



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

***9.00 AM DYDD MERCHER, 21 CHWEFROR 2024***

***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 3 - 8*)
4. Blaenraglen Waith (*Tudalennau 9 - 10*)
5. Cynllun Trafnidiaeth Rhanbarthol - y Ddadl o Blaid Newid (*Tudalennau 11 - 32*)
6. Penodi Dirprwy Brif Weithredwr (*Tudalennau 33 - 36*)
7. 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).

**W.Bramble**  
**Prif Weithredwr**

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

**Dydd Iau, 15 Chwefror 2024**

**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 D.Clements

**Aelodau**

**Cyfetholedig:** E.Woollett, J.Hardisty, P.Boyle, E.Evans a/ac  
S.Toombs

## CYD-BWYLLGOR CORFFOREDIG DE-ORLLEWIN CYMRU

(O Bell Trwy Teams)

Aelodau sy'n Bresennol:

Dydd Mawrth, 23 Ionawr 2024

**Cadeirydd:** Cynghorydd R.Stewart

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

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

**Parc Cenedlaethol  
Cynrychiolwyr:** A.Edwards and D.Clements

**Aelod Cyfetholedig:** E.Woollett and S.Toombs

**Swyddogion sy'n  
Bresennol:** M.Nicholls, W.Walters, W.Bramble, G.Jones,  
T.Jones, C.Moore, S.Aldred-Jones,  
L.McAndrew, N.Pearce, M.Shaw, K.Tillman a/ac  
C.Plowman

**Gwahoddedigion  
craffu:** Cynghorwyr T.Bowen a/ac R.Sparks

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### 1. CROESO A CHYHOEDDIADAU'R CADEIRYDD

Croesawodd y Cadeirydd bawb i'r cyfarfod.

### 2. DATGANIADAU O FUDDIANNAU

Ni dderbyniwyd unrhyw ddatganiadau o fuddiannau.

### 3. COFNODION Y CYFARFOD BLAENOROL

Rhoddwyd gwybod i swyddogion am gamgymeriad mewn perthynas ag adran presenoldeb y cofnodion. Tynnwyd sylw at y ffaith mai D Clements oedd cynrychiolydd Parc Cenedlaethol Arfordir Penfro, ac nid Swyddog.

Cymeradwywyd cofnodion y cyfarfodydd blaenorol a gynhaliwyd ar 24 Hydref 2023 a 5 Rhagfyr 2023 fel cofnod cywir, ar yr amod y nodwyd mai D Clements oedd Cynrychiolydd Parc Cenedlaethol Arfordir Penfro ac nid Swyddog.

#### 4. **BLAENRAGLEN WAITH**

Nododd yr aelodau Blaenraglen Waith Cyd-bwyllgor Corfforaethol De-orllewin Cymru.

#### 5. **CYNRYCHIOLAETH Y PORTH GORLLEWINOL**

Rhodddwyd adroddiad i'r Aelodau a oedd yn ceisio cymeradwyaeth ar gyfer ymagwedd briodol i'w gymryd o ran y cynnig a gyflwynwyd i sefydlu sedd ychwanegol ar gyfer Cyd-bwyllgor Corfforaethol De-orllewin Cymru, ar Fwrdd Porth y Gorllewin.

Eglurwyd bod Porth y Gorllewin yn bartneriaeth drawsranbarthol o arweinwyr llywodraeth leol, busnes a'r byd academiaidd ar draws de Cymru a gorllewin Lloegr; gyda'r diben o yrru'r economi yn ei blaen, creu cyfleoedd ar gyfer twf cynaliadwy gan ddefnyddio sgiliau a diwydiant i bweru dyfodol gwyrddach a thecach ar gyfer ein hardal a'r DU.

Rhodddwyd gwybod i'r pwyllgor fod tri o'r pedwar awdurdod yn ne-orllewin Cymru, Cyngor Castell-nedd Port Talbot, Cyngor Sir Gâr a Chyngor Sir Penfro, wedi dod i'r casgliad na fyddent yn cael eu cynnwys ym Mhorth y Gorllewin yn 2019. Cadarnhawyd bod Cyngor Abertawe wedi penderfynu ymuno â'r bwrdd.

Nodwyd, gyda datblygiad yr agenda ynni ac economaidd ar draws de-orllewin Cymru, ffurfio'r Cyd-bwyllgor Corfforaethol, a sicrhau'r Cais Porthladd Rhydd Celtaidd, cynhaliwyd trafodaethau ynghylch ymuno â'r bartneriaeth ymhlith tri arweinydd arall y Cyd-bwyllgor Corfforaethol. Dywedodd swyddogion fod pob un o'r tri Awdurdod Lleol wedi ysgrifennu at Borth y Gorllewin, a oedd wedi ymateb a dod i'r casgliad y byddent yn croesawu cyfranogiad ehangach gan ardal Bargaen Ddinesig Bae Abertawe er mwyn dod yn rhan ffurfiol o'r bartneriaeth.

Tynnodd swyddogion sylw at y ffaith bod y drafodaeth ynghylch Cyd-bwyllgor Corfforaethol De-orllewin Cymru'n ymuno â Bwrdd Porth y Gorllewin wedi bod yn seiliedig ar efelychu trefniadau Prifddinas-Ranbarth Caerdydd; byddai hyn yn golygu y byddai Cyngor Abertawe

yn cadw ei sedd ar y bwrdd, a byddai lle cylchdro ar gyfer yr Awdurdodau Lleol sy'n weddill yn y Rhanbarth.

Eglurwyd bod tri opsiwn i'w hystyried, a nodwyd y rhain yn yr adroddiad a ddsbarthwyd. Mynegwyd mai'r opsiwn a argymhellir oedd 'Opsiwn 1: Cytuno ar y sedd ychwanegol fel sedd Cyd-bwyllgor Corfforaethol ar y bwrdd yn ogystal â sedd Abertawe'. Ychwanegwyd mai'r opsiwn hwn fyddai'n cael ei roi ar waith orau ar sail gylchdro flynyddol rhwng y tri Awdurdod Lleol, gan ddechrau gyda Chyngor Sir Gâr. Roedd y cylchdro a awgrymwyd hefyd wedi'i gynnwys yn yr adroddiad a ddsbarthwyd.

Yn dilyn trafodaethau, roedd yr Arweinwyr i gyd wedi cytuno i roi Opsiwn 1 a gynhwyswyd yn yr adroddiad a ddsbarthwyd ar waith.

#### **PENDERFYNWYD:**

Cytuno ar gynrychiolaeth Cyd-bwyllgor Corfforaethol De-orllewin Cymru, ar Fwrdd Porth y Gorllewin, fel a ganlyn:

Bydd un o arweinwyr y tri awdurdod lleol yn darparu cynrychiolaeth ar sail gylchdro flynyddol fel y nodir isod, yn ogystal â sedd Abertawe.

- Arweinydd, Cyngor Sir Gâr
- Arweinydd, Cyngor Bwrdeistref Sirol Castell-nedd Port Talbot
- Arweinydd, Cyngor Sir Penfro

#### **6. MONITRO ARIANNOL - CHWARTER 3 2023/24**

Darparwyd adroddiad monitro ariannol chwarter tri Pwyllgor Corfforaethol De-orllewin Cymru i'r Pwyllgor, ar gyfer y flwyddyn a ddaeth i ben yn 2023/24.

Roedd swyddogion yn falch o gyhoeddi cadarnhad gan Lywodraeth Cymru ynglŷn â'r grant trafndiaeth, i gefnogi datblygiad y Cynllun Trafndiaeth Rhanbarthol; Roedd Llywodraeth Cymru wedi cadarnhau £125k ar gyfer y flwyddyn ariannol bresennol, ac ymrwymiad pellach o £100k ar gyfer y flwyddyn ariannol nesaf.

Cynhwyswyd manylion y monitro ariannol yn Atodiad A i'r adroddiad a ddsbarthwyd. Soniodd y Prif Swyddog Cyllid fod y gwariant net yn is na'r rhagolwg gwreiddiol o £398,553, sy'n golygu y bydd cyfraniad o arian yn dod yn ôl i'r warchodfa ar ddiwedd y flwyddyn.

