



***IS-BWYLLGOR TROSOLWG A CHRAFFU CYD-
BWYLLGOR CORFFOREDIG RHANBARTHOL DE-
ORLLEWIN CYMRU***

10.00 AM DYDD MERCHER, 15 IONAWR 2025

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. Cyhoeddiadau'r Cadeirydd
2. Datganiadau o fuddiannau
3. Cofnodion y Cyfarfod Blaenorol (*Tudalennau 5 - 8*)
 - 21 Tachwedd 2024
4. Monitro ariannol (*Tudalennau 9 - 20*)
 - Chwarter 2 24/25
 - Chwarter 3 24/25
5. Cyllideb Ddrafft 2025-2026 (*Tudalennau 21 - 34*)
6. Y Diweddaraf am Gyflawni'r Strategaeth Ynni Ranbarthol (*Tudalennau 35 - 48*)
7. Cynllun Trafnidiaeth Rhanbarthol Drafft, Arfarniad Lles Integredig a'r Cynllun Cyflawni Trafnidiaeth Rhanbarthol (*Tudalennau 49 -*

154)

8. Cynllun Corfforaethol 2023-2028 - Y Diweddaraf am Flaenoriaethau 2025/2026 (i ddilyn)
9. Blaenraglen Waith 2024/2025 (*Tudalennau 155 - 160*)
 - Blaenraglen Waith Cyd-bwyllgor Corfforedig De-orllewin Cymru 2024-2025
 - Trosolwg o Gyd-bwyllgor Corfforedig De-orllewin Cymru a Blaenraglen Waith y Pwyllgor Craffu ar gyfer 2024-2025
10. Eitemau brys
Unrhyw eitemau brys yn ôl disgrisiwn y Cadeirydd yn unol ag Adran 100B(6)(b) o Ddeddf Llywodraeth Leol 1972 (fel y'i diwygiwyd).

W.Walters
Prif Weithredwr

Canolfan Ddinesig
Port Talbot

10 Ionawr 2025

Aelodaeth y Pwyllgor:

Cadeirydd: Y Cynghorydd R.Sparks

Is-gadeirydd: Y Cynghorydd T.Bowen

Cynghorwyr: R.Davies, S.Pursey, D.Howlett, M.John,
M.Tierney, D.Cundy, E.Schiavone, P.Black a/ac
W.Lewis

Aelodau
Cyfetholedig
nad ydynt yn
Pleidleisio: Y Cynghorydd Dr. S Hancock

IS-BWYLLGOR TROSOLWG A CHRAFFU CYD-BWYLLGOR CORFFOREDIG RHANBARTHOL DE-ORLLEWIN CYMRU

(O Bell Trwy Teams)

Aelodau sy'n Bresennol:

Dydd Iau, 21 Tachwedd 2024

Cadeirydd: Cynghorydd R.Sparks

Is-gadeirydd: Cynghorydd T.Bowen

Cynghorwyr: R.Davies, D.Howlett, M.John, M.Tierney,
D.Cundy, P.Black a/ac W.Lewis

**Swyddogion sy'n
Bresennol:** A.Eynon, S.Aldred-Jones, K.Tillman, N.Pearce
a/ac A.Thomas

1. CYHOEDDIAD Y CADEIRYDD

Croesawodd y Cadeirydd bawb i'r cyfarfod.

2. DATGANIADAU O FUDDIANNAU

Ni chafwyd unrhyw ddatganiadau o fuddiannau.

3. COFNODION Y CYFARFOD BLAENOROL

Cymeradwywyd cofnodion y cyfarfodydd a gynhaliwyd ar 3 Medi 2024 a 14 Hydref 2024 fel cofnodion gwir a chywir.

4. DIWEDDARIAD YR IS-BWYLLGOR – CYNLLUNIO STRATEGOL (YMGYNGHORIAD)

Ystyriodd yr aelodau'r adroddiad a ddosbarthwyd ym mhecyn yr agenda.

Mae Llywodraeth Cymru'n mynnu bod pob sefydliad rhanbarthol yn paratoi Cynllun Datblygu Strategol. Bu'r gofyniad hwn ar waith ers amser maith. Mae'r rhanbarth wedi bod yn lloio Llywodraeth Cymru am yr adnoddau i allu ymgymryd â'r cyfrifoldeb. Mae cost amcangyfrifedig paratoi Cynllun Datblygu Strategol oddeutu £2.5m. Nid oes gan y rhanbarth y cyllid i lunio'r cynllun. Ar hyn o bryd, mae'r rhanbarth wedi dyrannu £20,000 i lunio ymateb rhanbarthol i'r cynllun.

Cadarnhawyd nad oes gan y Cyd-bwyllgor Corfforedig yr adnoddau ariannol i lunio'r cynllun, ac nad oes ganddo'r swyddogion cynllunio angenrheidiol i ddatblygu'r polisi hwnnw.

Cadarnhaodd y swyddog fod Gogledd Cymru a Chanolbarth Cymru yn yr un sefyllfa o ran yr eitem hon ac nad ydynt wedi mynd rhagddynt i baratoi cytundeb cyflawni. Credir bod Caerdydd wedi paratoi cytundeb cyflawni ond nad ydynt wedi dechau rhoi'r cytundeb hwn ar waith gan yr amcangyfrifwyd y bydd yn costio £3.5m.

Mae Llywodraeth Cymru wrthi hefyd yn paratoi llawlyfr ar gyfer pob un o'r rhanbarthau y bydd yn rhaid iddynt gydymffurfio ag ef wrth ddatblygu'r Cynllun Datblygu Strategol. Rhannwyd fersiwn ddrafft o'r arweiniad ar y Cynllun Datblygu Strategol â swyddogion cynllunio ledled Cymru'n gynharach yn y flwyddyn, gan awgrymu y byddai'r arweiniad swyddogol yn cael ei gyhoeddi'n ddiweddarach yn y flwyddyn. Hyd yn hyn, nid yw hwn wedi cael ei gyhoeddi. Mae Llywodraeth Cymru wedi awgrymu y caiff ei gyhoeddi yng ngwanwyn 2025. Dywedodd y swyddogion na fyddai'n gyfrifol i'r rhanbarth ddechrau paratoi Cynllun Datblygu Strategol heb yr arweiniad gan Lywodraeth Cymru.

Mynegodd yr aelodau eu rhwystredigaeth nad oes digon o arian ar gael i gefnogi swyddogaethau'r Cyd-bwyllgor Corfforedig. Ar ben hynny, rhoddir straen a phwysau amhriodol ar y swyddogion sy'n ymgymryd â dyletswyddau gofynnol y Cyd-bwyllgor Corfforedig.

Yn dilyn gwaith craffu, mae'r aelodau'n nodi ac yn cymeradwyo'r trosolwg o'r broses o wneud y gwaith gofynnol yn unol â Rheoliadau Cynllunio Gwlad a Thref (Cynllun Datblygu Strategol) (Cymru) 2021, gan nodi'n benodol yr anawsterau wrth gydymffurfio â'r rhwymedigaethau cyfreithiol a chymeradwyo Cyd-bwyllgor Corfforedig De-orllewin Cymru i gyfathrebu ymhellach â Llywodraeth Cymru ac ysgrifenyddion y Cabinet i roi gwybod am yr hynt a'r heriau er mwyn cyfyngu ar unrhyw gamau yn erbyn y cyd-bwyllgor am unrhyw doriadau posib.

5. **BLAENRAGLEN WAITH 2024-2025**

Rhodddwyd y newyddion diweddaraf i'r aelodau am eitemau ar gyfer y Flaenraglen Waith.

Penderfynodd yr aelodau ar eitemau a ddewiswyd o Flaenraglen Waith y Cyd-bwyllgor Corfforedig, i'w hystyried yn y cyfarfod a gynhelir ym mis Ionawr 2025.

Nododd yr aelodau y Flaenraglen Waith.

6. **EITEMAU BRYG**

Nid oedd unrhyw eitemau bryg.

CADEIRYDD

Mae'r dudalen hon yn fwriadol wag



Overview and Scrutiny Sub Committee

15th January 2025

Report of the Chief Finance Officer

Report Title: Quarter 2 Financial Monitoring 2024/25

Purpose of Report	To provide the Members of the South West Wales Overview and Scrutiny Sub Committee with the Quarter 2 Financial Monitoring for year ended 2024/25.
Recommendation	That the South West Wales Corporate Joint Committee (SWWCJC) receive the Quarter 2 Financial Monitoring for year ended 2024/25.
Report Author	Chris Moore
Finance Officer	Chris Moore
Legal Officer	Craig Griffiths

1.0 Background:

- 1.1 The SWWCJC was formally constituted on 13th 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 23rd January 2024 the SWWCJC approved the 2024/25 budget which was set at £615,049 with a levy from each of the constituent authorities, reduced by 10% through the utilisation of reserves.

2.0 Forecast Outturn 2024/25:

- 2.1 The forecast outturn in **Appendix A** shows a total surplus of £120.7k
- 2.2 The main variances are:
- 2.2.1 The Accountable Body is expected to be overspent by £2.2k due to in External Audit work incorporating a performance audit within their scope.
- 2.2.2 Support Services are predicting an underspend of £43.6k which is due to the budgeted Senior Accountant post remaining vacant as not yet required due to the level of activity.



2.2.3 The Sub-Committee expenditure shows a forecast underspend of £86.7k, in respect of underspend on Planning and Programme management expenditure.

2.2.4 The Regional Management Office shows an underspend of £51.7k with the main differences being £47.8k Consultancy and Specialist Adviser work not being commissioned, £2.7k subsistence & meetings, £1k training and £1.3k ICT and computer hardware budgets not currently being needed.

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 the underspends in 2022/23 of £384.8k and 2023/24 of £458.7k, and any further underspend in 2024/25 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:

<u>Local Authority Levy 2024/25</u>	<u>£</u>
City and County of Swansea Council (Levy)	191,188
Carmarthenshire County Council (Levy)	151,281
Neath Port Talbot CBC (Levy)	114,094
Pembrokeshire County Council (Levy)	99,414
	555,978

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 2024/2025 (with a budget of £20,600 allocated to the strategic planning sub-committee), it is not considered appropriate to raise a levy upon the NPA's in 2024/2025.

3.0 Financial Impact:

3.1 The Quarter 2 Forecast Outturn for 2024/25 shows a surplus of £120.7k.

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.



Tudalen 8



- 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 2 Financial monitoring for financial year 2024/25.

10.0 Implementation of Decision:

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



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council



Parc Cenedlaethol
Arfordir Penfro
Pembrokeshire Coast
National Park



Appendices:

Appendix A – Quarter 2 Financial Monitoring 2024/25

List of Background Papers:

[South West Wales Corporate Joint Committee - Tuesday, 3rd December, 2024 10.00 am](#)

<https://democracy.npt.gov.uk/ieListDocuments.aspx?CId=491&MIId=11923&Ver=4>



Cyngor Sir Gâr
 Carmarthenshire
 County Council

South West Wales Corporate Joint Committee
Q2 Financial Monitoring
 Financial Year 2024/25

