynau yn ystod cyfnod yr ymgynghoriad, mae croeso i chi gysylltu â'm swyddogion ar 0345 60 33 221 neu drwy [post@cyg-wlc.cymru](mailto:post@cyg-wlc.cymru).

Yn gywir,

**Efa Gruffudd Jones**  
Comisiynydd y Gymraeg



Comisiynydd y  
Gymraeg  
Welsh Language  
Commissioner

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4 October 2023

Dear Chief Executive,

**Welsh Language Standards – consultation on compliance notice under Section 47  
Welsh Language (Wales) Measure 2011**

As you will be aware, following the introduction of the [Corporate Joint Committees \(Amendment of Schedule 6 to the Welsh Language \(Wales\) Measure 2011\) Regulations 2021](#) and amendments to [Welsh Language Standards \(No. 1\) Regulations 2015](#) the Welsh Language Commissioner can place standards on your organisation. Following one to one meetings with representatives of your organisation, the Commissioner is now starting the statutory consultation process under section 47 of the Welsh Language Measure with you.

**(1) Consultation:**

You are requested to provide evidence to the Welsh Language Commissioner by using the response form attached. The form includes a space for you to note if you are of the opinion that one or more of the standards included within this notice is unreasonable and/or disproportionate. If you are of the opinion that one or more of the standards included within this notice is unreasonable and/or disproportionate please state:

- a) the number of the standard in the draft compliance notice which in your opinion is unreasonable and/or disproportionate;
- b) why the standard is unreasonable and/or disproportionate, noting all supporting reasons and evidence you consider relevant;
- c) whether varying a requirement to comply with a standard would make it reasonable and/or proportionate. For example, by introducing the requirement at different times, in different circumstances or in different areas or by imposing a different standard relating to the same activity. You should note what these are, noting all supporting reasons and evidence you consider relevant.

When responding, you should consider the contents of the draft compliance notice alongside the Welsh Language Standards (No. 1) Regulations 2015. Particular notice





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should be given to the 'interpreting the standards' parts, which identify when some standards apply and offer guidance on interpretation of the standards. You should also consider the [Code of Practice](#) which provides practical guidance on the requirements of the standards.

**(2) Consultation start date:**

The consultation period on the draft compliance notice will commence on **4 October 2023**. This period will end on **5 January 2024**.

The failure of an organisation to participate in a consultation does not prevent the Commissioner from giving the organisation a compliance notice. Should you not wish to provide comment or evidence on the content of the draft compliance notice we would be grateful if you would confirm so.

*Please note that the draft compliance notice and response form will only be provided electronically.*

If you have any questions during the consultation period, you are welcome to contact my officers on 0345 60 33 221 or at [post@cyg-wlc.cymru](mailto:post@cyg-wlc.cymru) .

Yours sincerely,

**Efa Gruffudd Jones**  
Welsh Language Commissioner

## SOUTH WEST WALES CORPORATE JOINT COMMITTEE

24<sup>th</sup> OCTOBER 2023

**Report Title: REGIONAL TRANSPORT PLAN (RTP) - IMPLEMENTATION PLAN**

<b>Purpose of Report</b>	To seek approval for Regional Transport Plan Implementation Plan to be submitted to Welsh Government.
<b>Recommendation(s)</b>	It is recommended that the Implementation Plan, appended to this report, is approved to allow for submission to Welsh Government to meet the requirements of the Regional Transport Plan mandate.
<b>Report Author</b>	Stuart Davies Head of Highways & Transportation, City & County of Swansea Council Mark Wade Director of Place, City & County of Swansea Council
<b>Finance Officer</b>	Chris Moore
<b>Legal Officer</b>	Craig Griffiths

### **Introduction / Background:**

The Corporate Joint Committee (CJC) for South West Wales has been mandated to produce a Regional Transport Plan (RTP) for the region by Welsh Government in conformity with the Transport (Wales) Act (2006) and to complement Llwybr Newydd: Wales Transport Strategy (2022).

The region has been tasked with producing an Implementation Plan setting out how the Regional Transport Plan (RTP) will be developed and adopted. It is expected that this implementation plan is submitted to Welsh Government by 31<sup>st</sup> October 2023.

The Implementation Plan is shown in Appendix 1

The Implementation Plan was considered and endorsed by the CJC Transport Sub Committee at its meeting on the 9<sup>th</sup> October 2023. In addition to endorsing the Implementation Plan, the Sub Committee suggested that a covering letter be sent to the Minister to deal with the risks highlighted in the plan.