#### **PENDERFYNWYD:**

Bod yr adroddiad yn cael ei nodi.

## **7. CYLLIDEB CYD-BWYLLGOR CORFFOREDIG RHANBARTHOL DE-ORLLEWIN CYMRU 2024/25**

Roedd yr adroddiad a ddosbarthwyd yn gofyn i Aelodau gytuno a gosod cyllideb Cyd-bwyllgor Corfforedig De-orllewin Cymru ar gyfer blwyddyn ariannol 2024/25.

Cyn cyflwyno'r adroddiad, nodwyd bod Cadeirydd Cyd-bwyllgor Corfforaethol De-orllewin Cymru wedi derbyn llythyr gan Gadeirydd Cyd-bwyllgor Corfforaethol De-orllewin Cymru – Is-bwyllgor Trosolwg a Chraffu. Roedd y llythyr yn cynnwys ymateb yr Is-bwyllgor Trosolwg a Chraffu i'r gyllideb ddrafft ar gyfer 2024/25, a ystyriwyd ganddynt yn ystod ei gyfarfod a gynhaliwyd ar 16 Ionawr 2024.

Roedd Cadeirydd Cyd-bwyllgor Corfforaethol De-orllewin Cymru – Is-bwyllgor Trosolwg a Chraffu yn bresennol yn ystod y cyfarfod i ddarparu cynrychiolaeth, a chodi'r pwyntiau allweddol a fynegwyd drwy gydol y llythyr.

Mewn ymateb, rhoddodd Cadeirydd Cyd-bwyllgor Corfforaethol De-orllewin Cymru sicrwydd y byddai'r Pwyllgor yn parhau i lobïo Llywodraeth Cymru am yr adnoddau priodol er mwyn ymgymryd â'r gwaith sy'n ofynnol ganddynt.

Esboniodd swyddogion mai Cyd-bwyllgor Corfforedig De-orllewin Cymru oedd yn gyfrifol am osod ei gyllideb a chytuno ar yr ardoll i awdurdodau cyfansoddol; roedd yn rhaid gosod a chytuno ar hyn cyn 31 Ionawr 2024. Ychwanegwyd bod y dyraniad ardoll yn seiliedig ar faint y boblogaeth.

Yn debyg i'r blynyddoedd blaenorol, daethpwyd i'r casgliad na fyddai Awdurdodau'r Parciau Cenedlaethol yn destun ardoll ar gyfer blwyddyn ariannol 2024/25.

Rhoddwyd gwybod i'r aelodau am y tri opsiwn cyllideb i'w hystyried. Rhoddodd y Prif Swyddog Cyllid drosolwg o'r opsiynau, a nodwyd yn yr adroddiad a ddosbarthwyd.

- Opsiwn 1 - Cyllideb parhad yn 2024/25
- Opsiwn 2 - Cyllideb parhad minws 10% yn 2024/25
- Opsiwn 3 - Cyllideb Weithredol Cost Llawn Orau yn 2024/25

Cyfeiriwyd at opsiwn tri, a oedd â gwarian a amcangyfrifir o £2,082,899. Mynegwyd y byddai'r opsiwn hwn yn heriol iawn o ystyried sefyllfa cyllid y sector cyhoeddus a'r anhawster yr oedd Awdurdodau Lleol yn ei wynebu o ran gosod cyllidebau.

Eglurwyd bod opsiwn un ac opsiwn dau yr un peth o ran cyflwyno. Yr unig wahaniaeth oedd bod opsiwn dau yn manylu ar ostyngiad o 10% ar yr ardoll gan Awdurdodau Lleol cyfansoddol, o ystyried y pwysau cyllidebol yr oeddent yn eu hwynebu. Fodd bynnag, nodwyd y gallai'r 10% gael ei ariannu o'r cronfeydd wrth gefn ar hyn o bryd, sy'n golygu y gallai'r gwariant barhau i gael ei gyflawni heb dorri gwasanaethau. Byddai defnyddio 10% o'r cronfeydd wrth gefn yn dal i ddarparu lefel iach o gronfeydd wrth gefn, a fyddai'n caniatáu i'r Cyd-bwyllgor Corfforaethol gael ei ddatblygu dros y cyfnod sydd i ddod.

Cynhaliwyd trafodaeth ynghylch sefyllfa'r pedwar Is-bwyllgor a chyflwyno eu ffrydiau gwaith; Roedd yr adroddiad a ddsbarthwyd yn nodi'r hyn y gellid ei gyflawni mewn perthynas â phob opsiwn ar gyfer cyllideb. Soniwyd y bydd cryn dipyn o waith a fydd yn datblygu wrth symud ymlaen.

Nodwyd mai'r opsiwn a argymhellir oedd 'Cyllideb parhad minws 10% yn 2024/25', a fanylwyd arno fel opsiwn dau yn yr adroddiad a ddsbarthwyd. Eglurwyd bod yr ail opsiwn gyda chost o £615,049 gyda'r cronfeydd wrth gefn yn talu 10% (minws £59,071) gan roi sefyllfa net o £555,978; Bydd y sefyllfa net hon yn cael ei rhannu rhwng y pedwar Awdurdod Lleol ar sail poblogaeth, a hi fydd yr ardoll y bydd yn rhaid iddynt ei chynnwys yn unigol yn eu proses pennu cyllideb eu hunain.

#### **PENDERFYNWYD:**

- Cymeradwyo'r gyllideb ar gyfer y Cyd-bwyllgor Corfforaethol, sef £615,049 (Parhad gyda gostyngiad ardoll o 10%), fel y manylir yn Atodiad B i'r adroddiad a ddsbarthwyd.
- Cymeradwyo'r ardoll yn seiliedig ar boblogaeth i'r awdurdodau cyfansoddol fel a ganlyn:

#### **Ardoll Awdurdodau Lleol 2024/25**

- Cyngor Dinas a Sir Abertawe (Ardoll) - £191,188
- Cyngor Sir Gâr (Ardoll) - £151,281
- CBS Castell-nedd Port Talbot (Ardoll) - £114,094
- Cyngor Sir Penfro (Ardoll) - £99,414

Cyfanswm = £555,978

8. **EITEMAU BRYD**

Ni dderbyniwyd unrhyw eitemau brys.

**CADEIRYDD**



**SOUTH WEST WALES CORPORATE JOINT  
COMMITTEE**

**FORWARD WORK PROGRAMME**

**2023-2024**

Meeting Date 2024	Agenda Item	Type	Contact Officer
19 March 2024	Corporate Plan 2024/25	Decision	Louise McAndrew/Kristy Tilman

## SOUTH WEST WALES CORPORATE JOINT COMMITTEE

21<sup>st</sup> February 2024

Report Title: REGIONAL TRANSPORT PLAN (RTP) - CASE FOR CHANGE

<b>Purpose of Report</b>	To seek approval for Regional Transport Plan Case for Change to be submitted to Welsh Government
<b>Recommendation(s)</b>	It is recommended that the Case for Change, 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).

Following the successful approval of the Implementation Plan by Welsh Government prior to Christmas 2023 the region has now moved to the next stage of the process and developed a Case for Change as per Appendix 1.

The case for change demonstrates why our regional transport plan (RTP) is essential for the ongoing development of our region.

Our case for change is firmly led by opportunity; the opportunity to enable a growing and sustainable economy, the opportunity and need to ensure our transport system is sympathetic

to the environment and the opportunity to ensure we can move around and beyond our region in the most effective way possible for all reasons.

The basis of the case for change is to ensure the RTP is a vehicle to ensure the delivery at the regional level of Llwybr Newydd, the Wales Transport Strategy, 2021.

This requires the RTP to be developed to reflect national policy and the challenges and opportunities that face the region in developing a fit for purpose and robust transport network.

The transport network is at the heart of the region; it takes us to work, education and leisure activities across the region and further afield.

The Case for Change Report with appendices was heard by the South West Wales Corporate Joint Committee - Regional Transport Sub-Committee on 12<sup>th</sup> February 2024. The Committee endorsed the Case for Change Report for approval subject to inclusion of rail travel data for all four regions.

### **Timescales:**

The Change will be presented to Corporate Joint Committee on 21<sup>st</sup> February 2024, and then onward to Welsh Government by the 29<sup>th</sup> of February 2024 submission deadline.