Description	Actual 2023/24 (£)	Budget 2024/25 (£)	Q2 Predicted Outturn 2024/25 (£)	Variance (£)	Notes
Expenditure					
Joint Committee					
Democratic Services					
Democratic, Scrutiny and Legal Support Costs	87,800	76,648	76,648	-	Provided by NPT
Democratic Services Total	87,800	76,648	76,648	-	
Legal and Governance					
Monitoring Officer and Service Support	17,000	19,448	19,448	-	Provided by NPT
Legal and Governance Total	17,000	19,448	19,448	-	
Accountable Body					
Audit Wales Financial Audit	4,104	1,877	4,104	2,227	
Section 151 Officer Recharge	20,693	21,521	21,521	-	Provided by CCC
Accountable Body Total	24,797	23,398	25,625	2,227	
Governance & Internal Audit					
Internal Audit	14,600	23,170	23,170	-	Provided by Pembs
Sub-Committee Support Costs & Expenses	5,000	18,150	18,150	-	Provided by Pembs
Governance & Internal Audit Total	19,600	41,320	41,320	-	
Support Services					
ICT & Data Protection Services	20,000	22,880	22,880	-	Provided by NPT
Financial Services	5,000	59,289	15,702	- 43,588	Provided by CCC
HR Services	-	11,440	11,440	-	Provided by NPT
Support Services Total	25,000	93,609	50,022	- 43,588	
Joint Committee Total	174,197	254,423	213,062	- 41,361	
Joint Scrutiny Committee					
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
Joint Scrutiny Committee Total	-	-	-	-	
SWWCJC - Sub Committees					
Economic Development SC	-	20,600	20,600	-	
Planning SC	-	20,600	20,600	-	
Transport SC	-	51,500	51,500	-	
Transport SC WG grant funded	124,106	100,000	100,000	-	
Energy SC	-	20,600	20,600	-	
Planning & Programme management	-	106,700	20,000	- 86,700	
SWWCJC - Sub Committees Total	124,106	320,000	233,300	- 86,700	
SWWCJC - Regional Management Office					
Salary (Inc. On-costs)	27,077	64,390	63,702	- 688	
Training of Staff	-	1,030	750	- 280	
Public Transport - Staff	-	258	200	- 58	
Staff Travelling Expenses	-	834	-	- 834	
Admin, Office & Operational Consumables	75	1,030	100	- 930	
Consultancy and Specialist Adviser Fees	-	52,742	5,000	- 47,742	Update of Website
ICTs & Computer Hardware	-	1,288	-	- 1,288	
Subsistence & Meetings Expenses	1,272	1,030	3,740	2,710	4 proposed meetings
Conferences, Marketing & Advertising	-	-	-	-	
Projects & Activities Expenditure	-	-	-	-	
Translation/Interpret Services	498	15,450	15,450	-	As of end of October the SWWCJC will fully adopt the Welsh Language Standards
Printing & Copying	-	2,575	-	- 2,575	
Regional Management Office Total	28,922	140,626	88,942	- 51,684	
Contingency/Reserves					
Provision for Contingency/Reserves	-	-	-	-	
Contingency/Reserves Total	-	-	-	-	
Total SWWCJC Expenditure	327,225	715,049	535,304	- 179,745	
Funding Contributions					
Partner & Other Contribution					
Brecon Beacons NPA	-	-	-	-	
Pembrokeshire Coast NPA	-	-	-	-	
Co-Opt Partners	-	-	-	-	
Welsh Government Revenue Grant	124,106	100,000	100,000	-	Award of Funding in relation to SWWCJC to develop Regional Transport Plan
Interest	44,101	-	-	-	
	168,207	100,000	100,000	-	
Local Authority Levy					
City and County of Swansea Council (Levy)	212,431	191,188	191,188	-	Levy charged to local authorities based on Population Size
Carmarthenshire County Council (Levy)	168,090	151,281	151,281	-	Levy charged to local authorities based on Population Size
Neath Port Talbot CBC (Levy)	126,771	114,094	114,094	-	Levy charged to local authorities based on Population Size
Pembrokeshire County Council (Levy)	110,460	99,414	99,414	-	Levy charged to local authorities based on Population Size
	617,753	555,978	555,978	-	
Total SWWCJC Income	785,960	655,978	655,978	-	
Provision of Service - Surplus / (Deficit)	458,735	(59,072)	120,673	179,745	
Movement to Reserves (Contingency)					
Description					
Balance Brought Forward from previous year	384,824	843,559	843,559	-	
Net Provision of Service - Surplus / (Deficit)	458,735	59,072	120,673	179,745	
Balance Carry Forward	843,559	784,488	964,233	179,745	



Mae'r dudalen hon yn fwriadol wag



15th January 2025

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Report Title: Quarter 3 Financial Monitoring 2024/25

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Recommendation	That the South West Wales Corporate Joint Committee (SWWCJC) receive the Quarter 3 Financial Monitoring for year ended 2024/25.
Report Author	Chris Moore
Finance Officer	Chris Moore
Legal Officer	Craig Griffiths

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Tudalen 13





2.2.3 The Sub-Committee expenditure shows a forecast underspend of £86.7k, in respect of underspend on Planning and Programme management expenditure.

2.2.4 The Regional Management Office shows an underspend of £59.3k with the main differences being £52.7k Consultancy and Specialist Adviser work not being commissioned, £2.9k Printing & Copying, £1k Office consumables and £1.3k ICT and computer hardware budgets not currently being needed.

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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 2024/2025 (with a budget of £20,600 allocated to the strategic planning sub-committee), it is not considered appropriate to raise a levy upon the NPA's in 2024/2025.

3.0 Financial Impact:

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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:

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- Foster good relations between people who share a protected characteristic and those who do not.
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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:

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8.0 Consultation:

8.1 There is no requirement for formal consultation.

9.0 Reasons for Proposed Decision:

9.1 To receive the Quarter 3 Financial monitoring for financial year 2024/25.

10.0 Implementation of Decision:

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

Appendices:

Appendix A – Quarter 3 Financial Monitoring 2024/25

List of Background Papers: None

Description		South West Wales Corporate Joint Committee				Notes
		Actual 2023/24 (£)	Budget 2024/25 (£)	Q3 Predicted Outturn 2024/25 (£)	Variance (£)	
Expenditure						
Joint Committee						
Democratic Services						
Democratic, Scrutiny and Legal Support Costs	87,800	76,648	76,648	-	Provided by NPT	
Democratic Services Total	87,800	76,648	76,648	-		
Legal and Governance						
Monitoring Officer and Service Support	17,000	19,448	19,448	-	Provided by NPT	
Legal and Governance Total	17,000	19,448	19,448	-		
Accountable Body						
Audit Wales Financial Audit	4,104	1,877	4,104	2,227		
Section 151 Officer Recharge	20,693	21,521	21,521	-	Provided by CCC	
Accountable Body Total	24,797	23,398	25,625	2,227		
Governance & Internal Audit						
Internal Audit	14,600	23,170	23,170	-	Provided by Pembs	
Sub-Committee Support Costs & Expenses	5,000	18,150	18,150	-	Provided by Pembs	
Governance & Internal Audit Total	19,600	41,320	41,320	-		
Support Services						
ICT & Data Protection Services	20,000	22,880	22,880	-	Provided by NPT	
Financial Services	5,000	59,289	15,702	- 43,588	Provided by CCC	
HR Services	-	11,440	11,440	-	Provided by NPT	
Support Services Total	25,000	93,609	50,022	- 43,588		
Joint Committee Total	174,197	254,423	213,062	- 41,361		
Joint Scrutiny Committee						
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	
Joint Scrutiny Committee Total	-	-	-	-		
SWWCJC - Sub Committees						
Economic Development SC	-	20,600	20,600	-		
Planning SC	-	20,600	20,600	-		
Transport SC	-	51,500	51,500	-		
Transport SC WG grant funded	124,106	100,000	100,000	-		
Energy SC	-	20,600	20,600	-		
Planning & Programme management	-	106,700	20,000	- 86,700		
SWWCJC - Sub Committees Total	124,106	320,000	233,300	- 86,700		
SWWCJC - Regional Management Office						
Salary (Inc. On-costs)	27,077	64,390	63,518	- 872		
Training of Staff	-	1,030	750	- 280		
Public Transport - Staff	-	258	200	- 58		
Staff Travelling Expenses	-	834	350	- 484		
Admin, Office & Operational Consumables	75	1,030	100	- 930		
Consultancy and Specialist Adviser Fees	-	52,742	-	- 52,742	Update of Website	
ICTs & Computer Hardware	-	1,288	-	- 1,288		
Subsistence & Meetings Expenses	1,272	1,030	1,000	- 30	4 proposed meetings	
Conferences, Marketing & Advertising	-	-	-	-		
Projects & Activities Expenditure	-	-	-	-		
Translation/Interpret Services	498	15,450	15,450	-	As of end of October the SWWCJC will fully adopt the Welsh Language Standards	
Printing & Copying	-	2,575	-	- 2,575		
Regional Management Office Total	28,922	140,626	81,368	- 59,258		
Contingency/Reserves						
Provision for Contingency/Reserves	-	-	-	-		
Contingency/Reserves Total	-	-	-	-		
Total SWWCJC Expenditure	327,225	715,049	527,730	- 187,319		
Funding Contributions						
Partner & Other Contribution						
Brecon Beacons NPA	-	-	-	-		
Pembrokeshire Coast NPA	-	-	-	-		
Co-Opt Partners	-	-	-	-		
Welsh Government Revenue Grant	124,106	100,000	100,000	-	Award of Funding in relation to SWWCJC to develop Regional Transport Plan	
Interest	44,101	-	-	-		
Partner & Other Contribution Total	168,207	100,000	100,000	-		
Local Authority Levy						
City and County of Swansea Council (Levy)	212,431	191,188	191,188	-	Levy charged to local authorities based on Population Size	
Carmarthenshire County Council (Levy)	168,090	151,281	151,281	-	Levy charged to local authorities based on Population Size	
Neath Port Talbot CBC (Levy)	126,771	114,094	114,094	-	Levy charged to local authorities based on Population Size	
Pembrokeshire County Council (Levy)	110,460	99,414	99,414	-	Levy charged to local authorities based on Population Size	
Total SWWCJC Income	785,960	655,978	655,978	-		
Provision of Service - Surplus / (Deficit)	458,735	(59,072)	128,247	187,319		
Movement to Reserves (Contingency)						
Description						
Balance Brought Forward from previous year	384,824	843,559	843,559	-		
Net Provision of Service - Surplus / (Deficit)	458,735	- 59,072	128,247	187,319		
Balance Carry Forward	843,559	784,488	971,806	187,319		

Mae'r dudalen hon yn fwriadol wag

SOUTH WEST WALES CORPORATE JOINT COMMITTEE OVERVIEW AND SCRUTINY SUB-COMMITTEE

15th January 2025

Report of the Chief Finance Officer (Section 151 officer)

Report Title: Draft budget for financial year 2025/26

Purpose of Report	To provide the South West Wales Corporate Joint Committee - Overview and Scrutiny Sub-Committee with the draft budget for financial year 2025/26, including the proposed levy charge to the constituent authorities.																	
Recommendation(s)	<p>That the South West Wales Corporate Joint Committee - Overview and Scrutiny Sub-Committee:</p> <p>Receive the draft budget proposals for the Joint Committee and consider the recommendation that the budget is set at £710.3k as set out in Appendix C (Requested Budget with the use of reserves) including the proposed Levy Charge based on population to the constituent authorities as follows:</p> <table border="1" data-bbox="536 1115 1393 1458"> <thead> <tr> <th data-bbox="536 1115 1137 1149"><u>Local Authority Levy 2025/26</u></th> <th data-bbox="1137 1115 1393 1149"><u>£</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="536 1149 1137 1189">City and County of Swansea Council (Levy)</td> <td data-bbox="1137 1149 1393 1189">191,188</td> </tr> <tr> <td data-bbox="536 1189 1137 1229">Carmarthenshire County Council (Levy)</td> <td data-bbox="1137 1189 1393 1229">151,281</td> </tr> <tr> <td data-bbox="536 1229 1137 1270">Neath Port Talbot CBC (Levy)</td> <td data-bbox="1137 1229 1393 1270">114,094</td> </tr> <tr> <td data-bbox="536 1270 1137 1310">Pembrokeshire County Council (Levy)</td> <td data-bbox="1137 1270 1393 1310">99,414</td> </tr> <tr> <td data-bbox="536 1310 1137 1350">Brecon Beacons NPA (Levy)</td> <td data-bbox="1137 1310 1393 1350">147</td> </tr> <tr> <td data-bbox="536 1350 1137 1391">Pembrokeshire Coast NPA (Levy)</td> <td data-bbox="1137 1350 1393 1391">672</td> </tr> <tr> <td data-bbox="536 1391 1137 1458"></td> <td data-bbox="1137 1391 1393 1458">556,797</td> </tr> </tbody> </table>		<u>Local Authority Levy 2025/26</u>	<u>£</u>	City and County of Swansea Council (Levy)	191,188	Carmarthenshire County Council (Levy)	151,281	Neath Port Talbot CBC (Levy)	114,094	Pembrokeshire County Council (Levy)	99,414	Brecon Beacons NPA (Levy)	147	Pembrokeshire Coast NPA (Levy)	672		556,797
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Report Author(s)	Chris Moore																	
Finance Officer	Chris Moore																	
Legal Officer	Craig Griffiths																	

1 Introduction

- 1.1 This report details the South West Wales Corporate Joint Committee (SWWCJC) annual budget for the financial year 2025/26 with 2 funding options along the opportunity to utilise reserves. Detailed information is set out in Appendix A, B and C.