The draft letter is shown in Appendix 2

### **Timescales:**

The Transport Sub Committee has considered the draft Implementation Plan and now proposes the RTP Implementation Plan to the CJC meeting on the 24<sup>th</sup> October 2023 for approval so that it can be submitted to Welsh Government prior to the 31<sup>st</sup> October 2023.

## **Financial Impacts:**

The Implementation Plan is a statement of intent as to how a Regional Transport Plan will be developed for the South West Wales region. Hence the plan itself does not have a direct financial impact.

The CJC has allocated funding to assist with the development of the RTP and Welsh Government have indicated that they will make available £125k of funding in the current financial year towards the development of the RTP.

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

A proposed letter to Welsh Government on this point is set out at Appendix 2 for consideration.

## **Integrated Impact Assessment:**

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

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

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

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

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

- (a) *The achievement of the [Welsh Government's long-term equality aim](#) of eliminating inequality caused by poverty;*

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

## **Well-being of Future Generations (Wales) Act 2015**

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

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

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

#### *Well-Being Objective 2*

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

#### **Workforce Impacts:**

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

#### **Legal Impacts:**

The Implementation Plan is the first stage of producing a Regional Transport Plan which is a duty placed on the CJC by Welsh Government pursuant to the Local Government and Elections (Wales) Act 2021. The South West Wales Corporate Joint Committee Regulations came into force on 1<sup>st</sup> April 2021 the timeframes for the discharging of specific functions.

#### **Risk Management Impacts:**

None.

**Consultation:**

No formal consultation required for the purpose of this report.

**Reasons for Proposed Decision:**

To meet the duty placed on the CJC.

**Implementation of Decision:**

Following the 3 day call in period

**Appendices:**

1. Implementation Plan for Developing a Regional Transport Plan for South West Wales
2. Proposed letter to Welsh Government requesting that the statutory duty to prepare a regional transport plan is fully funded by the Welsh Government.

**List of Background Papers:**

[Welsh Government Regional Transport Plans: Guidance for Corporate Joint Committees](#)

## Implementation Plan for Developing a Regional Transport Plan for South West Wales



## 1. INTRODUCTION

The Corporate Joint Committee (CJC) for South West Wales has been mandated to produce a Regional Transport Plan (RTP) for the region by Welsh Government in conformity with the Transport (Wales) Act (2006)<sup>1</sup> and to complement Llwybr Newydd: Wales Transport Strategy (2022)<sup>2</sup>. The RTP should be developed in line with the guidance issued by Welsh Government.

The RTP will be reflective of the aims, priorities and strategies for transport in the area covered by the following local authorities:

- Carmarthenshire County Council
- City & County of Swansea
- Neath Port Talbot County Borough Council
- Pembrokeshire County Council

This area is shown in Figure 1:



Figure 1 – Area Considered in the South West Wales Regional Transport Plan.

<sup>1</sup> [Transport \(Wales\) Act 2006 \(legislation.gov.uk\)](https://legislation.gov.uk/ukpga/2006/26/section/1)

<sup>2</sup> [Llwybr Newydd: a new Wales transport strategy | GOV.WALES](https://gov.wales/llwybr-newydd-a-new-wales-transport-strategy)



Local authorities have been asked to develop an Implementation Plan setting out how the RTP will be developed and adopted. It is expected that this implementation plan be submitted to Welsh Government by 31<sup>st</sup> October 2023.

DRAFT

## 2. PROJECT GOAL

This Implementation Plan sets out how it is intended that the RTP for South West Wales will be developed. The aim of this piece of work is to:

*Develop a Regional Transport Plan for South West Wales which sets out a plan for transport in the region that supports economic growth, encourages modal shift away from private car use, and reduces the negative environmental impact of our transport network.*

It is expected that a proposed final version of the RTP be submitted to Welsh Government by 29<sup>th</sup> March 2025.

The RTP when completed and approved by Welsh Ministers will replace the existing SWW Joint Transport Plan 2015-2020.

It is imperative that the RTP is reflective of the Wales Transport strategy and aligned to other National, Regional, Local strategies and priorities, as shown in Figure 2.