### **Financial Impacts:**

The Case for Change has been a collaborative exercise to review all factors that need to be considered when developing the Regional Transport Plan. It 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, with a further £100k in 2024-25.

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 ongoing discussion with Welsh Government.

### **Integrated Impact Assessment:**

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

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Acts.

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

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

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

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

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

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

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

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

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

### *Well-Being Objective 2*

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

### **Workforce Impacts:**

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

### **Legal Impacts:**

The Case for Change is the second 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.

### **Reason for proposed decision:**

To meet the duty placed on the Corporate Joint Committee for South West Wales.

### **Implementation:**

Following the three day call in period.

### **Appendices:**

1. SWW RTP - Case For Change

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

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

## The Case for Change for the Regional Transport Plan for South West Wales



## **South West Wales Regional Transport Plan - Case for Change**

### **INTRODUCTION**

This case for change demonstrates why our regional transport plan (RTP) is essential for the ongoing development of our region. Our case for change is firmly led by opportunity; the opportunity to enable a growing and sustainable economy, the opportunity and need to ensure our transport system is sympathetic to the environment and the opportunity to ensure we can move around and beyond our region in the most effective way possible for all reasons.

The basis of the case for change is to ensure the RTP is a vehicle to ensure the delivery at the regional level of Llwybr Newydd, the Wales Transport Strategy, 2021. This requires the RTP to be developed to reflect national policy and the challenges and opportunities that face the region in developing a fit for purpose and robust transport network.

The transport network is at the heart of the region; it takes us to work, education, health care and leisure activities across the region and further afield.

### **THE AIM OF THE RTP**

Llwybr Newydd has three overarching priorities the drive and inform the vision for the RTP. Within the three priorities the region has identified a small number of objectives that will enable Llwybr Newydd to be delivered regionally. The three priorities of Llwybr Newydd are reflected in the table below; these in turn lead to the RTP aims and objectives.



**Table 1. RTP Aims and Objectives**

<b>AN ACCESSIBLE, SUSTAINABLE AND EFFICIENT TRANSPORT SYSTEM</b>		
<p><b>Llwybr Newydd Priority 1</b></p> <p>Bring services to people in order to reduce the need to travel.</p>	<p><b>Llwybr Newydd Priority 2</b></p> <p>Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.</p>	<p><b>Llwybr Newydd Priority 3</b></p> <p>Encourage people to make the change to more sustainable transport.</p>
<b>REGIONAL TRANSPORT PLAN AIMS</b>		
<p>To improve physical connectivity through enhancing active travel infrastructure to local services.</p>	<p>To achieve a shift away from private car use to more sustainable travel modes through service and infrastructure improvements.</p>	<p>To enable our residents to change their travel behaviour to use low-carbon, sustainable transport.</p>
<b>REGIONAL TRANSPORT PLAN OBJECTIVES</b>		
<p>To improve active travel infrastructure to local services in the first instance. Where this is not feasible enable residents to make sustainable travel choices.</p> <p>To have a transport system that supports the growth and development of sustainable economic activity in the region.</p>	<p>To have a transport system that recognises the hierarchy of travel modes identified in Llwybr Newydd, which is as follows:</p> <ol style="list-style-type: none"> <li>1. Walking and cycling (highest priority)</li> <li>2. Public transport (rail, bus, community transport and taxis)</li> <li>3. Ultra-low emission vehicles</li> <li>4. Private motor vehicles (lowest priority).</li> </ol> <p>To have a transport system that recognises the diverse communities of the region and their varying transport needs.</p>	<p>Make sustainable transport more available, attractive and affordable.</p> <p>To promote sustainable travel choice wherever possible.</p>

Developing a more effective, more sustainable transport network in the region is not an end in itself; it must make changes that improve people's daily lives.

We have identified that the current network does not adequately serve the people of the region and that this is contributing to poor outcomes, including limiting access to employment, ill health, negative environmental impacts (noise, pollution, air quality, road traffic accidents) and social exclusion. The efficiency of transport provision is a key determinant of how the region is perceived externally and the degree to which inwards investment in the economy can be maximised and our tourism offer developed. Affordability will need to be at the centre of the RTP to ensure access to transport is equitable.

*The case for change is based on the premise of "decide and provide", we shall decide collaboratively the RTP vision and then set out how this will be provided. The framework provided by Llwybr Newydd, the Future Generations (Wales) Act, national climate change and environmental policies together with national and regional land use planning policy provides the key inputs into the vision which must be aligned with regional and local aims and objectives.*

## **WHERE ARE WE NOW?**

The transport network in the region comprises of some local routes for pedestrian and cyclists that provide access in villages, towns and cities to local destinations such as shops, schools, doctors surgeries and leisure activities.

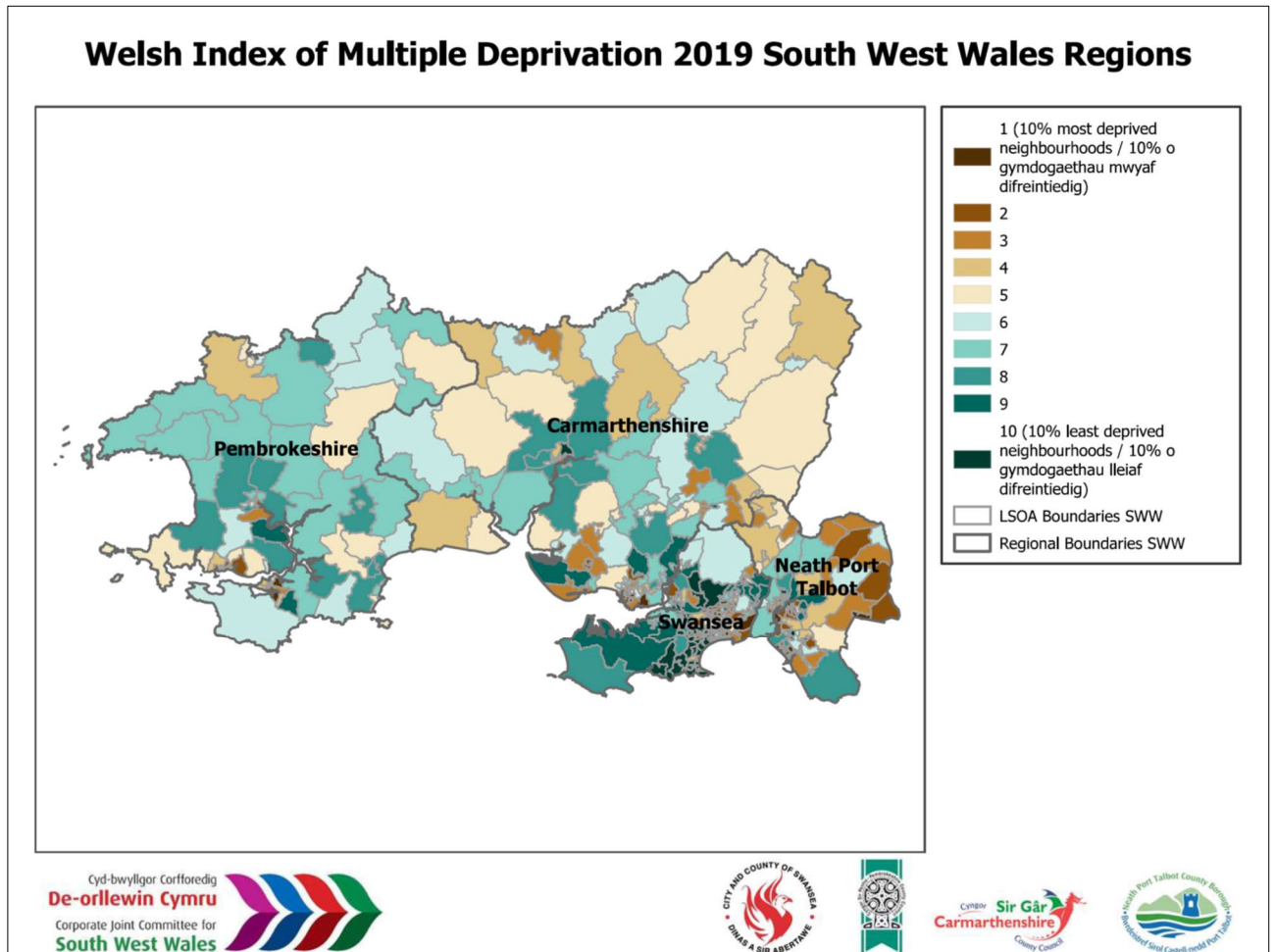
At the next level, a rail and bus system provide key linkages between main areas of population, but both have seen limited investment in the recent past. Subsidised bus services along with Demand Responsive (DRT) bus services have successfully covered rural areas in recent years, but this approach has known challenges with stable funding. The national Traws Cymru bus network provides long-distance links not made by the rail network and has seen deployment of zero-emission buses recently on the T1 Carmarthen to Aberystwyth route. Electrification of the rail line between Swansea and Cardiff has not been progressed leaving the services vulnerable to changes in the future provision of trains. Further west, issues with staffing, timetabling and implementation of new trains has meant that regular scheduled services to Pembrokeshire are often terminated at Carmarthen and a rail replacement bus utilised.