2 Background

- 2.1 The Local Government and Elections (Wales) Act 2021 (“the LGE Act”) created the framework for a consistent mechanism for regional collaboration between local government, namely Corporate Joint Committees (CJCs).
- 2.2 The CJC will exercise functions relating to strategic development planning and regional transport planning. They will also be able to do things to promote the economic well-being of their areas including an Energy plan.
- 2.3 Carmarthenshire County Council as the Accountable Body for the CJC is required to provide an annual costs budget for approval for the financial year 2025/26. The CJC had previously agreed and set a one-year operational budget for financial year 2024/25 (budget profile £715,049). The 2025/26 CJC operational budget - including the strategic planning functions - must be compiled and agreed no later than 31st January 2025.
- 2.4 Last year as part of a proactive approach, and in recognition of the challenging financial climate, an initial series of budget options were presented to the CJC in January 2024, and it was resolved that Option 2 – ‘Continuity budget minus 10%’ – be endorsed as the preferred option for 2024/25. The financial outlook for 2025/26 and beyond continues to be hugely challenging and accordingly, considering the financial challenges that the constituent authorities are responding to the option that is recommended and is acceptable to the CJC officers is Option 2 ‘Requested budget with the use of reserves.’ This budget will allow the CJC to incorporate the corporate plan through the reserves held. Years two and three are indicative budgets, which will be amended and fine-tuned as the CJC functions, and the budget develops.
- 2.5 Welsh Government had provided a grant of £125k in 2023/24 and £100k in 2024/25 for the implementation of the Regional Transport Plan.
- 2.6 The CJC is required by the LGE Act to set a budget to agree its aims. The amounts that the CJC must calculate are:
- a) The amount which the CJC estimates it will spend in respect of the financial year in the exercise of its functions (including spending on administration and other overheads);
 - b) The amount which the CJC considers appropriate to raise for contingencies arising in respect of the financial year;
 - c) The amount which the CJC considers appropriate to be held as a reserve to meet expenditure it considers will be incurred in respect of future financial years;
 - d) Any amount which the CJC considers is necessary to meet liabilities outstanding in respect of any earlier financial year.

2.7 Consideration of course must be given to potential officer commitments that have been given as part of funding i.e., some staff have been recruited to undertake CJC related work.

2.8 Statutory Minimum Requirements

The LGE Act stipulates that it is a requirement of the partners to:

- Take steps to promote or improve the economic wellbeing of its area.
- Prepare a strategic development plan.
- Preparation of a regional transport plan.

As a legal basis, provided steps are in place to monitor compliance with the Regional Economic Wellbeing Plan (and Energy Plan) then it would be contended that the CJC is fulfilling its statutory duty – it has established a plan and is now actively implementing it within individual authorities.

2.9 Meetings

From a governance perspective, as a statutory minimum, the CJC is required to hold the following meetings annually:

- One meeting of the Governance and Audit Committee to review the financial affairs of the CJC, review any financial statements and sign off any accounts and other matters which they are legally obliged to undertake.
- One meeting of the Overview and Scrutiny Committee.
- One meeting of the Standards Committee to agree the annual report.

There will clearly be a need for two meetings to develop and take decisions concerning the CJC Budget.

2.10 Policy Work

As CJs are part of the local government family, there is a statutory obligation that they comply with responsibilities under the Wellbeing of Future Generations (Wales) Act 2015, Equality Act 2010, Welsh Language Standards, and other corporate arrangements. There is a requirement for an overarching policy to be put in place. This work is nearing completion, once the Corporate Plan is in place which satisfies these elements, the CJC will only be required to monitor compliance or update as and when required.

2.11 To ensure fairness and equality across the regional funding will be provided by local authority contributions through the form of a levy, based on population size. It is intended that the levy is split between 4 authorities based on population size (mid-year 2023 – Statswales.gov.uk). It should be noted that further consideration will be required as to any contribution from the National Park Authorities. Under the current legislation the National Park Authorities (NPAs) are only financially obligated to support the strategic planning aspects of the CJC. Surpluses that accrue in any year will be contained and ring-fenced within the CJC reserve account and will be utilised for future expenditure. The National Park Authorities have been consulted and should further funding not be forthcoming from the Welsh Government, the Strategic Development Plan will need to be charged to the Joint Committee and therefore the National Park Authorities will be liable to contribute towards the charge. The Strategic Planning Sub-Committee currently has an allocation of £20.6k which would

result in a levy charged to the National Park Authorities for future years as stated in paragraphs 4.3 and 4.4. The levy is based purely on the planning function of the CJC and does not include a contribution towards the governance function, further research is being undertaken into the legislation allowing charges to the National Park Authorities.

3 Budget Options

3.1 Option 1 - Continuity Budget in 2025/26

Consideration could be given to the statutory minimum (continuity budget) that CJC must undertake, this would allow each work stream to continue to operate at a similar level as the current year. A detailed breakdown of the Continuity budget is presented in Appendix A.

The draft Continuity budget for 2025/26 is demonstrating estimated expenditure of £652.3k. This would be an increase of £37k over 2024/25 (excluding the uplift in respect of the Transport Grant). Details of budget requirements are highlighted below:

Regional Management Office (included in both budget options)

- Salary Costs - aligned to CCC salary inflation rates.
- Consultancy and Specialist Support Fees – increased to align with the support requirements expected of Management Office.
- Work has commenced to streamline support for the CJC and City Deal arrangements. It is considered that there is scope to bring the support arrangements and further advice will be provided to Members once the work is further progressed.

Joint Committee and Accountable Body

- The current budget for the Joint Committee and Accountable Body is estimated at £271.5k. Assumptions used are demonstrated below:
 - Local authority services – increased by 3% for salary inflation and 2.8% to incorporate the addition National Insurance costs.
 - Audit Wales – increased by 1.8%.
 - Financial Services – aligned to CCC salary inflation rates.

Reserves have been accumulated due to expenditure having not begun in the first two years of operation and limited activity within 2024/25. It is anticipated that these reserves will be in the region of £964k at the end of 2024/25.

To enable the Continuity budget levy to be maintained at a similar level to 2024/25, some level of reserve usage will be required if desired by members.

3.2 Option 2 - Requested Budget in 2025/26

The draft Requested budget expands upon the draft Continuity budget with increased costs identified by three of the four individual workstreams. These additional costs will allow the work streams to further progress their individual areas over the statutory minimum (continuity budget).

The draft Requested budget is demonstrating an estimated expenditure of £710.3k. This would be an increase of £95.2k on the current budget (excluding the uplift in respect of the Transport Grant).

It is anticipated that the reserves will be in the region of £964k at the end of 2024/25. A detailed breakdown is presented in Appendix B. Details of Requested budget requirements are highlighted below:

Economic Development Sub-Committee – Executive Lead – Carmarthenshire

- The CJC has already endorsed the Regional Economic Development Plan (REDP) as its strategic economic wellbeing framework. A dedicated staff resource will be required to deliver the REDP. The requested budget for the Economic SWWCJC Sub-Committee in 2025/26 is estimated at £50k:
- Renew SWW Regional Economic Delivery Plan: £25k
- Develop a prospectus for inward investment: £15k
- Review of Regional Energy Plan - link with Freeports: £10k

- The requested budget for years 2025/26 to 2027/28 has been estimated at £0.153m.

Strategic Planning Sub-Committee – Executive Lead – Neath Port Talbot

- There is a statutory duty upon the CJC to prepare the Strategic Development Plan (SDP). Support and funding will be required from WG to complete the overall process, until this has been established the Strategic Planning Sub-Committee will continue to operate on a continuity basis.

- The requested budget for years 2025/26 to 2027/28 has been estimated at £64.3k.

- As members will be aware, under the current legislation the National Park Authorities are only financially obligated to support the strategic planning aspects of the Corporate Joint Committee. The Strategic Planning Sub-Committee up to this year have only been issued with a nominal budget for this function and therefore no Levy has been raised against the National Parks. Should the CJC decide to adopt the requested budget of £710.3k (as per Appendix B) there will be an obligation on the CJC to also levy the National Park Authorities.

Transport Sub-Committee – Executive Lead – City and County of Swansea

- There is a statutory duty upon the CJC to prepare the Regional Transport Plan (RTP). The Transport Sub-Committee budget will be directed at supporting the tasks required to undertake the completion of actions to finalise the Regional Transport Plan as set out in the Implementation Plan submitted to WG in Oct 2023.

- The Transport sub-committee will also undertake consultation activities and costs relating to translation and work on making the published version accessible and website ready. The requested budget for the Transport SWWCJC Sub-Committee in 2025/26 is estimated at £50k.
- For 2023/24 and 2024/25 the WG grant of £125k and £100k has been applied, however, further ongoing support and funding will be required from WG to complete the overall process.
- The requested budget for years 2025/26 to 2027/28 has been estimated at £0.153m.

Energy Sub-Committee – Executive Lead – Pembrokeshire

- The CJC has already endorsed the Regional Energy Strategy. Regional Energy Planning within the South West Wales CJC is moving into an exciting phase of delivery and implementation with the aim of meeting the region’s vision of “Harnessing the region’s low carbon energy potential across its on and offshore locations, to deliver a prosperous and equitable net zero carbon economy which enhances the well-being of future generations and the region’s ecosystems, at a pace which delivers against regional and national emissions reduction targets by 2035 and 2050.” The requested budget for the Energy SWWCJC Sub-Committee in 2025/26 is estimated at £52.5k:
- Solar Together – South West Wales (iChoosr)
 - Project Summary:*
Group Purchasing Scheme for Solar, Battery and EV Chargers designed to establish a fixed price with good quality products from reputable installers for private property owners who are ‘able to pay’ and don’t qualify for grant schemes, projected managed by iChoosr.
 - Project Objectives:*
Accelerate the uptake of PV generation, battery storage and EV home charging in the region.
 - Budget:*
£27,500 – cost of mailshot.
- South West Wales Behavioral Change Programme
 - Project Summary:*
Community based behavioural change programme consisting of a regional communications/coordination officer and website with advice and sign-posting and retrofit advice delivered by trusted local community groups, to help the public make the energy transition to net zero carbon.
 - Project Objectives:*
Empower the public make the switch from fossil fuels and change how they use energy in their daily life, reducing their carbon emissions and their bills by increasing their energy efficiency in the home, in travel, etc.
 - Budget:*
£0 (being funded from Climate Action Fund).

- Cross-Boundary EV charging pilot

Project Summary:

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

Project Objectives:

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

Budget:

£25,000 to fund feasibility and cost reports of £5k per LA plus contingency to be used to access WGES EVCI grant for security and physical measures to make selected depots 24h accessible. WGES EVCI grant is capital works only.

- The requested budget for years 2025/26 to 2027/28 has been estimated at £0.161m.

Requested Budget in 2025/26 with the use of reserves

Given the budgetary pressure faced by local authorities it is suggested that the Requested budget have a further option of reducing the levy on the constituent local authorities using the reserves. This would enable the levy to be maintained at the same level as 2024/25.

The draft Requested budget is demonstrating an estimated expenditure of £710.3k. This would be an increase of £95.2k on the current budget (excluding the uplift in respect of the Transport Grant). It is anticipated that the reserves will be in the region of £964k at the end of 2024/25. If members desire, it is reasonable to apply a portion of these reserves in the following 3 years to keep the levy at a low figure. I would not advise discharging all the £964k balance in one year and the Committee should plan to carry a reserve balance for potential unknowns or variance in expenditure in the future. This plan would facilitate a lower levy for the following 3 years. A detailed breakdown is presented in Appendix C.

4 Financial Impacts

- 4.1 The report presents 2 options for the budget for 2025/26. The first option, a Continuity Budget, is a minimal budget costed at £652.3k, the second option is the Requested Budget with a total budget of £710.3k. On both options there is an opportunity to offset the costs with the use of reserves. If we consider the requested budget and maintain the levy at the current year level, we will be required to bring in a reserve movement of £153.5k in 2025/26, £167.7k in 2026/27 and £182.2k in 2027/28, committing a total of £503.4k, this is detailed in Appendix C. This would leave a balance in the reserves of £460.8k to allow for contingency and variation of the work of the CJC over the next 3 years. Further consideration should be given as to increase the levy in line with inflation in future years.