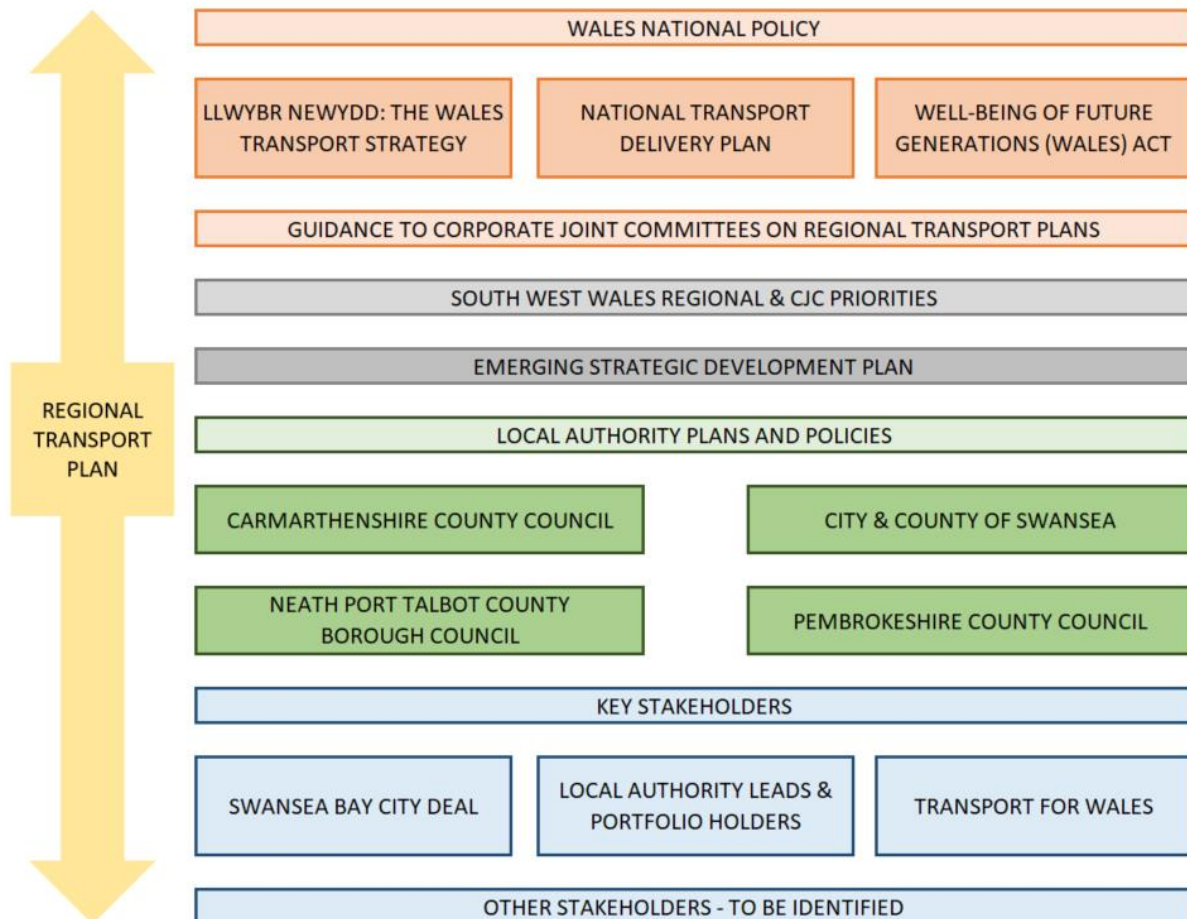


Figure 2: Policy Context for Regional Transport Plan

### 3. SCOPING THE KEY WORK PACKAGES

Table 1 below shows what are considered to be the key work packages that require completing to develop the South West Wales RTP.

Developing the Case for Change		
Work Package	Description	Key Dates
Member and key stakeholder engagement	Seek the views of the CJC representatives, portfolio holders and/or other Members, and key stakeholders about the issues to be captured in the case for change and the policies / schemes needed to address them. Agree approach to engaging members and key stakeholders. A consistent approach should be utilised to engage members across all four authorities.	CJC is essential to the process Approval at CJC Meeting 23rd January 2024
Define the Area of Study	Description of the South West Wales area including a map showing the 4 authorities etc.	<b>Submit To Welsh Government 29<sup>th</sup> February 2024</b>
Set out the Strategic Case	Set out the local impact on National, Regional and Local plans and strategies including but not limited to: <ul style="list-style-type: none"> <li>• Llywbr Newydd: Wales Transport Strategy</li> <li>• National Transport Delivery Plan</li> <li>• Local Authority Local Development Plans</li> <li>• Well-being of Future Generations (Wales) Act</li> <li>• Local Authority Transport Plans and Council Plans</li> </ul> Previous Joint Local Transport Plan	
Review of Evidence and Identify Issues and Opportunities	Identify transport aspirations for the Region. GIS mapping. SW Transport Model findings.  Consideration will include: <ul style="list-style-type: none"> <li>• Rurality and access to services</li> <li>• Car dependency</li> <li>• Household Access to Car by area</li> <li>• Bus – improvements including Fflecsi, TrawsCymru, opportunities from franchising and future plans etc.</li> <li>• Rail - opportunity for SWML proposals and connections; West Wales Frequency;</li> <li>• Swansea Bay and South West Wales Metro</li> <li>• Road network: M4; A40</li> <li>• Port Access</li> <li>• Walking and cycling</li> <li>• Housing and economic growth</li> <li>• Supporting tourism</li> <li>• Supporting industry</li> <li>• Origin and destination of trips, and importance of cross-border movement</li> <li>• Decarbonisation of transport</li> </ul>	