The concept of a South West Wales Metro system which provides an integrated public transport network with high quality interchange between modes is firmly established with detailed proposals under development to shape new investment in rail and bus. In many cases these proposals have strong business cases developed and are ready for early implementation.

The road network is extensive, covering the entire region. The network ranges from the main arteries of the M4/ A40 corridor and the A465 corridor to urban networks in the Swansea Bay area and the key towns together with local routes that provide essential access in rural areas. The 20mph speed limit on formerly 30 mph roads has been implemented across the region as mandated by Welsh Government.

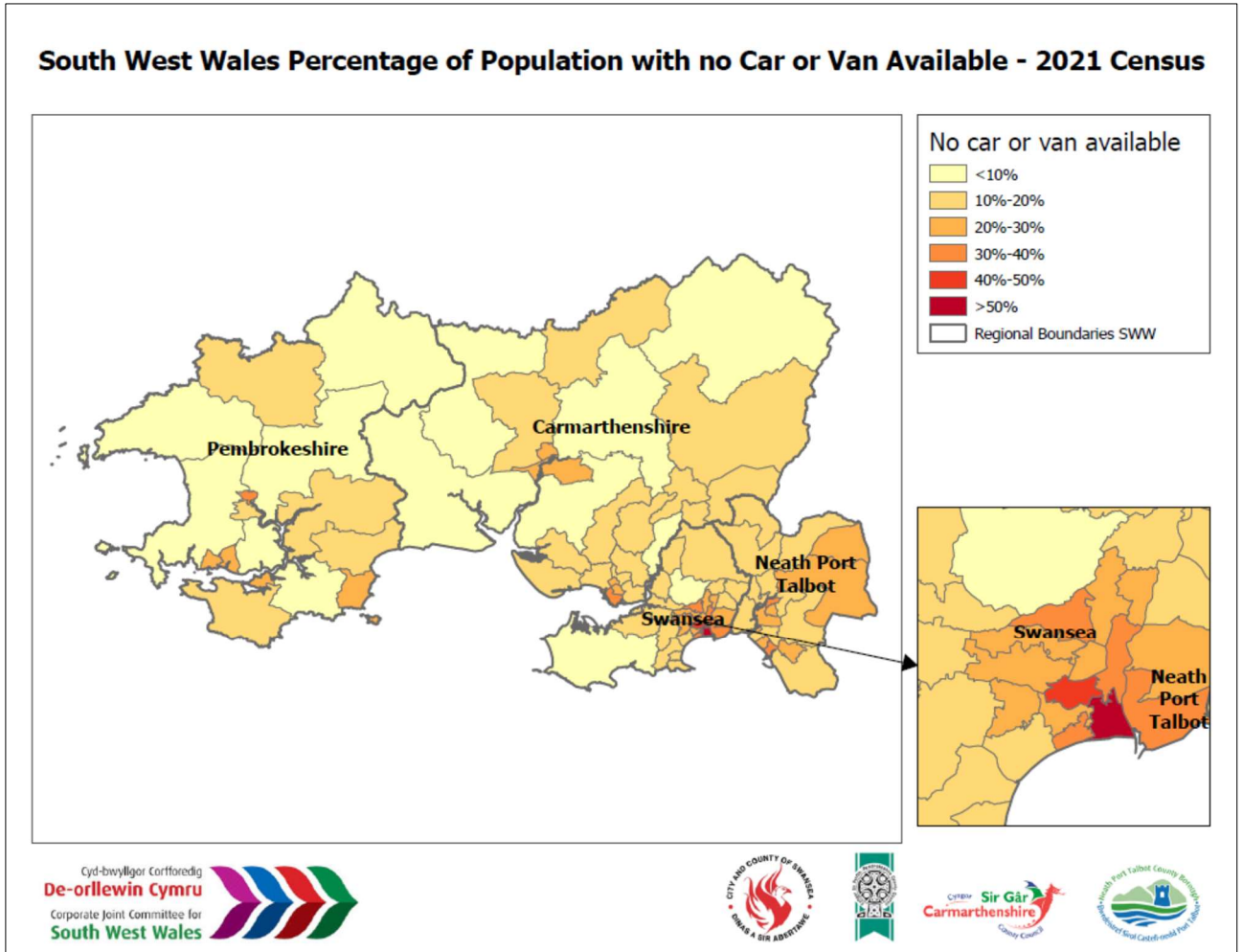
The region has demonstrable areas of deprivation, but a majority of households (81%) in the region have access to at least one car or van<sup>1</sup>. This coupled with the current need for car use in many locations can lead to situations where car ownership is prioritised over other areas of household expenditure. There are some urban areas with high levels of deprivation and low car ownership which give rise to ‘transport poverty’. Transport poverty can also be mode specific with rural areas having limited access to effective public transport and cycling and walking opportunities.

Figure 1. Welsh IMD 2019



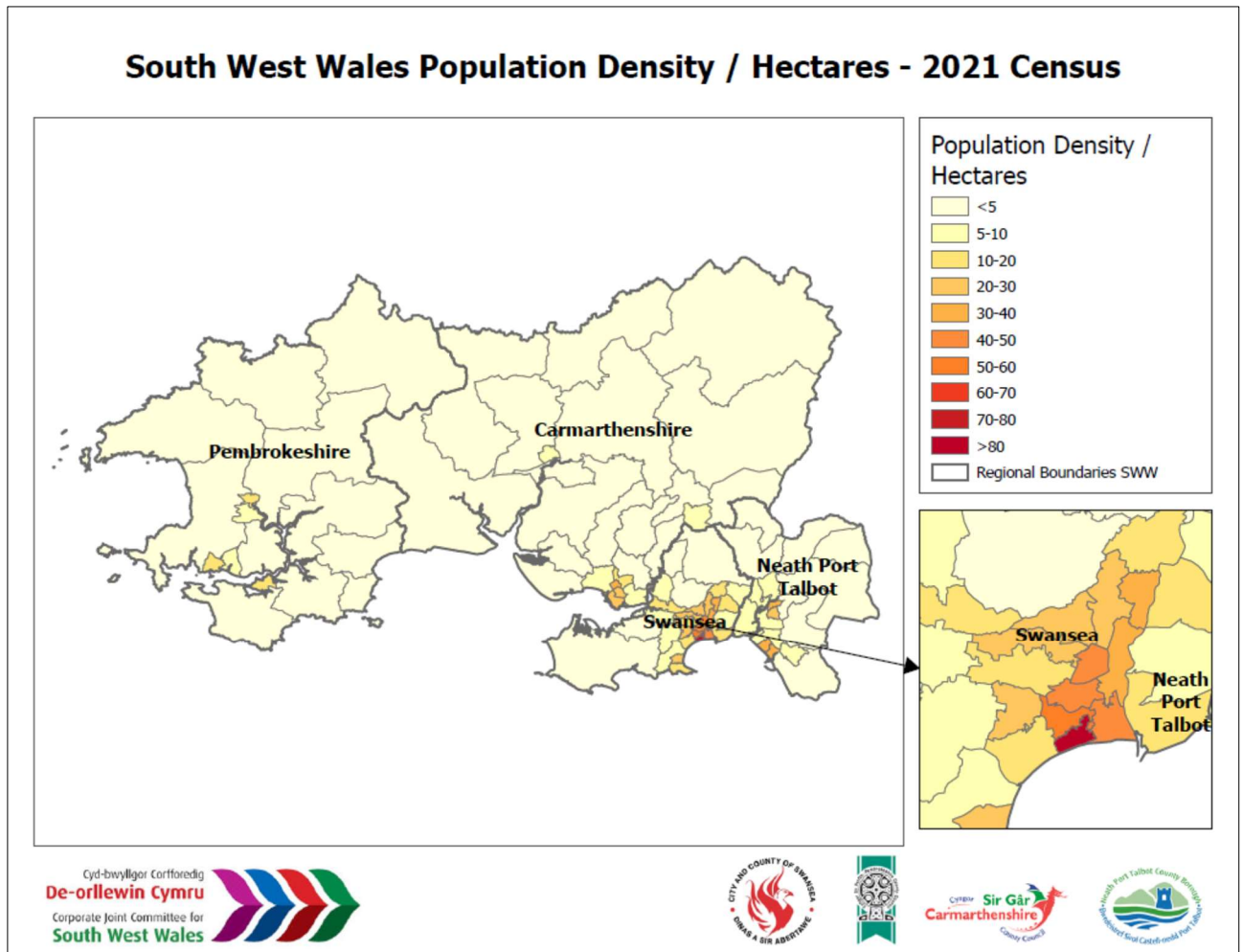
<sup>1</sup> 2021 Census data – Table TS045