4.2 If the Committee agrees the Continuity Budget, the levy breakdown could be as follows, prior to any utilisation of reserves:

<u>Local Authority Levy 2025/26</u>	<u>£</u>
City and County of Swansea Council (Levy)	228,398
Carmarthenshire County Council (Levy)	175,951
Neath Port Talbot CBC (Levy)	132,274
Pembrokeshire County Council (Levy)	115,712
	652,335

4.3 If the Committee agrees to the Requested Budget, the levy breakdown could be as follows which includes a levy charged against the National Park Authorities:

<u>Local Authority Levy 2025/26</u>	<u>£</u>
City and County of Swansea Council (Levy)	248,399
Carmarthenshire County Council (Levy)	191,359
Neath Port Talbot CBC (Levy)	143,858
Pembrokeshire County Council (Levy)	125,845
Brecon Beacons NPA (Levy)	147
Pembrokeshire Coast NPA (Levy)	672
	710,281

4.4 If the Committee agrees to the Requested Budget with the use of reserves, the levy breakdown could be as follows which includes a levy charged against the National Park Authorities:

<u>Local Authority Levy 2025/26</u>	<u>£</u>
City and County of Swansea Council (Levy)	191,188
Carmarthenshire County Council (Levy)	151,281
Neath Port Talbot CBC (Levy)	114,094
Pembrokeshire County Council (Levy)	99,414
Brecon Beacons NPA (Levy)	147
Pembrokeshire Coast NPA (Levy)	672
	556,797

5 Integrated Impact Assessment

5.1 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.

5.2 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.’

5.3 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. With reference to Appendix C of this report, and the impending consultation on the Draft Corporate Plan, it is considered that the ratification of this budget can facilitate the delivery of the CJC’s emerging identified well-being objectives.

6 Workforce Impacts

6.1 Currently any employment within the CJC will be undertaken by constituent authorities and the financial arrangements relating to such are considered in this report.

7 Legal Impacts

7.1 There is a legal requirement for the CJC to agree its 2025/2026 budget, together with the levy charge apportionment by 31st January 2025. Furthermore, reference is made to the statutory duties placed upon the CJC in respect of regional transport and strategic development planning.

8 Risk Management Impacts

8.1 Failure to set a balanced budget would render the CJC in breach of its obligations exposing itself to legal challenge. In addition, suitable arrangements must be put in place to ensure that the constituent authorities and national park authorities are able to fulfil their legal obligations in establishing the CJC.

8.2 It is considered that the continuity budget as presented will meet the requirement to set a balanced budget. Furthermore, and in endorsing the content of the optimal budget, the CJC will be providing a platform upon which to start delivering upon the aspirations and objectives it has identified within the emerging Corporate Plan.

9 Consultation

- 9.1 There is no requirement for formal consultation however, constituent authorities have been consulted.

10 Reasons for Proposed Decision

- 10.1 To ratify the CJC budget as placed before Members for their approval to allow the CJC to meet its obligations to set its 2025/2026 budget no later than 31st January 2025.

11 Implementation of Decision

- 11.1 This decision is proposed for immediate implementation.


Appendices

Appendix A – Continuity budget 2025/26, option 1.

Appendix B – Requested budget 2025/26, option 2.

Appendix C – Requested budget 2025/26 with the use of reserves.

Appendix A


		South West Wales Corporate Joint Committee Continuity Budget <i>Financial Years 2024/25 to 2027/28</i>				
Description	Continuity Budget less 10% 2024/25 (£)	Provisional Outturn 2024/25 (£)	Draft Continuity Budget 2025/26 (£)	Indicative Budget 2026/27 (£)	Indicative Budget 2027/28 (£)	Notes
Expenditure						
Joint Committee						
Democratic Services						
Democratic, Scrutiny and Legal Support Costs	76,648	76,648	81,094	82,715	84,370	Provided by NPT
Democratic Services Total	76,648	76,648	81,094	82,715	84,370	
Legal and Governance						
Monitoring Officer and Service Support	19,448	19,448	20,576	20,988	21,407	Provided by NPT
Legal and Governance Total	19,448	19,448	20,576	20,988	21,407	
Accountable Body						
Audit Wales Financial Audit	1,877	4,104	4,303	4,389	4,477	
Section 151 Officer Recharge	21,521	21,521	22,769	23,224	23,689	Provided by CCC
Accountable Body Total	23,398	25,625	27,072	27,614	28,166	
Governance & Internal Audit						
Internal Audit	23,170	23,170	24,514	25,004	25,504	Provided by PCC
Sub-Committee Support Costs & Expenses	18,150	18,150	19,203	19,587	19,978	Provided by PCC
Governance & Internal Audit Total	41,320	41,320	43,717	44,591	45,483	
Support Services						
ICT & Data Protection Services	22,880	22,880	24,207	24,691	25,185	Provided by NPT
Financial Services	59,289	15,702	62,728	63,983	65,262	Provided by CCC
HR Services	11,440	11,440	12,104	12,346	12,593	Provided by NPT
Support Services Total	93,609	50,022	99,039	101,019	103,040	
Joint Committee Total	254,423	213,062	271,497	276,927	282,465	
SWWCJC - Sub Committees						
Economic Development SC	20,600	20,600	21,012	21,432	21,861	
Planning SC	20,600	20,600	21,012	21,432	21,861	
Transport SC	51,500	51,500	52,530	53,581	54,652	
Transport SC WG grant funded	100,000	100,000	-	-	-	WG grant ended in 2024/25
Energy SC	20,600	20,600	21,012	21,432	21,861	
Planning & Programme management	106,700	20,000	108,834	111,011	113,231	
SWWCJC - Sub Committees Total	320,000	233,300	224,400	228,888	233,466	
SWWCJC - Regional Management Office						
Salary (Inc. On-costs)	64,390	63,702	72,676	74,130	75,612	
Training of Staff	1,030	750	5,000	5,100	5,202	CPD
Public Transport - Staff	258	200	500	510	520	
Staff Travelling Expenses	834	-	851	868	885	
Admin, Office & Operational Consumables	1,030	100	100	102	104	
Consultancy and Specialist Adviser Fees	52,742	5,000	53,797	54,873	55,970	Engagement event, web page and branding, investment prospectus
ICTs & Computer Hardware	1,288	-	1,313	1,340	1,366	
Subsistence & Meetings Expenses	1,030	3,740	3,815	3,891	3,969	
Translation/Interpret Services	15,450	15,450	15,759	16,074	16,396	
Printing & Copying	2,575	-	2,627	2,679	2,733	
Regional Management Office Total	140,626	88,942	156,438	159,566	162,758	
Total SWWCJC Expenditure	715,049	535,304	652,335	665,381	678,689	
Funding Contributions						
Local Authority Levy						
City and County of Swansea Council (Levy)	191,188	191,188	228,398	232,965	237,625	Levy charged to local authorities based on Population Size
Carmarthenshire County Council (Levy)	151,281	151,281	175,951	179,470	183,059	Levy charged to local authorities based on Population Size
Neath Port Talbot CBC (Levy)	114,094	114,094	132,274	134,919	137,618	Levy charged to local authorities based on Population Size
Pembrokeshire County Council (Levy)	99,414	99,414	115,712	118,026	120,387	Levy charged to local authorities based on Population Size
	555,978	555,978	652,335	665,381	678,689	
Total SWWCJC Income	655,978	655,978	652,335	665,381	678,689	
Provision of Service - Surplus / (Deficit)	(59,072)	120,673	-	-	-	
Movement to Reserves (Contingency)						
Description						
Balance Brought Forward from previous year	843,559	843,559	964,233	964,233	964,233	
Net Provision of Service - Surplus / (Deficit)	(59,072)	120,673	-	-	-	
Balance Carry Forward	784,488	964,233	964,233	964,233	964,233	

Appendix B

Description	Continuity Budget less 10% 2024/25 (£)	Provisional Outturn 2024/25 (£)	Draft Requested Budget 2025/26 (£)	Indicative Budget 2026/27 (£)	Indicative Budget 2027/28 (£)	Notes
Expenditure						
Joint Committee						
Democratic Services						
Democratic, Scrutiny and Legal Support Costs	76,648	76,648	81,094	82,715	84,370	Provided by NPT
Democratic Services Total	76,648	76,648	81,094	82,715	84,370	
Legal and Governance						
Monitoring Officer and Service Support	19,448	19,448	20,576	20,988	21,407	Provided by NPT
Legal and Governance Total	19,448	19,448	20,576	20,988	21,407	
Accountable Body						
Audit Wales Financial Audit	1,877	4,104	4,303	4,389	4,477	
Section 151 Officer Recharge	21,521	21,521	22,769	23,224	23,689	Provided by CCC
Accountable Body Total	23,398	25,625	27,072	27,614	28,166	
Governance & Internal Audit						
Internal Audit	23,170	23,170	24,514	25,004	25,504	Provided by PCC
Sub-Committee Support Costs & Expenses	18,150	18,150	19,203	19,587	19,978	Provided by PCC
Governance & Internal Audit Total	41,320	41,320	43,717	44,591	45,483	
Support Services						
ICT & Data Protection Services	22,880	22,880	24,207	24,691	25,185	Provided by NPT
Financial Services	59,289	15,702	62,728	63,983	65,262	Provided by CCC
HR Services	11,440	11,440	12,104	12,346	12,593	Provided by NPT
Support Services Total	93,609	50,022	99,039	101,019	103,040	
Joint Committee Total	254,423	213,062	271,497	276,927	282,465	
SWWCJC - Sub Committees						
Economic Development SC	20,600	20,600	50,000	51,000	52,020	
Planning SC	20,600	20,600	21,012	21,432	21,861	
Transport SC	51,500	51,500	50,000	51,000	52,020	
Transport SC WG grant funded	100,000	100,000	-	-	-	WG grant ended in 2024/25
Energy SC	20,600	20,600	52,500	53,550	54,621	
Planning & Programme management	106,700	20,000	108,834	111,011	113,231	
SWWCJC - Sub Committees Total	320,000	233,300	282,346	287,993	293,753	
SWWCJC - Regional Management Office						
Salary (Inc. On-costs)	64,390	63,702	72,676	74,130	75,612	
Training	1,030	750	5,000	5,100	5,202	CPD
Public Transport - Staff	258	200	500	510	520	
Staff Travelling Expenses	834	-	851	868	885	
Admin, Office & Operational Consumables	1,030	100	100	102	104	
Consultancy and Specialist Adviser Fees	52,742	5,000	53,797	54,873	55,970	Engagement event, web page and branding, investment prospectus
ICTs & Computer Hardware	1,288	-	1,313	1,340	1,366	
Subsistence & Meetings Expenses	1,030	3,740	3,815	3,891	3,969	
Translation/Interpret Services	15,450	15,450	15,759	16,074	16,396	
Printing & Copying	2,575	-	2,627	2,679	2,733	
Regional Management Office Total	140,626	88,942	156,438	159,566	162,758	
Total SWWCJC Expenditure	715,049	535,304	710,281	724,486	738,976	
Funding Contributions						
Partner & Other Contribution						
Welsh Government Revenue Grant	100,000	100,000	-	-	-	
	100,000	100,000	-	-	-	
Local Authority Levy						
Brecon Beacons NPA (Levy)	-	-	147	150	153	
Pembrokeshire Coast NPA (Levy)	-	-	672	686	700	
City and County of Swansea Council (Levy)	191,188	191,188	248,399	253,367	258,434	Levy charged to local authorities based on Population Size
Carmarthenshire County Council (Levy)	151,281	151,281	191,359	195,187	199,090	Levy charged to local authorities based on Population Size
Neath Port Talbot CBC (Levy)	114,094	114,094	143,858	146,735	149,669	Levy charged to local authorities based on Population Size
Pembrokeshire County Council (Levy)	99,414	99,414	125,845	128,362	130,930	Levy charged to local authorities based on Population Size
Total SWWCJC Income	555,978	555,978	710,281	724,486	738,976	
Provision of Service - Surplus / (Deficit)	(59,072)	120,673	-	-	-	

Movement to Reserves (Contingency)						
Description						
Balance Brought Forward from previous year	843,559	843,559	964,233	964,233	964,233	
Net Provision of Service - Surplus / (Deficit)	(59,072)	120,673	-	-	-	
Balance Carry Forward	784,488	964,233	964,233	964,233	964,233	