<p>Identify RTP Vision</p>	<p>Development of a vision for the RTP.</p> <p>Consideration to be given to:</p> <ul style="list-style-type: none"> <li>• Access to employment, services and attractions</li> <li>• High quality active travel and public transport networks</li> <li>• Decarbonisation</li> </ul> <p>Current JTP vision:  <i>To improve transport and access within and beyond the region to facilitate economic regeneration, reduce deprivation and support the development and use of more sustainable and healthier modes of transport.</i></p>	
<p>Identify RTP Smart Objectives</p>	<p>Development of SMART objectives for the RTP aligned to the priorities in the Wales Transport Strategy.</p> <p>Consideration to be given to:</p> <ul style="list-style-type: none"> <li>• Reduce carbon emissions and enhancing the environment</li> <li>• Reducing inequality/transport poverty</li> <li>• Wellbeing</li> <li>• Support businesses</li> <li>• Improving public transport connectivity</li> <li>• Making public transport more affordable</li> <li>• Enhancing rail services and improving cross-border connectivity</li> <li>• Sustainable access to main centres of tourist demand</li> <li>• Supporting the tourist economy</li> <li>• Supporting growth in Investment Zones and Free Ports</li> <li>• Increasing active travel</li> <li>• Supporting / encouraging the take up of Zero emission vehicles</li> <li>• Safety</li> <li>• Enhancing freight connectivity to key destinations; including ports</li> </ul> <p>Current JTP higher level outcomes focus on:</p> <ul style="list-style-type: none"> <li>• Transport network resilience</li> <li>• Capacity and safety enhancements</li> <li>• Integration with strategic PT services</li> <li>• Improved links to employment</li> <li>• Access to services</li> <li>• Encouraging sustainable travel</li> </ul>	
<p>Governance</p>	<p>Identify Governance arrangements for development, sign off and adoption of the RTP both within the CJC and LA's.</p> <p>Determination of the stages of development that the RTP needs to be approved i.e. prior to public engagement, prior to submission of draft to WG etc.</p>	

<p>Develop a Stakeholder management and public engagement Plan</p>	<p>Develop a stakeholder management and public engagement plan to enable the message to reach as many residents as possible.</p> <p>Consideration to be given to:</p> <ul style="list-style-type: none"> <li>• Identification of key partners and stakeholders.</li> <li>• Agreeing approach for engaging key partners and stakeholders.</li> <li>• Method of engagement – working groups, forums, email, formal consultations, online engagement etc.</li> <li>• Production of engagement materials – all engagement materials to be bilingual and be clear and concise.</li> <li>• Agree and develop a feedback platform such as a focused questionnaire.</li> <li>• Agree the required number and location of face-to-face public engagement events.</li> <li>• Agree arrangements and approach for engaging with the CJC and elected members from each LA.</li> <li>• Consider innovative ways of engaging with hard to reach groups and those with protected characteristics.</li> <li>• Method for recording engagement activities and consultation responses (in accordance with GDPR regulations).</li> </ul>	
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Developing the Regional Transport Plan		
Initial Draft of RTP		
Work Package	Description	Key Dates
Identifying the High Level interventions and policies	<p>Assess the objectives of the RTP against the Wales Transport strategy and other National, Regional, Local strategies and priorities.</p> <p>Identify the policies that will address the issues/opportunities and support delivery of the objectives.</p> <p>Review and align with work undertaken on the emerging Strategic Development Plan.</p> <p>Balancing the priorities of policies to deliver the needs in both urban and rural areas.</p> <p>Review expected outcomes from existing JTP.</p>	<p>First draft BEFORE PUBLIC CONSULTATION to be submitted to WG by 29<sup>th</sup> May 2024.</p>
Review of schemes from existing JTP	<p>Undertake a review of the schemes included the existing JTP, considering:</p> <ul style="list-style-type: none"> <li>• What has been delivered (remove)</li> <li>• What is no longer considered a priority (remove)</li> <li>• What cannot be delivered in light of policy and budget changes (remove)</li> <li>• What new challenges/opportunities have been identified that require further consideration</li> </ul>	
Identify a methodology for prioritising schemes	Identify and agree a robust methodology for assessing schemes against impact on Wales Transport Strategy priorities and sub priorities.	
Prioritise schemes	Prioritise schemes using the methodology identified above.	
Final Draft of RTP		
Work Package	Description	Key Dates
WG feedback	Review and action WG feedback	<p>Final draft to be submitted to WG by 31<sup>st</sup> October 2024.</p>
Consultation feedback	Consultation in accordance with stakeholder management plan. Review consultation responses and action consultation feedback.	
Governance	In line with identified requirements.	
Final RTP		
Work Package	Description	Key Dates
WG feedback	Review and action WG feedback	<p>Final report to be submitted to WG 29<sup>th</sup> March 2025.</p>
Governance	In line with identified requirements.	