Figure 2. Car or van availability in South West Wales – 2021 Census



The location and distribution of the population is an important driver of transport demand. Across the region population densities are low outside of the main urban areas. Equally, transport demand in rural areas is driven by concentration of jobs, education and facilities located in the range of larger communities, all of which will require transport for access.

Figure 3. Population Density in South West Wales – 2021 Census



The local GVA figures<sup>2</sup> (for 2021) reflect the region’s spatial portrait with service industries, public sector work and rural activities notable. The figures for Pembrokeshire reflect the level of skilled jobs present in the two port areas and the energy sector.

- Pembrokeshire £25,754
- Carmarthenshire £19,013
- Swansea £23,592
- NPT £17,713

The characteristics of the transport network reflects the strong role that car transport plays in the area. The use of a car is a necessity in many rural areas of the region and also for more complex urban journeys. The transport infrastructure reflects this reliance.

<sup>2</sup> Sourced from Statswales <https://statswales.gov.wales/Catalogue/Business-Economy-and-Labour-Market/Regional-Accounts/Gross-Value-Added-GDP/gvaperhead-by-area-year> GVA estimates the total output of an economy in this case a Council and per person specific figure has been given.

## WHY IS CHANGE NEEDED?

The case for change is based on the need for the transport system as a whole to reflect changes in the demands placed upon it and also to ensure the transport system can deliver the movement and accessibility a changing region requires.

The population of the region is projected to increase. Whilst the increases are modest in percentage terms over the next 20 years the effect on the ability of the increased population to access work, education and community facilities will need to be improved to accommodate existing and future demands in a way that supports sustainable travel choices, economic activity and social inclusion across the region.

**Table 2. South West Wales Population Projections (Welsh Government 2018)**

	2023	2043	Change
<b>South West Wales</b>	<b>915,005</b>	<b>946,815</b>	<b>3.5%</b>
Pembrokeshire	126,580	130,196	2.9%
Carmarthenshire	190,022	197,218	3.8%
Swansea	250,004	264,840	5.9%
Neath Port Talbot	144,894	151,889	4.8%

## THE ECONOMY

The economic profile and industrial mix of South West Wales is diverse. Also, overlaid with the general increase in population is a changing region where the economic opportunity created by the city deal investments will require a corresponding improvement in mobility.

The South West Wales Regional Economic Delivery Plan sets a clear path to economic prosperity. The starting point is one of structural, including infrastructure challenges. Recovery from covid19 has been excellent in some economic areas, less so in others. Transport has a significant effect on this variance and is a barrier to delivery of the economic goals for the region.

The region is home to the busy ports of Fishguard and Milford Haven, which brings freight and passenger traffic flows across the region. The predominant flow of road-based freight within the region is east-west, along the A40 / M4 corridor with the A465 and A483 trunk roads providing further essential road links to the north and east. It is also home to UK's only current raw iron production site at Port Talbot that is planned to receive a £1.25 billion investment in green furnaces but also see major changes in working practices in the medium term. This reform will have major implications for the local economy and transport requirements; a formal notification of 2,800 job losses has been made in January 2024 with further but currently unquantified job losses expected in the local supply chain. This significant labour market change is likely to trigger notable transport consequences given the location of jobs across the region and in adjoining regions.

This industrial legacy is supported by development in the digital and education sectors with two universities and an active city deal across the region that prioritises the digital economy.

Tourism is a vital economic asset for the region. Pre-covid evidence up to 2019<sup>3</sup> from Welsh Government indicated an annual value of £1.2 billion to the region representing circa 20% of all tourism activity in Wales.

The Swansea Bay City Deal is a nine project £1.3 billion investment in the region with central government, local government and private sector funding. As part of this there are nine key projects are underway to deliver a transformational change in work, education and skills. The projects are;

- Skills and Talent
- Digital Infrastructure
- Canolfan S4C Yr Egin
- Swansea City and Waterfront Digital District
- Homes as Power Stations
- Pembroke Dock Marine
- Life Sciences, Wellbeing and Sports Campuses
- Pentre Awel
- Supporting Innovation and Low Carbon Growth

The 9,000 new jobs that are planned within these projects will need to be accommodated on the region's transport system.

In parallel to the city deal, the Celtic Freeport provides a planned reinvention of the Milford Haven and Port Talbot areas with new diverse initiatives focused on renewable energy, with links to the tourism and digital economy sectors. The Freeport has replaced the Haven Waterway Enterprise Zone and the Port Talbot Waterfront Enterprise Zone, both of which were developed to provide economic stimulus.

The freeport is formed of 600ha of land that will be dedicated to the development of off-shore renewable infrastructure. The planned investment will reach £5.5 billion. The Freeport plans to develop 16,000 new jobs to create an employment hotspot in the area.

The creation of new jobs will require transport provision to meet new demand for movement given the effect will be to develop a green investment and innovation corridor stretching from Milford Haven to Port Talbot.

## **THE SOCIAL ECONOMY**

The social fabric of the region is essential to the wellbeing and development of the area. A UK national asset critical to the wider UK transport system is the presence of the DVLA in Swansea with the associated 6,000 jobs.

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<sup>3</sup> <https://www.gov.wales/sites/default/files/statistics-and-research/2021-03/tourism-profile-south-west-wales-2017-2019-summary.pdf>

Access to education, healthcare, leisure facilities and shops all rely on transport to provide access. In reality much of the regional transport needs are met currently by car-based modes due to the wide range of journeys that need to be made. Across all communities a number of vulnerable and hard to reach groups will require specific consideration in the development of the RTP. The development of the RTP will have an ongoing workstream to develop assessments of the impacts for vulnerable and hard to reach groups

The region faces challenges that relate to transport provision and its affordability. These challenges include current instability in bus service funding and the effect of the cost of living crisis.

The social economy of the region reflects the diverse communities of the region with many interested parties working to deliver transport solutions; these include the NHS, businesses and local communities. All these organisations and groups have bespoke transport requirements, the levels of which and locations are continually evolving. The transport that supports this changing need and level of activity will need to be reflected in the RTP.

In particular education related transport faces particular delivery challenges of statutory and discretionary travel. The RTP will examine the accessibility to education to understand what policy levers are available to ensure a sustainable service is achievable.