Appendix C

		South West Wales Corporate Joint Committee Requested Budget with the use of reserves <i>Financial Years 2024/25 to 2027/28</i>				
Description	Continuity Budget less 10% 2024/25 (£)	Provisional Outturn 2024/25 (£)	Draft Requested Budget 2025/26 (£)	Indicative Budget 2026/27 (£)	Indicative Budget 2027/28 (£)	Notes
Expenditure						
Joint Committee						
Democratic Services						
Democratic, Scrutiny and Legal Support Costs	76,648	76,648	81,094	82,715	84,370	Provided by NPT
Democratic Services Total	76,648	76,648	81,094	82,715	84,370	
Legal and Governance						
Monitoring Officer and Service Support	19,448	19,448	20,576	20,988	21,407	Provided by NPT
Legal and Governance Total	19,448	19,448	20,576	20,988	21,407	
Accountable Body						
Audit Wales Financial Audit	1,877	4,104	4,303	4,389	4,477	
Section 151 Officer Recharge	21,521	21,521	22,769	23,224	23,689	Provided by CCC
Accountable Body Total	23,398	25,625	27,072	27,614	28,166	
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Sub-Committee Support Costs & Expenses	18,150	18,150	19,203	19,587	19,978	Provided by PCC
Governance & Internal Audit Total	41,320	41,320	43,717	44,591	45,483	
Support Services						
ICT & Data Protection Services	22,880	22,880	24,207	24,691	25,185	Provided by NPT
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HR Services	11,440	11,440	12,104	12,346	12,593	Provided by NPT
Support Services Total	93,609	50,022	99,039	101,019	103,040	
Joint Committee Total	254,423	213,062	271,497	276,927	282,465	
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Planning SC	20,600	20,600	21,012	21,432	21,861	
Transport SC	51,500	51,500	50,000	51,000	52,020	
Transport SC WG grant funded	100,000	100,000	-	-	-	WG grant ended in 2024/25
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SWWCJC - Sub Committees Total	320,000	233,300	282,346	287,993	293,753	
SWWCJC - Regional Management Office						
Salary (Inc. On-costs)	64,390	63,702	72,676	74,130	75,612	
Training	1,030	750	5,000	5,100	5,202	CPD
Public Transport - Staff	258	200	500	510	520	
Staff Travelling Expenses	834	-	851	868	885	
Admin, Office & Operational Consumables	1,030	100	100	102	104	
Consultancy and Specialist Adviser Fees	52,742	5,000	53,797	54,873	55,970	Engagement event, web page and branding, investment prospectus
ICTs & Computer Hardware	1,288	-	1,313	1,340	1,366	
Subsistence & Meetings Expenses	1,030	3,740	3,815	3,891	3,969	
Translation/Interpret Services	15,450	15,450	15,759	16,074	16,396	
Printing & Copying	2,575	-	2,627	2,679	2,733	
Regional Management Office Total	140,626	88,942	156,438	159,566	162,758	
Total SWWCJC Expenditure	715,049	535,304	710,281	724,486	738,976	
Funding Contributions						
Partner & Other Contribution						
Welsh Government Revenue Grant	100,000	100,000	-	-	-	
	100,000	100,000	-	-	-	
Local Authority Levy						
Brecon Beacons NPA (Levy)	-	-	147	147	147	
Pembrokeshire Coast NPA (Levy)	-	-	672	672	672	
City and County of Swansea Council (Levy)	191,188	191,188	191,188	191,188	191,188	Levy charged to local authorities based on Population Size
Carmarthenshire County Council (Levy)	151,281	151,281	151,281	151,281	151,281	Levy charged to local authorities based on Population Size
Neath Port Talbot CBC (Levy)	114,094	114,094	114,094	114,094	114,094	Levy charged to local authorities based on Population Size
Pembrokeshire County Council (Levy)	99,414	99,414	99,414	99,414	99,414	Levy charged to local authorities based on Population Size
Total SWWCJC Income	555,978	555,978	556,797	556,797	556,797	
Provision of Service - Surplus / (Deficit)	(59,072)	120,673	153,483	167,689	182,179	
Movement to Reserves (Contingency)						
Description						
Balance Brought Forward from previous year	843,559	843,559	964,233	810,749	643,060	
Net Provision of Service - Surplus / (Deficit)	(59,072)	120,673	153,483	167,689	182,179	
Balance Carry Forward	784,488	964,233	810,749	643,060	460,881	

Mae'r dudalen hon yn fwriadol wag

SOUTH WEST WALES CORPORATE JOINT COMMITTEE

SWWCJC Overview and Scrutiny Sub Committee

15th January 2025

Report of the Chief Executive

Report Title: Update on Regional Energy Strategy Delivery

Purpose of Report	Information
	To provide Members of the Overview and Scrutiny Sub Committee with an update on the regional delivery for Energy and provide an overview of request that will be made at the South West Wales Corporate Joint Committee (SWWCJC) on 21st January 2025.
Recommendation(s)	That Members note the progress updates on the Energy workstream and note the request for funding for the Solar Group Purchasing initiative (Appendix B Project Outline of the South West Wales Solar Together initiative), that will be made at the South West Wales Corporate Joint Committee (SWWCJC) on 21st January 2025.
Report Author	Darren Thomas Head of Infrastructure & Environment
Finance Officer	Chris Moore
Legal Officer	Craig Griffiths

1. Introduction & Background

At the South West Wales Corporate Joint Committee (“SWWCJC”) held on 15th March 2022, it was resolved that the South West Wales Regional Energy Strategy be adopted as the framework for the SWWCJC’s work programme. At the SWWCJC Energy Subgroup on 30th September 2024 it was noted that the Local Area Energy Plans (LAEP) contain a series of local and regional actions and together with policy changes and legislation at national and UK level will be the framework to deliver the Regional Energy Strategy.

The Energy Core group has taken the role of the role of the Local Area Energy Plans (LAEP) Regional Steering group as identified in the LAEP.

Welsh Government have also funded for 24 months, the appointment of a Regional Energy Team consisting of an Energy Project Manager plus two Energy Project Officer posts. Whilst these posts are employed by Carmarthenshire County Council, they are a regional resource for the four local authorities.

2. Progress

The Regional Energy Team has continued to work across the regional actions: see **Appendix A** for update and since October have been concentrating on the prioritised projects described in more detail below.

The (LAEP) Regional Steering Group has met on several occasions since the last Energy Subgroup to monitor progress on LAEP actions and for more detailed discussions on key topics as follows:

- Developing a strategic approach to managing and financing delivery of the LAEPs and the role of the steering group, and the different options undertaken by other authorities in England, such as working with the UK Investment Bank, private/public partnerships, investment portfolios with City Science (consultants who delivered the recent LAEP reports) and the Welsh Government Energy Service and Local Partnerships.
- Grid capacity and the opportunity for regular input into National Grid Electricity Distribution's (NGED's) Network Development Plan.
- The four Authorities to become members of Net Zero Industry Wales (NZIW) and the role of the Authorities in support strategic industrial projects such as the HyLine planning process, industrial clusters associated with the Freeport with NZIW

Updates on the individual priority schemes are summarised as follows:

- (i) **The promotion and launch of group buying of solar PV, battery storage and EV chargers for 'able to pay' householders across the region (South West Wales Solar Together).**

Appendix B sets out the Project Outline of the South West Wales Solar Together initiative.

The scheme is aimed at homeowners with sufficient funds to make the investment themselves, but who may be concerned about finding a good quality installer on their own. It is expected to add a minimum of 1285 KW of renewable power to the region annually, contributing towards our targets within the LAEPs between now and 2050.



Councils and the selected service provider will work together to target and promote the scheme to residents who are most likely to have the resources and interest to install solar PV. Residents would be sent a direct mailing, co-badged with the individual Council for which funding is required.

A report however will be brought to the SWWCJC for funding of £27,500 (in 25/26) for the Councils branded Mailshot and £3,000 in 24/25 to cover the costs of the Memorandum of Understanding (MOU). The Project is expected to generate a small revenue for each Local Authority - £80 per private household installation as a rebate which will make the overall scheme cost neutral. This will enable the £27500 to be recycled each year the scheme runs to fund the initial targeting of addresses at the start of each annual scheme.

The procurement route is being managed through Carmarthenshire County Council as lead body with an MOU with other authorities. A Market Engagement PIN was posted w/c 16/12/2024 to establish how many potential service providers of this type of scheme exist and to determine the procurement route and be subject to a future report to the SWWCJC.

(ii) A regional retrofit behavioural change project delivered with community energy groups.

Appendix C provides a project outline of the Behavioural Change project.

A workshop with all participating community energy groups and Local Authorities was held 21 November 2024 to determine the full scope of scheme. Preparatory engagement has been held with communication teams and ECO FLEX funding officers in the 4 authorities (ECO FLEX is a government scheme which provides funding for energy efficiency improvements in the home). The community energy groups will be funded to deliver household energy assessments and retrofit advice across the region to support households to make informed and supported choices as they decarbonise their homes and make full use of existing grant opportunities.

(iii) Cross-boundary sharing of EV charging infrastructure pilot between LAs and wider public sector (Appendix D).

Appendix D provides an outline of the Cross-boundary EV charging initiative.

Further work has been carried out to map Local Authority chargers that can be easily shared with other LAs and identifying home-to-work staff who live out of authority and can be moved into an EV. Talks have been held with Clenergy, (who currently provide the software used by all four Authorities to manage their EV chargers) on integrating and managing the back of house charging and recharging. It is expected that a pilot will go live with first EV drivers in January 2025. This work will feed into the wider feasibility study on the Public Sector Shared charging network initiated by the PSBs and South Wales Metro.



3. Financial Impacts

The SWWCJC is being asked for £30,500 funding to cover the cost of the South West Wales Solar group-purchasing initiative: £27,500 (in 25/26) for the Councils branded Mailshot and £3,000 in 24/25 to cover the costs of the Memorandum of Understanding.

4. Integrated Impact Assessment

The SWWCJC 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 SWWCJC 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.

Notwithstanding this the SWWCJC Energy Sub-Committee is actively engaged in the development of the South West Wales Regional Energy Strategy – looking at developing the best way of harnessing the region’s low carbon energy potential across its on and offshore locations. This will deliver a prosperous and equitable net zero carbon economy which enhances the well-being of future generations and the region’s ecosystems, at a pace which delivers against regional and national emissions reduction targets by 2035 and 2050.

5. Workforce Impacts

Welsh Government have funded the recruitment of three new officers to support the development and delivery of the Local Area Energy Plans.



6. Legal Impacts

As indicated above, MOUs will be required to cover the arrangements raised and this will be subject to ongoing legal advice and support.

7. Risk Management Impacts

Risks arising as part of the Local Area Energy Plans (LAEP) process are managed as part of programme delivery by Energy Systems Catapult.

8. Consultation

No formal consultation required for the purpose of this report, though it should be noted a wide range of stakeholders are consulted as part of the development of the LAEP.

9. Reasons for Proposed Decision

That Members note the progress updates on the Energy workstream and the request that will be placed before the SWWCJC for funding for the Solar Group Purchasing initiative.

10. Implementation of Decision

No decision will be made at this meeting.