<b>Develop the Integrated Well-being Assessment</b>		
Step 1	Review the Case for Change, undertake scoping to establish what specialist work packages may be needed to develop the IWBA including any supporting statutory impact assessments, and develop a brief/s to commission that work and ensure it is fed into the process of developing the RTP.	First draft BEFORE PUBLIC CONSULTATION to be submitted to WG by 29 <sup>th</sup> May 2024.  Final draft to be submitted to WG by 31 <sup>st</sup> October 2024.  Final report to be submitted to WG 29 <sup>th</sup> March 2025.
Step 2	With reference to WelTAG guidance an integrated well-being framework should be developed and agreed with key partners. Options for projects should be reviewed against that framework.	
Step 3	When the draft RTP is published for consultation: it should be accompanied by a draft IWBA report showing how well-being has been taken into account and how the five ways of working have been followed.	
Step 4	When the final RTP is submitted to WG it should be accompanied by a final IWBA report taking on board any consultation responses.	
<b>Public and Stakeholder consultation</b>		
<b>Work Package</b>	<b>Description</b>	<b>Key Dates</b>
Plan proposed consultation period and stakeholder engagement	This will be as per the stakeholder management and public engagement plan	Consultation after submission of first draft of RTP and IWBA to WG (late May 2024).
<b>Monitoring and Evaluation Plan</b>		
<b>Work Package</b>	<b>Description</b>	<b>Key Dates</b>
Contribution to National Priorities	Develop a Monitoring and Evaluation Plan that monitors regional progress in achieving the National and Regional objectives.	To be submitted following the approval by WG of the RTP.
Agree measures to monitor	Identify an appropriate set of quantitative and qualitative measures that can be used to monitor progress of the RTP and to inform CJC annual reports and three year assessment of the RTP.	
<b>Equalities Impact Assessment</b>		
<b>Work Package</b>	<b>Description</b>	<b>Key Dates</b>
Undertake EqIA	An EqIA will be undertaken in line with best practice and will include a Welsh language impact assessment.	In line with WG RTP guidance requirements
<b>Environmental Impact Assessment and Habitats Regulation Assessment</b>		
Undertake EIA and HRA	EIA and HRA will be undertaken in line with statutory requirements.	In line with WG RTP guidance requirements

Note activities relating to the easy read version and the Welsh translation version will be completed once the RTP has been signed off by the WG.



#### 4. RISK IDENTIFICATION

At this early stage, the high level risks associated with delivering a Regional Transport Plan for South West Wales are considered to be:

- ❖ Political agreement on policies and high level outcomes
  - To be mitigated through engagement and discussion throughout the process.
- ❖ Regional agreement on prioritised RTDP schemes list
  - To be mitigated through the development of a robust and impartial scoring methodology
- ❖ Challenging timescales for submission and adoption of the RTP
- ❖ Available resource within Local Authorities to deliver the RTP
  - Dedicated Programme Manager for the RTP to be appointed.
- ❖ Number of specialist studies to be undertaken in the development of the RTP and lack of funding to deliver.
  - Funding from WG to deliver.

#### 5. TIMELINE AND KEY DATES

<b>13th July 2023</b>	Guidance issued to CJC's
<b>31st October 2023</b>	CJC to submit implementation plan to WG
<b>29th February 2024</b>	CJC to submit RTP case for Change (including SMART objectives) to WG
<b>29th May 2024</b>	CJC to submit initial draft of RTP, IWBA and RTDP to WG (before public consultation)
<b>31st October 2024</b>	CJC to submit final draft of RTP, IWBA and RTDP to WG
<b>29th March 2025</b>	CJC to submit final RTP, IWBA and RTDP to WG
<b>30th June 2025</b>	WG decision on approval of RTP.

Dear Deputy Minister,

Further to the meeting of the South West Wales CJC on the 24<sup>th</sup> October 2023, I confirm that the Implementation Plan for the Regional Transport Plan (RTP) has been approved by the Committee for submission and I attach a copy for your reference.