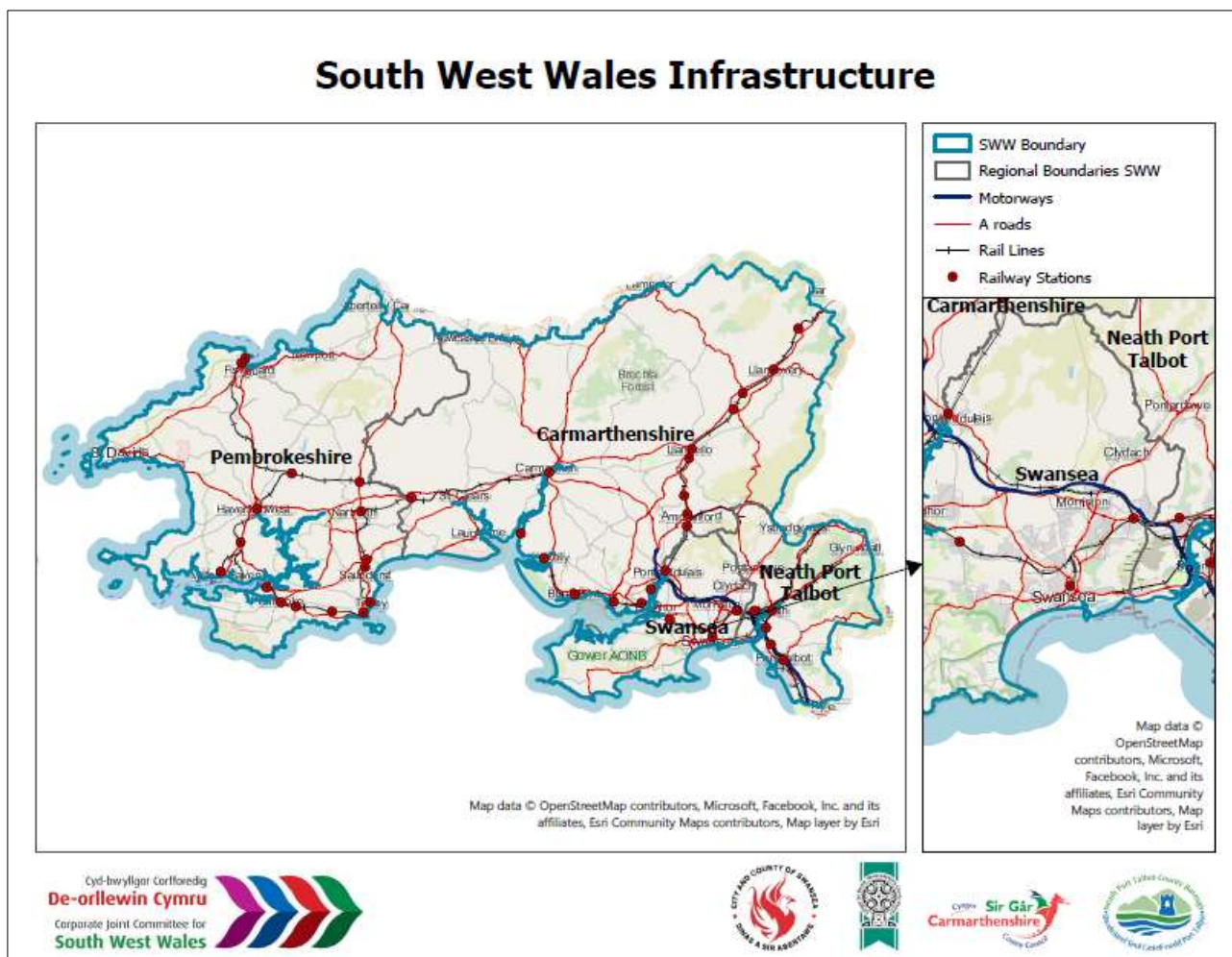
A further 'social' element of the transport system in South West Wales is tourism, with its seasonal demands placing a particular burden on 'hotspots' in the summer months. The value of tourism to the area is noted in the economy section, above. Within that overall level of activity of the 23 million average day visitors to the region annually in 2017-19, of which 65% (15 million) used a car to access the region with 4.5% by rail. The predominance of road access and concentration into the summer months and specific locations creates a challenge that the RTP will need to consider.

## **THE TRANSPORT SYSTEM**

The current transport system is predominantly road based. This is perhaps understandable given historic circumstances and approaches to transport planning followed in the past. Given the need to change how travel occurs and the need to manage the impact of transport the RTP follows the lead of Llwybr Newydd and is seeking make active travel and public transport valid alternatives to private transportation. This will require an evolving transport network with key investments being identified. To shape this a new RTP is essential to setting the policy framework and highlighting major investment proposals.



Figure 4. South West Wales – existing transport network 2024



Given the mixed urban and rural nature of the region, a series of solutions tailored to the varied socio-economic circumstances across the region are going to be required to be developed in the RTP.

The approach of developing a mode hierarchy that proactively pursues active travel and public transport choices wherever feasible is necessary for the region to meet its obligations on climate change and to ensure that economic development can occur without recourse to significant road changes. The RTP will need to identify the scope of this ambition and the detail of how it would be delivered and funded. Equally importantly, the RTP will need to consider at a strategic level how the existing road network and any additions necessary will be managed and maintained.

In addition to mode choice, the RTP has to set out our agenda and proposals for reducing the transport effects that cause climate change.

The transport system has a role to play in retaining economic activity within the region by making local journeys easy to achieve. The rail network currently, for example, indicates that local services are not used to their maximum and that the main passenger flows are to Cardiff and Eastwards.

**Table 3. ORR Rail Journey Data 2021-22**

Rank	Swansea	739,009	Neath	272,663
1	Cardiff Central	207,466	Swansea	83,271
2	Neath	83,271	Cardiff Central	60,592
3	London Paddington	80,699	Port Talbot Parkway	41,152
4	Llanelli	47,362	Bridgend	18,308
5	Port Talbot Parkway	43,135	London Paddington	18,051
6	Bridgend	31,684	Cardiff Bay	8,306
7	Carmarthen	23,797	Briton Ferry	2,981
8	Gowerton	18,357	Newport (South Wales)	2,525
9	Newport (South Wales)	15,991	Gowerton	2,405
10	Pembrey and Burry Port	12,042	Llanelli	2,353
	Other Destinations	563,804	Other Destinations	239,944

Rank	Carmarthen	128,301	Haverfordwest	42,533
1	Swansea	23,797	Cardiff Central	8,768
2	Cardiff Central	20,748	Carmarthen	5,573
3	Llanelli	11,139	Swansea	4,972
4	London Paddington	9,841	London Paddington	4,969
5	Whitland	6,391	Milford Haven	2,797
6	Haverfordwest	5,573	Whitland	1,162
7	Tenby	5,397	Newport (South Wales)	964
8	Ferryside	4,616	Clunderwen	947
9	Pembrey and Burry Port	3,793	Bristol Temple Meads	852
10	Milford Haven	2,881	Llanelli	769
	Other Destinations	94,176	Other Destinations	31,773

## THE METRO

Maximum use is not made of the existing railway infrastructure with a number of freight only lines that could support investment to accommodate passenger services. The development of the rail elements of the South West Wales Metro provide a suitable framework to develop and seek funding for these proposals. Strong business cases have been developed for major investment in the rail elements of Metro. These include:

### Rail

- SWW Mainline Rail Improvements
- Swansea Bay Metro Rail Improvements
- West Wales Parkway Improvements

### Bus

- SWW Transport Hubs
- SWW RTPI Report

#### Active travel

- SWW Cycling Strategy
- SWW study into cycle hire, e-bikes and journey planning
- SWW propensity to active travel report

#### ULEV

- ULEV strategy for SWW
- EV Rapid Charging Hub Feasibility Studies
- EV Car Club Study
- EV Depot Study
- Depot Hydrogen Study