11. Appendices

Appendix A Update on Agreed Regional LAEP Actions for Regional Energy Team (RET)

Appendix B Project Outline: South West Wales Solar Together

Appendix C Project Outline: Behavioural change project (Draft)

Appendix D Project Outline: Cross-boundary EV charging (Draft)

12. List of Background Papers

[South West Wales Corporate Joint Committee - Energy Sub-Committee - Monday, 30th September, 2024 2.00 pm](#)

<https://democracy.npt.gov.uk/mgCommitteeDetails.aspx?ID=531>



Appendix A Agreed Regional Local Area Energy Plans (LAEP) Actions for Regional Energy Team (RET)

	Action	Lead	Priority for RET	Update – Dec 2024
1	Establish a Regional Steering Group to Enable the Delivery of LAEP Outcomes	Energy Core Group	Ongoing	Established with ongoing coordination of group and additional stakeholders
2	Establish a Long-Term Green Skills Programme to Enable the Delivery of Decarbonisation Measures	Regional Skills Partnership	Ongoing	Joint working with RSP, Homes as Power Stations (HAPS), National Net Zero Skills Centre of Excellence (NNZSCoE) and regional colleges delivering green skills.
3	Embed LAEP Learnings into Wider Council Processes and Communications to Enable the Delivery of LAEP Outcomes	LAs/RET	Not currently a priority for RET. Priority for 2025	Regular engagement with individual LA Energy/Decarb teams, sharing best practice and monitoring LAEP LA actions.
4	Facilitate Low and Zero Carbon Vehicle Uptake to Decarbonise Public Fleets	LAs/RET	HIGH priority	Cross-boundary sharing of EV charging infrastructure pilot project which will feed into a wider feasibility study on public sector charging initiated by PSBs. Pilot to go live in early 2025 with first participants.
5	Enhance Active Travel and Public Transport to Reduce Reliance on Personal Motorised Vehicles	Regional Transport Strategy/LAs	Not currently a priority for RET	No update
6	Continue Collaboration with Electricity and Gas Network Operators to Foster a Robust Future Energy System	RET/LA	Ongoing	Contributed to NGED and WWU consultations, engagement with RESP consultations. Attendance at energy steering group from NGED and WWU.
7	Support the Zero Emission Vehicle Infrastructure Strategy (ZEVIS) to Address Future Needs of Hydrogen-Fuelled Vehicles in the Region	RET	Not currently a priority for RET	No update on this action.
8	Establish an Industry Engagement Forum to Identify and Progress Energy-Related Opportunities	SWIC/NZIW	Ongoing	Presentation by Ben Burggraaf of Net Zero Industry Wales 6/12/24. SW Wales LAs invited to join NZIW. Further engagement on HyLine and planning process planned.
9	Support the Development of a Retrofit and Low Carbon Heating Local Supply Chain to Enable the Delivery of Decarbonisation Measures	HAPS	HIGH Priority (9, 10 & 11 linked)	Supported by Behavioural change advice and group-purchasing solar project. Developing a local supply chain for decarbonising homes is one of HAPS's specific tasks.
10	Create a Behaviour-Change Campaign to Increase Uptake of Retrofit and Low Carbon Heating	LAs/RET	HIGH Priority (9, 10 & 11 linked)	Supported by Behavioural change advice and group-purchasing solar project



11	Develop a Retrofit and Low Carbon Heating One Stop Shop Service to Decarbonise Private Residences with behavioural change a supporting action.	LAs/RET	HIGH Priority (9, 10 & 11 linked)	Supported by Behavioural change advice and group-purchasing solar project
12	Implement a Retrofit & Heat Bulk Purchasing Scheme to Decarbonise Social Housing	HAPS/RSL/LAs	HIGH Priority	Engagement with HAPS. Planning a hop with LA housing teams and RSLs in new year.



Appendix B Project Outline: Solar Group Purchasing

PROJECT NAME Group Purchasing Scheme for Solar, Battery and EV Chargers	PROJECT MANAGER Regional Energy Project Manager	PROJECT Officer Regional Energy Project Officer
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PROJECT SUMMARY	Group Purchasing Scheme for Solar, Battery and EV Chargers designed to establish a fixed price with good quality products from reputable installers for private property owners who are 'able to pay' and don't qualify for grant schemes, projected managed by iChoosr.
PROJECT OBJECTIVES	Accelerate the uptake of PV generation, battery storage and EV home charging in the region.
SCOPE OF WORK	Council branded Mailshot to 78,424 properties across region (Experian Mosaic target group) with a conservative conversion estimate of 0.41% or 321 properties per year. Non-targeted addresses can join through website promoted by LAs.
KEY DELIVERABLES	1.3 MWh of Solar Capacity added annually to the grid in the region will contribute towards our targets within the LAEPs and Regional Energy Strategy between now and 2050. Annual CO2 reductions of 302 tons. £27,500 contribution expected to deliver approx. £1.9 m of private investment in rooftop solar per year across region.
PROJECT TIMELINE	Project aiming for a potential Launch in 2025

PARTNER ORGANISATIONS	ORGANISATION NAME	RESPONSIBILITY
	iChoosr	Project Manager
	Pembrokeshire County Council	
	Carmarthenshire County Council	
	Swansea County Council	
	Neath Port Talbot County Council	
BUDGET	£27,448 – indicative cost of mailshot £3,000 for legal costs for MOU between authorities and CCC as lead purchasing body.	Council revenue -£80 per install £25,691 (based on 0.41% uptake) Scheme almost cost neutral so £27,500 to be recycled each year the



		scheme runs to fund the initial targeting of addresses at the start of each annual scheme.
FUNDING SOURCE	South West Wales Corporate Joint Committee (SWWCJC) – Subject to approval	



Appendix C Project Outline: Behavioural change project (Draft)

PROJECT NAME SOUTHWEST WALES BEHAVIOURAL CHANGE PROGRAMME	PROJECT MANAGER Regional Energy Project Manager	PROJECT OFFICER Regional Energy Project Officer
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PROJECT SUMMARY	Community based behavioural change programme consisting of a regional a communications/coordination officer and website with advice and sign-posting and retrofit advice delivered by trusted local community groups, to help the public make the energy transition to net zero carbon.
PROJECT OBJECTIVES	Empower the public make the switch from fossil fuels and change how they use energy in their daily life, reducing their carbon emissions and their bills by increasing their energy efficiency in the home, in travel, etc.
SCOPE OF WORK	7 energy/retrofit advisor post funded across 6 community energy groups, part-time communications post within Regional Energy Team based at CCC, part-time traditional build retrofit advisor, standardised training for advisors and volunteers, webpage and social media activity on each authority website promoting scheme.
KEY DELIVERABLES	Increased uptake in household decarbonisation measures, reduced energy bills.
PROJECT TIMELINE	3.5 years from April 2025 if funding bid successful

PARTNER ORGANISATIONS	ORGANISATION NAME
	Ynni Sir Gar, CCC
	Cwm Arian, PCC
	Sero/Carmarthen Together, CCC
	Eco Dewi, PCC
	Aman Awel Tawe, NPT
	Environment Centre, Swansea
	Tywi Centre, CCC



BUDGET	£1.3 million
FUNDING SOURCE	Climate Action Fund- Subject to successful bid



Appendix D Project Outline: Cross-boundary EV charging (Draft)

PROJECT NAME Cross-Boundary EV charging pilot	PROJECT MANAGER Regional Energy Project Manager Project Manager Carbon Reduction Aspland (SCC)	PROJECT OFFICER Regional Energy Project Officer
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PROJECT SUMMARY	Pilot looking at the feasibility of sharing LA depot EV charging infrastructure, particularly for home to work vehicle users working with Welsh Government Energy Service.
PROJECT OBJECTIVES	Pilot to identify the benefits and challenges of sharing EV charging infrastructure ultimately to accelerate the uptake of EV vehicles within the public fleet.
SCOPE OF WORK	Identify depots and staff that can be included in a cross-boundary trial, run pilot with a limited number of staff from across the region.
KEY DELIVERABLES	Proof of concept, LA staff successfully using charging infrastructure of neighbouring authority and costs being re-charged with no additional administrative burden.
PROJECT TIMELINE	Pilot expected to go live January 2025.

PARTNER ORGANISATIONS	ORGANISATION NAME
	Swansea City Council
	Pembrokeshire County Council
	Carmarthenshire County Council
	Neath Port Talbot County Borough Council
	Welsh Government Energy Service
BUDGET	No budget required for initial pilot as existing vehicles to be used and costs of additional payment card to be funded by LAs. £25,000 sought for further feasibility work to assess capital works required at depots to open up access in preparation for WGES funding bid.



Mae'r dudalen hon yn fwriadol wag

SOUTH WEST WALES CORPORATE JOINT COMMITTEE (SWWCJC)

Overview and Scrutiny Sub Committee

15th January 2025

Report of the Chief Executive

Report Title: Draft Regional Transport Plan

Purpose of Report	To seek endorsement from Members of Overview and Scrutiny Sub Committee for the Draft Regional Transport Plan that will be subject to public consultation prior to official approval to commence consultation which will be determined by the South West Wales Corporate Joint Committee (SWWCJC) on 21 st January 2025.
Recommendation(s)	<p>That Members of Overview and Scrutiny Sub-Committee is asked to endorse the following:</p> <ol style="list-style-type: none"> 1. Note the verbal progress reports from officers on the Regional Transport Plan development workstreams 2. Endorse the Draft Regional Transport Plan and supporting documents for public consultation 3. Endorse the latest Regional Transport Plan development work programme 4. That members agree that the Chair of the Regional Transport Sub Committee be granted delegated authority to make any amendments that may be necessary to amend the Draft Regional Transport Plan prior to endorsement by the South West Wales Corporate Joint Committee.
Report Author	Stuart Davies Head of Highways & Transportation, City & County of Swansea Council

	Mark Wade Director of Place, City & County of Swansea Council
Finance Officer	Chris Moore
Legal Officer	Craig Griffiths



Parc Cenedlaethol
 Arfordir Penfro
 Pembrokeshire Coast
 National Park



1. Introduction

The South West Wales Corporate Joint Committee (“SWWCJC”) has been mandated to produce a Regional Transport Plan for the region by Welsh Government, in conformity with the Transport (Wales) Act (2006) and to complement Llwybr Newydd: Wales Transport Strategy (2021).

Following the successful approval of the Implementation Plan by Welsh Government prior to Christmas 2023 the region submitted its Case for Change (considered by this Sub-Committee on 21st February 2024).

Welsh Government has not offered formal feedback on the Case for Change, but officials have indicated their broad support for the Case for Change and advised that the SWWCJC should proceed on the appropriate timeline for delivery of the Final Regional Transport Plan in Summer 2025.

A further public consultation is required to enable the Draft Regional Transport Plan to be finalised for submission to Welsh Government. This report seeks the Overview and Scrutiny Sub-Committee’s endorsement of the Draft Regional Transport Plan for consultation.

2. Progress on the RTP

2.1 Data Book and Accessibility Analysis

To aid the development of the Draft Regional Transport Plan a ‘data book’ that sets out a quantitative analysis of various data sources including the regional indices of multiple deprivation (IMD), 2021 census population, transport information and information on environmental matters.

To support the analysis for the Draft Regional Transport Plan officers have produced an analysis of accessibility by active travel, bus & rail and car travel modes to a number of key destinations across the region. This information, when used in conjunction with the data book, forms the broad basis on which policy requirements and schemes / interventions will be assessed. Given the importance of the Accessibility Analysis this forms an Appendix to the Draft Regional Transport Plan document.

The data book is available as a background paper to this report.

The Accessibility Analysis is an appendix to the Draft Regional Transport Plan (Appendix 4).

2.2 Draft Regional Transport Plan

The Draft Regional Transport Plan has continued to be developed.

The Draft Regional Transport Plan sets out the proposed policies to enable the delivery of the Regional Transport Plan. An essential element of the development of the Final

Regional Transport Plan is public consultation and the purpose of this report is to seek endorsement of the Draft Regional Transport Plan to enable the SWWCJC to formally agree to the content and consultation at its meeting of the 21st January 2025.

The Draft Regional Transport Plan confirms the need for change in the region's transport system and the evidence that supports the policies that are designed to enable that change.

The Draft Regional Transport Plan follows the Welsh Transport Strategy's core priority themes of (i) reducing the need to travel (ii) allowing people and goods to move easily from door to door by accessible, sustainable transport and (iii) encouraging people to make the change to more sustainable transport.

Within these three priorities specific modes of travel and region-specific requirements cover, for example, tourism related transport and the need to ensure the transport system and land use planning are connected in a sustainable way are recognised. It also provides for the region's need to grow its population and economic base.

The Draft Regional Transport Plan is structured to lead the reader through the background to why the Regional Transport Plan is being developed, the evidence that supports the Regional Transport Plan, the proposed policies, a summary of how the supporting Draft Regional Transport Delivery Plan has been developed and the initial outputs from the statutory assessments that the Regional Transport Plan requires.

The Draft Regional Transport Plan is supported by a number of Appendices that provide supporting information, and which will also be subject to public consultation.

The Appendices are:

1. A Glossary to provide explanation of acronyms and terms;
2. The Regional Transport Plan Engagement Plan (as approved by the SWWCJC in September 2024);
3. Stakeholder Engagement activities to date;
4. Accessibility Mapping covering access to key locations in the region. The mapping is set out by destination and method of travel;
5. Prioritisation tool details. This sets out how the proposed interventions and schemes in the Draft Regional Transport Delivery Plan are to be analysed;
6. Integrated Impact Assessment of the Draft Regional Transport Plan; and
7. The Draft Regional Transport Delivery Plan listing those schemes which have the potential to be prioritised for assisting in delivering the Regional Transport Plan.