The Implementation Plan has been developed in line with the guidelines and indicative timescales provided by Welsh Government. However, in the CJC meetings a number of concerns were raised as follows;

- An initial funding allocation of £125k from Welsh Government is expected for the current financial year and I welcome confirmation that this will be provided as a matter of urgency.
- An accurate estimate of the total cost of developing the RTP is yet to be provided but it is clear that this will be significantly greater than the £125k initial funding allocation. Hence I would welcome a clear commitment from Welsh Government to fund all costs associated with the development of the RTP.
- The development of a meaningful and focussed RTP relies on a level of clarity as to the likely scale of funding which will be earmarked for the development and delivery of the transport priorities. The CJC have subsequently requested early dialogue to provide clarity on the likely level of capital funding which will be made available. This will ensure that the RTP is able to strike the right balance between ambition and reality in terms of the delivery of projects and programmes.
- The 2025 timescale for completing the RTP was set some considerable time ago and since then the timescales for providing guidance in addition to the challenges of establishing the CJC's have considerably compressed the development time for robust and aspirational RTP. The timescale for completion has remained fixed however which has compressed the remaining time available to complete the various stages / actions required to make the document suitably robust. This would include approvals/sign offs via our individual governance structures ahead of the CJC itself agreeing the final RTP. There are therefore significant

concerns about the time constraints for producing the RTP and the CJC is clear that it must be a document which sets out a clear vision and has been through an effective consultation period

I have been asked on behalf of the CJC to bring these matters to your attention, including the concern regarding the deadline for completion and respectfully request your commitment for early engagement on the concerns raised above so that the CJC can work towards developing an RTP which is ambitious and gives a strong vision for the region.

Yours sincerely

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**South West Wales Corporate Joint Committee**

## SOUTH WEST WALES CORPORATE JOINT COMMITTEE

24<sup>th</sup> OCTOBER 2023

### Report of the Chief Executive

**Report Title: CORPORATE JOINT COMMITTEE – AUDIT WALES LETTER**

<b>Purpose of Report</b>	To note Audit Wales' Commentary on CJs' progress letter with regards to the South West Wales Corporate Joint Committee and approve the proposed action plan
<b>Recommendation(s)</b>	It is recommended that the action plan is approved
<b>Report Author</b>	Karen Jones, Corporate Joint Committee Chief Executive
<b>Finance Officer</b>	Chris Moore
<b>Legal Officer</b>	Craig Griffiths

#### Introduction / Background:

Audit Wales have undertaken a review covering the four Corporate Joint Committees (CJC), which is due to be published in the coming weeks. The report is structured in two parts: the first gives a brief overview of their findings, the second is framed around key risks and opportunities. The purpose of the review was to gain early assurance about the CJs' progress as newly established bodies.

The review also aimed to identify any emerging issues that need to be addressed and provide some early feedback to help CJs as they continue to develop. Each CJC has been provided with a commentary letter, which can be found in Appendix 1. The letter is structured around five key areas:

- Understanding of the Welsh Government's aims for the CJs Evolving governance arrangements.
- CJC's plans to deliver the Welsh Government aims and meet their statutory obligations.
- How the CJC relates to existing partnership arrangements.
- CJC's plans to meet their requirements under the Well-Being of Future Generations Act (WFG Act), including setting their well-being objectives

Key areas identified have been included in the below action plan and will be implemented over the next six months.

Action	Timescale
Develop Child Poverty Action Plan	By March 2024

Develop a Participation Strategy	By March 2024
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Further work will be undertaken by Audit Wales over the next 18-24 months to assess progress.

**Timescales:**

Work on both of these actions will commence shortly with draft versions of both plans being presented to Members as part of the corporate planning process for 2024-25.

**Financial Impacts:**

The programme of audit work undertaken by Audit Wales has been delivered within the budget allocated for audit and inspection work.

**Integrated Impact Assessment:**

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

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

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

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

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

- (a) *The achievement of the [Welsh Government’s long-term equality aim](#) of eliminating inequality caused by poverty;*

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

## **Well-being of Future Generations (Wales) Act 2015**

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

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

The CJC approved its Corporate Plan 2023-2028 in March 2023. The Corporate Plan contains the CJC's well-being objectives and frames the corporate direction of travel. To this end, it is considered that the recommendation(s) contained within this report align(s) to the corporate policy framework of the CJC as set out within its Corporate Plan.

### **Workforce Impacts:**

The preparation of a child poverty strategy and participation strategy will have an impact on officer time but at this stage in the CJC's operation these are not believed to be onerous and should be able to be accommodated within the corporate planning process.

### **Legal Impacts:**

The requirement for a child poverty strategy is referenced within statutory guidance which places a number of public sector statutory duties on CJsCs on the basis that they are part of the local government family.