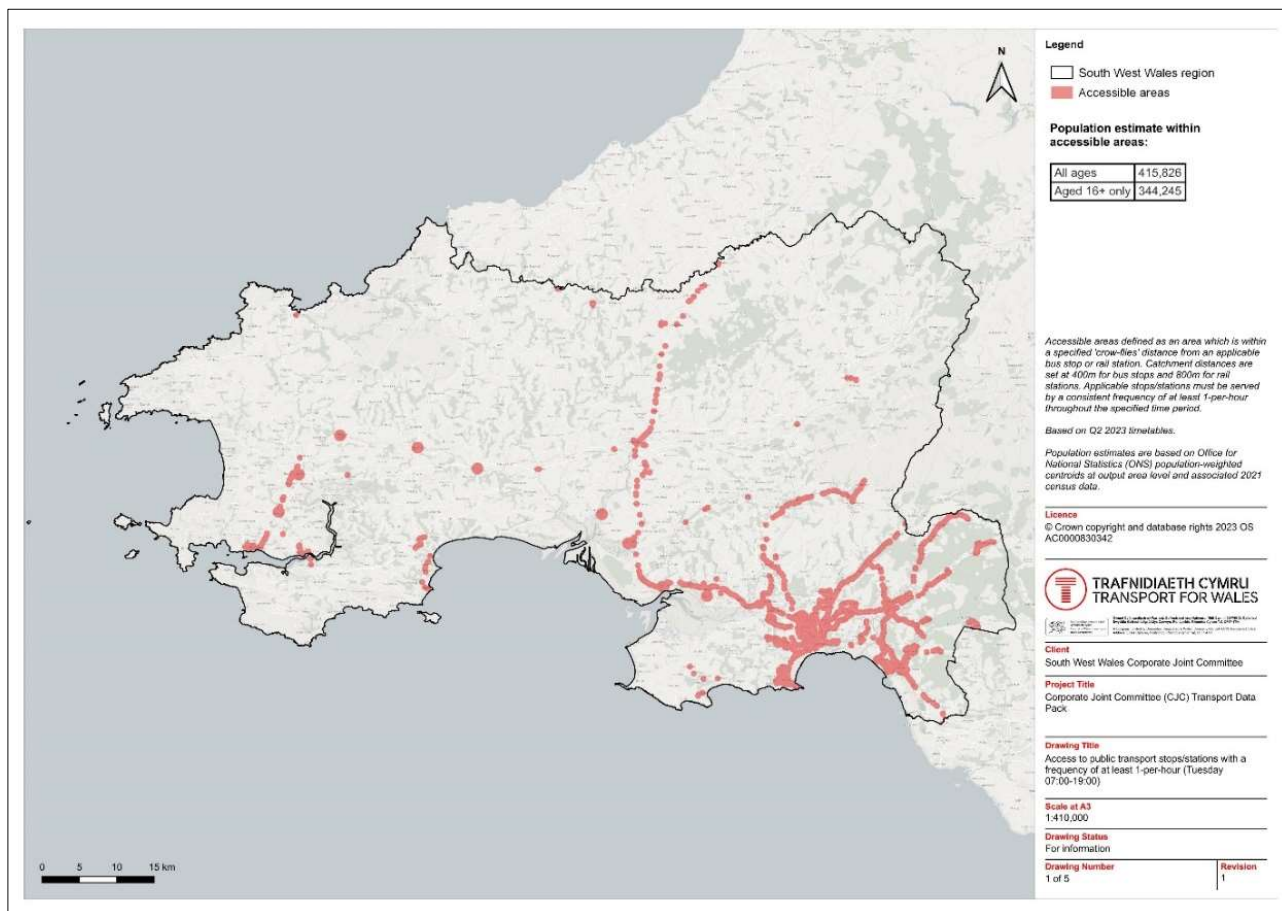
Development funding for the 2024/25 year has been secured to ensure that Metro is developed in alignment with the RTP delivery programme.

#### **BUS AND METRO**

We wish to see the Metro network concept of an integrated public transport network extended to bus, thus driving improvements in the network where rail links are not feasible. This will require changes to the current governance and funding approaches for bus.

At present access to traditional hourly bus services is limited to the urban areas and interurban connections. This creates challenges for making bus a mode of choice outside of these areas.

#### **Figure 5. Current Bus Network – Access to an hourly weekday bus service (0700-1900)**



The bus network will evolve through franchising undertaken by Tfw but with local input to define the network involved. This change on operational model presents a major opportunity for RTP to shape the network's outputs unlike the current approach of a network initially defined by commercial imperatives. An imperative is for the RTP to establish how, where and why interchange between travel modes can be enabled to allow the 'network' approach to be deliverable.

## THE WELL-BEING OF FUTURE GENERATIONS

The Future Generation (Wales) Act sets out a clear framework for a developing Wales and how future generations are protected from the adverse effect of present-day decisions. The RTP will need to consider how this protection works in the transport context within the region. An integrated impact assessment will be conducted during the development of the RTP.

## THE ENVIRONMENT AND GREENING THE TRANSPORT SYSTEM

The region is host to two national parks, Bannau Brycheiniog National Park (Brecon Beacons) and Pembrokeshire Coast National Park, both providing a unique landscape and environment that requires special protection. The region is also the host to the Gower Area of Outstanding Natural Beauty (AONB).

The transport ecosystem faces two main challenges (i) to enable access to the national parks and the AONB so their beauty and environment can be enjoyed and (ii) ensure that the effects of transport provision on the precious environment is minimised. This will require rethinking our approach to access and how transport interacts with the landscape across the national park areas. Also the same principles will be applied to our non-national park areas across the region as the region has an abundance of statutory environmental designations in place, for example, ANOBs SSSI's and SINCS.

There are seven AQMAs in force across the region. The AQMA designations are pollutant based and, traffic has played a key role in the need for some of these AQMAs. To help alleviate the traffic related issues, speed limits have been lowered on sections of the M4 to assist in meet air quality requirements. Unless efforts to decarbonise are embedded in the RTP, more such changes could be necessary but damaging to journey times. At the same time, the adverse impact on personal health of poor air quality is a key driver for change that the RTP will recognise in the development of solutions.

**Table 4. South West Wales AQMAs**

Council Area	Pollutant	Location	Main Reason
Carmarthenshire	NO2	Llandeilo	Traffic
	NO2	Llanelli	Traffic
	NO2	Carmarthen	Traffic
Neath Port Talbot	PM10 Particulates	Port Talbot	Steel Works
Pembrokeshire	NO2	Haverfordwest	Traffic
		Pembroke	Traffic
Swansea	NO2	Radial Routes	Traffic

The RTP will need to develop a new EV strategy including setting charging requirements and working with grid suppliers and DNOs to ensure power is available where needed. This will allow us to proactively transition to a zero carbon emission transport system. The RTP will identify the pace at which the region is currently moving to a zero-emission transport system and how this can be accelerated as ULEVs continues to evolve.

Llwybr Newydd and the Welsh national climate targets (which are more stringent than the UK wide equivalents) make a compelling case for seeking a revised transport system that secures investment to enable the necessary changes to occur. Strongly encouraging the use of active travel modes and public transport needs to be coupled to securing approaches to greening our vehicle fleet and securing the investment for electrification of rail.

## **RURAL NEED**

South West Wales is home to many sparsely populated, rural and semi-rural areas, and we need to consider the travel needs of people living in those areas. Journey times by public transport are often uncompetitive with cars, particularly in locations away from the main inter-urban corridors. Low frequencies and the need to interchange are significant barriers in the current public transport system to people regularly using public transport and encourage car ownership and use.

Whilst few traditional bus services operate in rural areas DRT bus services have shown that low density populations can successfully be accessible by public transport if the funding and delivery structures are in place. Rural areas face particular challenges in having a stable supply of transport at an affordable cost. Lowering bus service investment, fuel poverty in rural areas coupled with wider rural poverty creates social exclusion and inequality that good quality transport can help overcome. The RTP will need to assess how this can be delivered and funded.

Southwest Wales retains a number of rural and 'town' railway stations but again service frequencies are low, car access is often required to the stations and access can be difficult for cyclists, walkers and public transport users.

## **SERVICING, FREIGHT AND THE PORTS**

The movement of freight through the region is lifeline for the region's economy. It does however come with some challenges. Traffic to the ports passes through the region gives little benefit to the local community and economy en-route. The M4/A40/A465 corridors support these strategic movements. The jobs and activity created at the ports themselves are a cornerstone of the region's economy so change in how access the ports can be made as effective as possible whilst also capturing value for the community from these important facilities will be a key RTP theme.

The ports at Milford Haven, Port Talbot, Swansea and Fishguard are national assets with water-based access that give the region a unique and critical role.

Rail freight is limited beyond Margam Yard in NPT with flows to the Robeston Oil Plant and the Trostre Tinsplate works still timetabled. The creation of new railway test track at Onllwyn on the region's border provides an opportunity for more trains and rail supply industry activity. The freight yard at Margam serves the Port Talbot steelworks and has rail links to other steel production facilities such as the West Midlands, Scunthorpe, Teesside and Dee Marsh on the Wirral.