2.3 Draft Regional Transport Delivery Plan

The Draft Regional Transport Delivery Plan (RTDP) sets out the initial aspiration for specific schemes and interventions.

The Regional Transport Plan guidance sees the final RTDP as being the region's recommended programme for investment. All specific schemes, if funding is allocated, will remain subject to further development under the Government Welsh Transport

Appraisal Guidance process and tests of value for money and deliverability at key project milestones.

The RTDP has been developed to use an assessment matrix that provides an evidence-based approach to scheme selection. The assessment matrix has been developed and schemes and interventions identified. The SWWCJC were briefed on the basis of the assessment approach in October 2024.

The region has not had the advantage of a “Burns” transport commission investigation (as conducted for the Newport M4 and A55 North Wales corridors) to develop a series of detailed transport scheme proposals. To this end an initial scheme list has been developed based on broad themes using the latest local authority transport work programmes. The programme of scheme development is continuing and will include elements of the 2024/2025 Metro development workstream that has been designed in part to inform the RTDP.

As technical work on scheme development and assessment continues, officers will provide a verbal update to the Scrutiny Committee on progress which the Committee is asked to note.

The Draft RTDP represents the initial list of schemes and interventions based on information available in December 2024. This is included as Appendix 7 to the Draft Regional Transport Plan.

2.4 Timescales

Officers continue to review the programme to deliver the Regional Transport Plan to reflect availability of supporting information and timing of the required approval processes.

A number of unforeseen external influences have caused delay until this point:

- General election and delayed informal consultation – consultation outcome report not available until mid-September;
- More complex metro programme – issues of data availability and scheme scope revisions;
- Lack of scheme development due to Southwest Wales not being subject to a “*Burns Transport Commission*”;
- Agreement on due process for final approval of the RTDP, and
- Awaiting further data inputs from Transport for Wales.

The latest programme milestones are set out in Appendix A to this report.

2.5 Consultation and stakeholder engagement to date

The objectives of the Regional Transport Plan and the Case for Change were subject to initial public consultation in July 2024. This was an informal, non-statutory consultation focussed on problems and issues identified in the preparatory work for the Regional Transport Plan. The consultation ran for a period of six weeks from Monday

15th July until Monday 26th August 2024 and feedback was gathered via an online survey.

A summary report of the initial public consultation has been published and can be found here <http://www.SWWCJCsouthwest.wales/37375>.

During summer 2024 an early stage of public consultation was held to:

- Let people know that a new RTP is being developed.
- Give people an opportunity to comment on the transport problems they are currently experiencing in the region and on their transport priorities for the future.
- Ensure the new RTP addresses the issues that are of most pressing concern.

A summary report of the initial public consultation has been published. This forms part of the text of the Draft Regional Transport Plan.

The public survey saw 818 responses. These recorded that alternatives to private cars are lacking and that public transport service delivery lacks effectiveness. Also cycling and walking opportunities were limited and that asset maintenance is of critical importance. These themes were repeated when future priorities for the Draft Regional Transport Plan were asked about.

In parallel to the public consultation, a series of themed workshops with technical stakeholders have been conducted to inform the Draft Regional Transport Plan. The outcomes of these workshops are recorded in Appendix 3 of the Draft Regional Transport Plan.

2.6 Integrated Impact Assessment

The SWWCJC 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, and
- Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

The Integrated Impact Assessment workstream has generated a Draft Scoping Report for the Integrated Impact Assessment (IIA) of the RTP. The Scoping Report includes

the scoping of an Integrated Wellbeing Assessment (IWBA), the scoping of a Strategic Environmental Assessment (SEA) and scoping of the requirements for the SWWCJC's Integrated Impact Assessment.

The Draft Integrated Impact Assessment Scoping Assessment of the Regional Transport Plan forms a key element of the proposed consultation material and is appended to the Draft Regional Transport Plan (Appendix 6).

In line with the requirements of the SEA Regulations, the Scoping Report was consulted on in October / November 2024 for 5 weeks, with Welsh Government, Natural Resources Wales and Cadw, as statutory consultees. The Scoping Report includes the following:

- The level of scope and detail to be included in the IIA;
- A review of relevant plans, programmes and initiatives that will inform the IIA and the Regional Transport Plan;
- The relevant baseline information including trend data of relevant transport planning;
- The identification of key sustainability issues and opportunities for the Regional Transport Plan; and
- An appraisal framework of objectives and decision aiding questions, against which the Regional Transport Plan will be appraised.

In response to the consultation, Cadw has confirmed that *'The historic environment has been appropriately considered in the scoping report and we agree with the proposed methodologies for assessing the impact of the strategy on it.'* Welsh Government confirmed that the approach to IWBA can integrate SEA, but the findings of the IWBA as a standalone assessment should be made clear. The team did not receive comments from NRW within the statutory timeframe.

Following the Scoping exercise, the emerging Regional Transport Plan objectives and policies were assessed. Iterative feedback has been provided and recommendations have been integrated into the development of the policies during the drafting process. The next stage in the Assessment process will be to assess the Schemes within the Regional Transport Plan against the IIA Framework. Recommendations to improve the positive sustainability effects, or reduce potentially negative effects, will then be identified and incorporated where appropriate.

4 Funding Implications

4.1 Development of the Regional Transport Plan

The SWWCJC has allocated funding to assist with the development of the Regional Transport Plan and Welsh Government made available £125k of funding in the 2023-24 financial year towards the development of the Regional Transport Plan. A further £100k has been allocated for 2024-25.

The full cost of developing the Regional Transport Plan 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.

4.2 Delivering the Regional Transport Plan

The Welsh Government is still to provide clarity on funding for delivery of the Regional Transport Plan. As the Regional Transport Plan covers the years 2025 to 2030, interim funding arrangements are intended to be deployed for the 2025/26 financial year. This was reported to the SWWCJC in November 2024, with a fully revised grants system in operation from the 2026/2027 financial year onwards.

The limited clarity to date applies to the level of funding and the distribution mechanism to be used. Informal advice to date from Welsh Government indicates that the following funds would be rolled into a single Regional Transport Plan delivery fund:

- Local Transport Fund
- Active Travel Fund
- Resilient Roads Fund
- Ultra Low Emission Vehicle Transformation Fund
- Safe Routes in Communities
- Road Safety Grant (Capital)
- Road Safety Grant (Revenue)

Further informal Welsh Government advice indicates overall future funding levels are intended to remain at broadly similar levels to those seen in previous financial years for the funding streams noted above but this is also not confirmed to date.

As the development of schemes progresses it is anticipated that schemes identified through the Regional Transport Plan and RTDP will be capable of becoming capital schemes at an early stage wherever investment in physical infrastructure is proposed.

At the time of writing the Welsh Government have provided no further guidance on whether revenue funding for non-infrastructure interventions will be included in the Regional Transport Plan grant settlement.

5. Well-being of Future Generations (Wales) Act 2015

Alignment with SWWCJC Corporate Plan 2023-2028 and the identified SWWCJC 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 SWWCJC approved its Corporate Plan 2023-2028 in March 2023. The Corporate Plan contains the SWWCJC'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 SWWCJC as set out within its Corporate Plan.

5.1 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).”

The Integrated Impact Assessment (IIA) will consider the impact of the Regional Transport Plan on future generations by reference to Objective 2. The Integrated Impact Assessment Scoping Report proposed for public consultation alongside the draft Regional Transport Plan responds to the IIA requirements.

6. Impact Assessment

6.1 Workforce Impacts

The SWWCJC has approved resources to support the ongoing development of the Regional Transport Plan and hence recruitment processes are being followed to secure support. In addition, the region will continue to procure specialist support as necessary to develop the Regional Transport Plan.

The delivery of the Regional Transport Plan will require retention of officers in the constituent authorities to develop and deliver the schemes and interventions in the RTDP. A review of the commitment of officer time to deliver the Plan is about to commence with reporting to the constituent authorities anticipated when completed.

6.2 Legal Impacts

The requirement for local authorities to produce a Local Transport Plan is set out in the Transport Act 2000, as amended by the Transport (Wales) Act 2006. This duty was transferred to corporate joint committees on 30th June 2022 by the Local Government and Elections (Wales) Act 2021. Statutory guidance is set out in the Corporate Joint Committee Statutory Guidance². The Corporate Joint Committees (Transport Functions) (Wales) Regulations 2021³ set out how the SWWCJC should prepare its Regional Transport Plan.

Although the duty to produce a Regional Transport Plan sits with the SWWCJC, the duty to deliver the Regional Transport Plan sits with the local authorities. Despite this, it is expected that the local authorities in the SWWCJC will collaborate on a single collective delivery plan. Endorsement of the final RTDP by each local authority will therefore be required before the final approval of the Regional Transport Plan and RTDP by the SWWCJC.

6.3 Risk Management Impacts

The Welsh Government has indicated that the timely submission of the final Regional Transport Plan in Summer 2025 is essential for release of grant funding for 2026/27 which is predicated on the approval of the Regional Transport Plan. A failure to submit the Regional Transport Plan on time carries a risk that Welsh Government grant funding for 2026/27 would not be made available.

6.4 Consultation

No formal consultation required for the purpose of this summary report but noting that the Draft Regional Transport Plan will proceed to public consultation once approved.

6.5 Reason for proposed decision

To meet the duty placed on the SWWCJC to produce a Regional Transport Plan.

6.6 Implementation

This report will be implemented following the conclusion of the three day call in period.

6.7 Appendices

Appendix A - South West Wales Draft Regional Transport Plan
December 2024

Including;

Appendix 1 – Glossary

Appendix 2 – Engagement Plan

Appendix 3 – Stakeholder Engagement Outcomes

Appendix 4 – Accessibility Analysis

Appendix 5 – Prioritisation Tool Details

Appendix 6 – Integrated Wellbeing Assessment and Strategic Environmental
Assessment Scoping Report

Appendix 7 – Draft RTDP

6.8 List of Background Papers

<https://democracy.npt.gov.uk/ieListDocuments.aspx?CId=491&MId=11501&Ver=4>

<https://democracy.npt.gov.uk/ieListDocuments.aspx?CId=491&MId=11609&Ver=4>

<https://democracy.npt.gov.uk/ieListDocuments.aspx?CId=491&MId=11921&Ver=4>

Appendix A

South West Wales

Draft Regional Transport Plan

December 2024

DRAFT



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council



Parc Cenedlaethol
Arfordir Penfro
Pembrokeshire Coast
National Park



Table of Contents

Contents

1. Foreword	2
2. Introduction	3
Background to the Regional Transport Plan	3
The role of the CJC	4
About our Region	4
3. Where are we now and why things need to change?	6
The current transport network	6
The policy context	7
4. Evidence	22
Social Landscape	22
Economic Indicators	23
Current Transport System	26
Environmental Indicators	29
5. Objective Setting	32
6. The Policies	34
Llwybr Newydd – The Wales Transport Strategy 2021 – Priority 1 Policies	35
Llwybr Newydd – The Wales Transport Strategy 2021 – Priority 2 Policies	39
Llwybr Newydd – The Wales Transport Strategy 2021 – Priority 3 Policies	49
7. Introduction to the RTDP and the assessment of schemes	53
Scheme Assessment	53
Delivery	53
8. The RTDP priorities	55
9. Assessment of the RTP	57
Statutory Assessment	57
Monitoring the RTP	58
Appendix 1 – Glossary	59
Appendix 2 – Engagement Plan	60
Appendix 3 – Stakeholder Engagement Outcomes	62
Appendix 4 – Accessibility Analysis	69
Appendix 5 – Prioritisation Tool Details	70
Appendix 6 – Integrated Wellbeing Assessment and Strategic Environmental Assessment Scoping Report	71
Appendix 7 – Draft RTDP	75

1. Foreword

The Regional Transport Plan for South West Wales 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.

The South West Wales Corporate Joint Committee (SWWCJC) is committed to implement improvements so that buses and trains are available to offer a more practical solution than travelling by car, as this is a transport priority in South West Wales.

That transport options to be explored include rural and urban areas with improved connection between different transport services.