Likewise, the requirement to produce a participation strategy is set out in the Local Government and Elections (Wales) Act 2021 and as CJsCs are part of the local government family, the new statutory duties also apply to CJsCs.

### **Risk Management Impacts:**

Failure to address the areas for improvement could attract adverse audit opinion impacting the reputation of the CJC and potentially increasing audit fees.

### **Consultation:**

No formal consultation required for the purpose of this report.

**Reasons for Proposed Decision:**

To consider the recommendations made by Audit Wales and to set out a formal and positive response.

**Implementation of Decision:**

Following the 3 day call in period.

**Appendices:**

1. Audit Wales Letter

**List of Background Papers:**

Local Government and Elections (Wales) Act 2021 and related statutory guidance.



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South West Wales Corporate  
Joint Committee

### Via email

**Reference:** 3658A2023/AC371

**Date issued:** 17 July 2023

Dear Colleagues

### Commentary on CJsCs' progress – South West Wales Corporate Joint Committee

Further to my recent summary report on the Corporate Joint Committees' progress in developing their arrangements, this letter sets out the findings pertinent to the South West Wales Corporate Joint Committee. The letter is structured around the following areas as per the summary report:

- understanding of the Welsh Government's aims for the CJsCs.
- evolving governance arrangements.
- CJC's plans to deliver the Welsh Government aims and meet their statutory obligations.
- How the CJC relates to existing partnership arrangements.
- CJC's plans to meet their requirements under the Well-Being of Future Generations Act (WFG Act), including setting their well-being objectives.

My team will be happy to attend a meeting of the CJC to talk through the findings.

### Understanding of Welsh Government's aims for the CJsCs

- South West Wales CJC had a clear understanding of Welsh Government's aims for the CJs, although it was apparent that it wasn't entirely supportive of the need for the CJs. I appreciate this was, in part, linked to the CJC's concerns about lack of resources to support the implementation of the CJC and its functions. It proactively raised these concerns with Welsh Government.
- Nevertheless, the CJC was generally positive about the opportunities the CJs could bring for the region including beyond its core functions. Most notably, by adopting the South West Wales regional energy strategy and the regional economic delivery plan.

### Governance arrangements

- **Overall, we are assured that the CJC has established its core governance arrangements and that most of its arrangements are up and running.**
- This includes its main Corporate Joint Committee, its overview and scrutiny sub-committee and its Governance and Audit Committee (GAC). The CJC has agreed the terms of reference for four thematic based sub-committees (regional transport, regional economic development, strategic development planning, and regional energy strategy). But, as of May 2023, these sub-committees had not yet met so had not begun to deliver their roles in line with their terms of reference. Dates for these meetings were agreed at the annual general meeting in June.
- The Overview and Scrutiny sub-committee has agreed its high-level work programme. We appreciate the members are primarily getting up to speed with the CJC at the moment. As the work of the CJC develops, the sub-committee needs to consider the value and impact its activity will have, beyond just noting progress with plans, to provide a mechanism to hold the CJC to account. Our [paper on scrutiny](#) may be helpful to the sub-committee.
- The CJC has taken a proportionate and pragmatic approach to its governance arrangements. It has maximised the flexibility to tailor its arrangements, for example, making use of some of its constituent bodies' arrangements and seconded statutory officers from within the constituent councils on a part-time basis.
- It is positive that the CJC has taken the opportunity to involve the National Park Authorities (NPAs) more fully in its arrangements, beyond the NPAs' statutory role around strategic development planning. As well as ensuring it considers the impact its actions have on the national park authority areas, this will also help the CJC to maximise the positive contribution that NPAs could have on the delivery of the CJs' well-being objectives and functions.
- We will be keen to see how the CJC's governance arrangements support the CJC as it continues to develop.