Local deliveries create challenges in the urban context with high levels of “white van” activity. In rural areas large vans, delivering small items over large areas create specific challenges with efficiency of the delivery systems currently employed and the suitability of vehicles for rural roads.

The movement of HGVs through region creates a tension between local amenity and business requirements. Change will need to come in the form of effective routing, suitable facilities for HGV parking and locking into ways to decarbonise HGV use.

### **LAND USE PLANNING**

The CJC will be responsible for strategic development planning, regional transport planning and promoting the economic well-being of the region. This brings a significant opportunity to fully integrate land use choices together with meeting development’s transport use.

The CJC has a lead role in cross-regional transport planning to ensure that our cross-boundary links are strengthened in the context of a developing and changing region.

As the regional planning approach will take time to fully develop, the RTP will need to be relevant to the current and any future local development plans.

Thus, the new RTP will assist in the making of sustainable development decisions and provide a framework to enable the regional tier of land use planning be transport enabled. The RTP will set out the transport policies for strategic candidate sites and opportunities for growth across the region.

### **THE RISK OF NOT CHANGING**

The key risks of not changing will be seen in other areas of the region’s activity. Transport is a derived demand and the transport network responds to or pre-empts the needs placed upon it.

The dangers of not having a dynamic and forward looking RTP are that investment in transport across all modes stagnates and decisions in other area of the region’s evolution are taken without a robust and evidenced transport plan in place. At risk are the key goals of sustainable economic growth, an improved environment and a place people wish to live in, visit or simply enjoy.

### **DRAFT ENGAGEMENT PLAN**

The basis of the draft engagement plan is to conduct a staged approach that has three central elements:

- i. A programme of awareness building across the widest possible range of stakeholders and interest groups. At this stage, the key message will relate to informing stakeholders of the RTPs importance to the region, encourage further technical and community engagement and to ensure that the greatest number of interested organisations and groups are reached. A series of briefing sessions are planned for March 2024 to conduct this outreach activity.

- ii. Technical consultation with the stakeholder and interest group communities. It is proposed to take this on a thematic basis to encourage debate about the RTP and its content among stakeholders with aligned interests. A central strand will be formal engagement within the constituent local authorities with disciplines that provide transport or rely on the transport network's outcomes. This engagement conducted across a range of channels is scheduled for April to September 2024.
- iii. On development a draft RTP document, a full, formal, public consultation in line with WG guidance and best practice will be held. To ensure that necessary impact assessments can be finalised and the learning from the consultation are fully included in the final approved RTP the public consultation is scheduled for the end of 2024. Again, a range of channels are expected to be deployed to reach communities not easily reached by traditional approaches. As a precursor to the main public consultation, it proposed to set up a series of small public sounding groups to meet during summer 2024 to provide an early view on the emerging RTP.

The stakeholder group lists are now being finalised to allow the stage (i) Stakeholder outreach to commence in March 2024.

## **GOVERNANCE**

Successful delivery of infrastructure and transport services requires governance to be effective. The Llwybr Newydd, provides the basis for parties in the region to create better travel options. A key cross-boundary delivery mechanism is the CJC comprising the four local authorities and two National Park Authorities.

The CJC has been established and will drive the delivery of the RTP and the schemes to be funded through this, including the development of the South West Wales metro. The RTP will set out our agenda for change and develop the policies and solutions that are required.

## **CONCLUSION**

The case for change sets out why the region's transport system must evolve and investment secured to deliver that change. The transport system has direct links to a wide eco-system of other policy areas that have common interest in a working and developing transport network for region. As the RTP is developed the commitment to ensure that stakeholder views and aspirations are recognised is an essential element of having a robust RTP in place. The RTP presents a unique opportunity to make the necessary connections to other regional policies, not least land-use planning which will be seen in the emerging Strategic Development Plan.



## SOUTH WEST WALES CORPORATE JOINT COMMITTEE

21<sup>st</sup> February 2024

### Report Title: Appointment of Deputy Chief Executive

<b>Purpose of Report</b>	To appoint a Deputy Chief Executive to the South West Wales Corporate Joint Committee, capable of exercising the statutory powers of Chief Executive in the absence of the Chief Executive.
<b>Recommendation(s)</b>	It is recommended that the South West Wales Corporate Joint Committee create the role of Deputy Chief Executives, and appoint the Chief Executives of Carmarthenshire, Swansea, Neath Port Talbot as Deputy Chief Executives and they be authorised to act as Chief Executive of the South West Wales Corporate Joint Committee in the absence of the identified Chief Executive.
<b>Report Author</b>	Craig Griffiths
<b>Finance Officer</b>	Chris Moore
<b>Legal Officer</b>	Craig Griffiths

### Introduction / Background:

Corporate Joint Committees are required to appoint a number of statutory “executive officers” similar to the roles within principal councils (e.g. Chief Executive, Chief Finance Officer and Monitoring Officer). In light of this duty, at its meeting of the 13<sup>th</sup> January 2022, the South West Wales Corporate Joint Committee agreed to appoint a number of statutory officers and the following allocation of roles was agreed:

<b>Function of the CJC</b>	<b>Constituent Authority</b>
Chief Executive	Rotating Annually between Neath Port Talbot, Pembrokeshire, Carmarthenshire and Swansea.
S151 (Chief Finance Officer)	Carmarthenshire
Monitoring Officer	Neath Port Talbot

In November 2023, the role of Chief Executive passed to Mr William Bramble of Pembrokeshire County Council.

To ensure resilience in respect of service delivery in any absence of the Chief Executive, it would be proposed that Deputy Chief Executive positions be created which shall be capable

of fulfilling the statutory duties of the Chief Executive in the Local Government and Elections (Wales) Act 2021 and South West Wales Corporate Joint Committee Regulations 2021.

These powers shall be capable of being implemented in the absence of the Chief Executive.

It would be recommended that the South West Wales Corporate Joint Committee create the role of Deputy Chief Executive, and appoint the Chief Executives of Carmarthenshire, Swansea and Neath Port Talbot local authorities as Deputy Chief Executives and they be authorised to act as Chief Executive of the South West Wales Corporate Joint Committee in the absence of the identified Chief Executive. In the event of any absence, those designated officers will collaboratively to ensure the delivery of the South West Wales Corporate Joint Committee work programme.

### **Financial Impacts:**

The post of Deputy Chief Executive is not remunerated therefore there are no financial impacts.

### **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.

As this report relates to a governance issue alone there is no requirement for an integrated impact assessment.

### **Workforce Impacts:**

The support services provided will be on an ad-hoc basis as and when support is required, and will be carried out by the Deputy Chief Executive within their normal contracted hours with their constituent council, and Chief Executives of respective authorities will keep such matters under review to address workload pressures.

### **Legal Impacts:**

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. These require the South West Wales Corporate Joint Committee to appoint a Chief Executive Officer to keep each of the matters specified below under review, and where the Chief Executive considers it appropriate to do so, make a report to the South West Wales Corporate Joint Committee setting out the Chief Executive's proposals in respect of any of those matters. The matters are—

- (a) the manner in which the exercise by the CJC of its different functions is co-ordinated;
- (b) the CJC's arrangements in relation to—
  - (i) financial planning,
  - (ii) asset management, and
  - (iii) risk management;
- (c) the number and grades of staff required by the CJC for the exercise of its functions;
- (d) the organisation of the CJC's staff;
- (e) the appointment of the CJC's staff;
- (f) the arrangements for the management of the CJC's staff (including arrangements for training and development).

**Risk Management Impacts:**

Ensuring the appointment of a Deputy Chief Executive will ensure appropriate resilience arrangements are in place in the event of a long-term absence of the Chief Executive.

**Consultation:**

No formal consultation required for the purpose of this report.

**Reason for proposed decision:**

To ensure appropriate resilience arrangements are in place in the event of a long-term absence of the Chief Executive.

**Implementation:**

Following the three-day call-in period.

**Appendices:**

None

**List of Background Papers:**

None

Mae'r dudalen hon yn fwriadol wag