## Progress and clarity of plans

- **We found that the CJC had set out a clear vision in its corporate plan 2023-28, which drew on its Regional Economic Development plan, regional energy strategy and national policies.**
- The CJC is progressing with its plans to meet its economic well-being duty, building on the work of the Swansea Bay City Deal. At the moment, the CJC does not intend to bring the two regional arrangements together, given the different funding streams and legal bases. Managing and overseeing two regional arrangements, which have similar and mutually beneficial objectives, will require resources. The CJC and the constituent bodies of the Swansea Bay City Deal will need to determine how it can do this efficiently and effectively. Officers are currently exploring options to minimise the administrative burden and associated costs of operating the two arrangements.
- **However, progress with delivering its strategic development planning and regional transport planning functions was more limited.** We understand the CJC feels this is largely due to concerns about availability of resources and that the Welsh Government had not yet issued final guidance. I have raised a number of points about Welsh Government preparedness in my summary report and recognise that the financial status issues in particular have impacted on the CJC's ability to progress, not wanting to incur VAT for example.
- Welsh Government has engaged with the CJCs about the strategic development and transport planning functions so the CJCs should have some understanding of expectations. For example, it shared advisory notices recommending early preparation for the strategic development plans in August 2021. There was also an event to discuss CJCs' planning functions in January 2022. So, despite the financial status issues, I consider more progress could have been made in these areas. I would expect to see greater and swifter progress from this point forward.
- Whilst the CJC has agreed a budget to support its regional transport function it also only set a very small budget for strategic development planning for 2023-24. This underlines that it's unlikely there will be much activity on this. Welsh Government have been clear to regions that they are willing to provide support to develop the plans, both directly and via Transport for Wales.
- The SDP process, in particular, is complex and lengthy and the CJC needs to get this underway. There is a risk the CJC will not be able to achieve its objectives and improvements for the region if realistic budgets are not allocated to support the delivery of its functions. It needs to determine how it can maximise its abilities as a separate legal entity to help it do this.
- The CJC has made progress working to address its public sector duties, such as its biodiversity and equalities duties, and Welsh Language requirements. Whilst the CJC recognises the requirement to produce a Child Poverty

strategy in its Corporate Plan, as of May 2023 it had not developed its child poverty action plan as required. It will need to do so as soon as possible.

## **Partnerships**

- I have commented frequently on the complex partnership landscape in Wales so am keen to see how CJsCs are exploring how they relate to and work with existing partnerships. To make the most of existing resources and to tackle challenges more collaboratively.
- The CJC has been clear that it has wanted to build on the existing relationships in the region. It is positive to see that it has looked beyond the statutory membership of the CJC co-opting representatives from Swansea University and the University of South Wales, Hywel Dda and Swansea Bay university health boards. It is also building on the expertise of the Swansea Bay city deal. This should provide it with a significant opportunity to boost the collaborative power of the region and generate wider ownership to deliver its priorities. I will be keen to see the impact of this as the CJC progresses.

## **Well-Being of Future Generations Act (WFG Act)**

- Like the other named bodies under the WFG Act, the CJC must set and publish well-being objectives. It must act in accordance with the sustainable development principle when setting those objectives and when taking steps to meet them.
- The CJC published its well-being objectives by 1 April 2023 as required. It incorporated these within its corporate plan as recommended within the statutory guidance.
- We have not done a detailed review of the extent to which the CJC has applied the sustainable development principle to the setting of its well-being objectives. The CJC told us it is taking a proportionate approach to meeting its duties under the Act.
- We can see that the CJC has set out in its corporate plan how it intends to embed the five ways of working. From our high-level review of the document, we can see that the corporate plan covers elements set out in the Well-Being of Future Generations Act legislation. For example, the CJC has set out how its well-being objectives will help contribute to the delivery of the national well-being goals.
- The corporate plan was subject to public consultation, including a targeted approach with key stakeholders in the region. The CJC developed an easy read version of the plan and a summary of the plan on one page to make it easier to access and understand. The CJC has identified some ways that it could strengthen its application of the sustainable development principle. For instance, by developing a participation strategy and building on approaches

being used by its constituent bodies to help it involve the full diversity of the population. It also talks about the need to work in an integrated way.

- The CJC has adopted Neath Port Talbot County Borough Council's impact assessment tool to help it demonstrate its consideration of the well-being goals and the five ways of working. I appreciate these tools can be helpful. But it needs to be more than simply having an impact assessment at the end of a report. My recent report on equalities impact assessment underlined the point about consideration of these areas earlier to help inform decisions and policies.
- The CJC has a duty to act in accordance with the sustainable development principle. More broadly, that framework has the potential to add value to how it plans and delivers its work. For example, the wider benefits of applying the sustainable development principle to meeting its transport, planning and economic development functions and powers. The CJC may find it helpful to draw on the range of resources on transport and planning available on the Future Generations Commissioner for Wales website.
- I will expect to see the CJC apply this principle in a meaningful way, across its functions. I will be undertaking examinations of the extent to which it has applied the sustainable development principle in future years, as required by the Act.
- We have developed some positive indicators which provide an illustrative set of characteristics of what good looks like when organisations act in accordance with the sustainable development principle. The constituent bodies will be familiar with these. The CJC may find it helpful to draw on these positive indicators as it delivers its well-being objectives.

The CJC should consider this letter in tandem with my summary report, which provides an assessment of the collective position of the four CJCs.

I intend to do further work over the next 18-24 months to assess the CJCs' progress.

Thank you for your support and contributions to this review.

Yours sincerely



**Adrian Crompton**  
**AUDITOR GENERAL FOR WALES**