In addition, the strategies for the maintenance of roads, footpaths and cycleways are reviewed for planned and preventative maintenance within the South West Wales region.

Over 70% of people who took part in recent consultation picked such improvements as the most important that could be introduced to make transport better across Carmarthenshire, Neath Port Talbot, Pembrokeshire and Swansea.

More than 800 people took part in the consultation on the case for change for a regional transport plan, which was run by the South West Wales Corporate Joint Committee (SWWCJC).

Cllr Rob Stewart, Swansea Council Leader and Chair for South West Wales Corporate Joint Committee (SWWCJC), said: “We know transport improvements are needed across South West Wales for the benefit of our residents and businesses and to help attract more jobs and investment to the area.

“People’s views on what should be prioritised in future are crucially important though, so we’d like to thank everyone who took part in the recent consultation.

Cllr Darren Price, Carmarthenshire Council Leader and Chairman of the South West Wales Corporate Joint Committee Transport sub-committee, said: “We need a transport system in South West Wales that meets the needs of modern times while better connecting our communities.

“This is important because transport affects each and every one of us – whether you’re a motorist, a bus or train user, or someone who walks or cycles to get from one place to another.



2. Introduction

The background to the Regional Transport Plan

To aid the reader, a glossary of acronyms and terms used in the draft RTP is at Appendix 1.

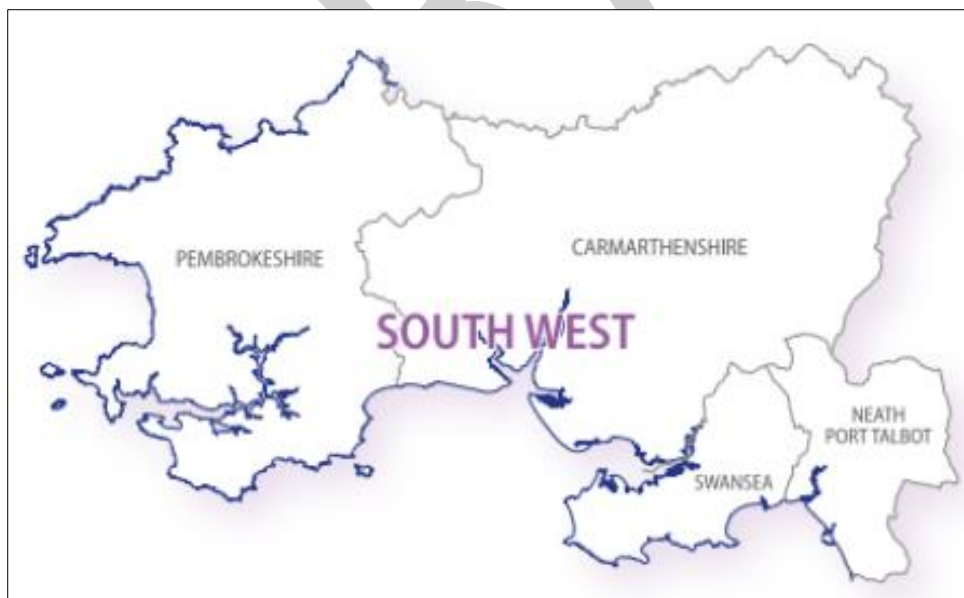
The Regional Transport Plan for South West Wales (“the RTP”) sets out our ambition for transport across the region. The region comprises the geographic areas of

- Carmarthenshire County Council
- Neath Port Talbot Borough Council
- Pembrokeshire County Council
- Swansea City and County Council.

The RTP builds upon the Case for Change that the region developed in early 2024. The Case for Change sets out the principal reasoning behind the RTP and demonstrates why our transport network will need to evolve and adapt to new challenges and ways of working.

The RTP is supported by a Regional Transport Delivery Plan (RTDP) which sets the initiatives and schemes that are proposed to support delivery of the RTP in the timeframe 2025 to 2030.

Figure 1. The South West Wales Region



The RTP has been developed to ensure that the region has the transport network that it desires.

The RTP is a statutory document produced by the Corporate Joint Committee for South West Wales.

The transport network is at the heart of the region; enabling residents and visitors to travel to work, access essential services, receive education and undertake leisure activities across South West Wales and further afield. The RTP sets out the policies and strategies for transport regionally starting in 2025. Transport is a cross-cutting theme and has the potential to influence and be influenced by a variety of policy areas. The context for the development of the RTP has therefore drawn on evidence from a wide range of documents to ensure that the strategies and policies contained within this Plan are consistent with and support a number of wider aims and objectives.

The formal Welsh Government guidance for the development of RTP sets out that the *“RTP sets the policies for implementing Llwybr Newydd at a regional level”*. The policy of Llwybr Newydd is based upon a vision for an accessible, sustainable, and efficient transport system across all of Wales. The RTP is therefore designed primarily to bring a regional focus to the delivery of the Wales Transport Strategy, Llwybr Newydd, 2021.

Formally constituted in January 2022, the Corporate Joint Committee for South West Wales covers the local authority areas of:

- Carmarthenshire,
- Neath Port Talbot,
- Pembrokeshire and
- Swansea.

The Committee will improve the regional planning, co-ordination and delivery of transport, land use planning, economic development and energy.

The Committee is made up of representation from Carmarthenshire Council, Neath Port Talbot Council, Pembrokeshire Council and Swansea Council, as well as the Brecon Beacons National Park Authority and the Pembrokeshire Coast National Park Authority.

The Corporate Joint Committee has been created by the Local Government and Elections (Wales) Act 2021.

About our region

The South West Wales region covers an area of circa 5,170 square kilometres (1995 square miles). It is home to around 700,000 people and accommodates some 270,000 jobs. This represents 22% of the population and 23% of Wales's landmass.

The context is set locally by Swansea Bay City Deal, a £1.3 billion investment in the region's economy and social infrastructure and by the aspiration shown by the region's local authorities. It is essential that complementary private investment is attracted to the region at a faster rate to ensure we have the economic activity and infrastructure to achieve great things.

The region also has a series of vital public services such as hospitals, local healthcare facilities, schools, colleges, universities together with retail sites, leisure facilities and employment sites that need to be accessed. City and town centres are vital hubs in the transport network and the communities that they serve.

The transport system doesn't operate in isolation. It is driven by the land-use and environmental choices faced and the level of economic activity. It is also shaped by the communities of the region; with need and aspiration for transport determining the level of use now and into the future. The system will need to meet these changing requirements and give the region the capability to reach its potential whether individually or as a wider community.

Nationally, Llywyr Newydd: the Wales Transport Strategy (2021) sets a new direction for transport in terms of both services and infrastructure, and in terms of the movement of people and goods. Llywyr Newydd sets out that in the changing world that surrounds the transport system that it must be accessible, sustainable and efficient. Llywyr Newydd is designed to shape a transport system that is good for people and communities, good for the environment, good for the economy and places and supports a thriving Welsh language and culture. It should also ensure that the transport legacy left for future generations is tangible and capable of continued operation. To shape the RTP the region has developed a vision that translates Llywyr Newydd; The Wales Transport Strategy (2021) into region specific objectives to give shape to the RTP policy framework.

The development of these objectives is discussed in section 4.

3. Where we are now and why the transport system needs to change

The current transport network

The current transport network provides links across the South West Wales region and into the South East Wales region, and Mid Wales region. It also provides connectivity at a local level to essential services and facilities. The current network is based on a spine of railways and trunk roads that provide long distance transport, and local travel between and to key centres.

Passenger railway lines

- Cardiff to Swansea – (South Wales Main Line) unelectrified
- Swansea to Fishguard - unelectrified mainline with branches as follows:
 - Llanelli to Shrewsbury
 - Whitland to Pembroke Dock
 - Clarbston Road to Milford Haven

Non passenger railway lines

- Swansea District Line – Neath to Llanelli
- Swansea Burrows to Onllwyn and Blaengwrach (line to Onllwyn to serve a new rail testing and train development facility)
- Pantyffynnon to Gwaun-Cae-Gurwen

Trunk roads

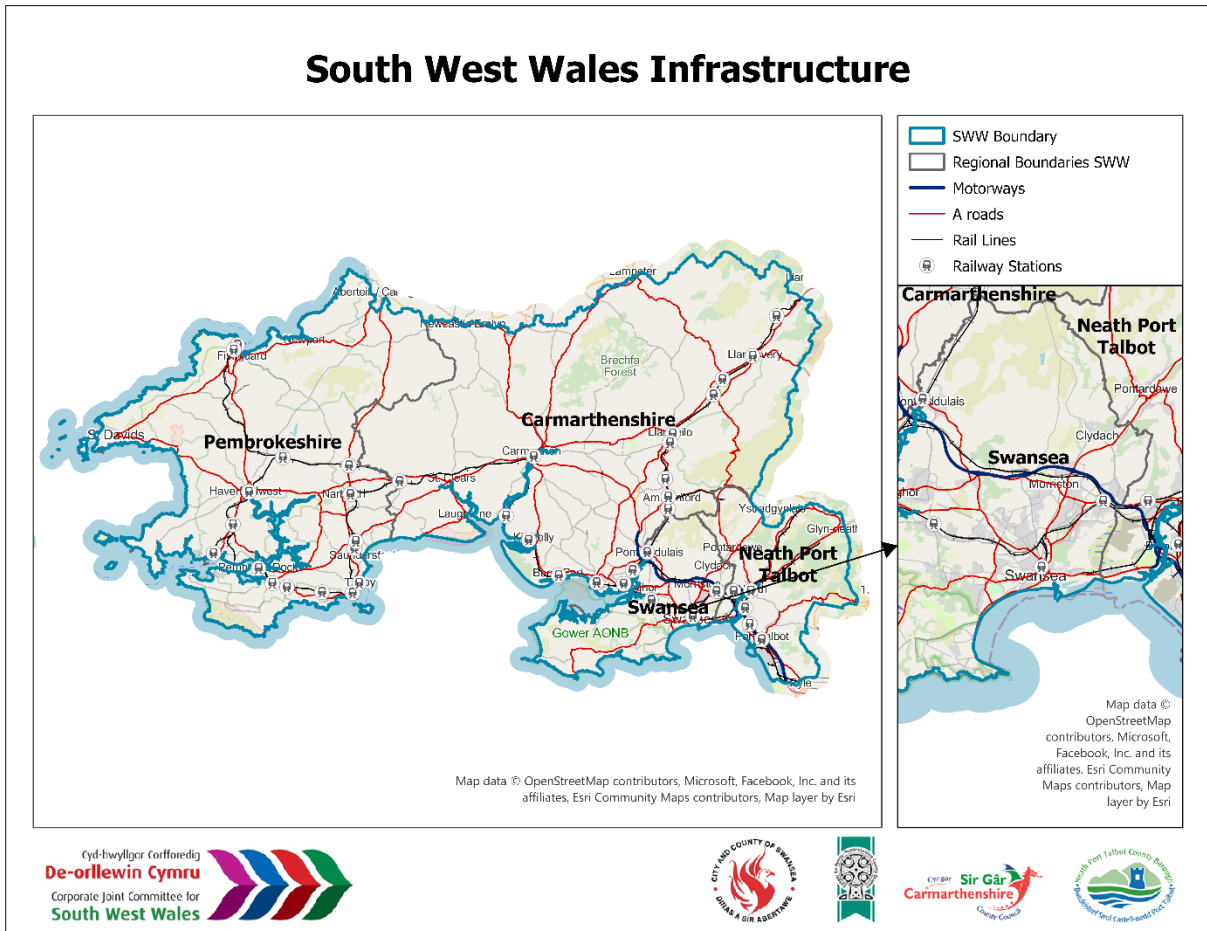
- M4
- A465
- A48
- A483
- A40
- A4076
- A477
- A487

It is recognised that the Region's rail and trunk road networks play a significant role in transport provision. Going forward, continued improvements in rail and trunk road networks will be required to support the overall success of the RTP in terms of its wider ambitions to achieve sustainable economic growth, support net zero targets, and ensure social equality and access to opportunity.

In addition to these major links, the region has a full network of local roads that serve individual communities and a comprehensive network of public rights of way.

Although the current network is comprehensive additional facilities will be required to support economic growth, to facilitate de-carbonisation and respond to the changing population and its needs.

Figure 2. South West Wales Transport Network



The Policy Context

Transport Specific Policies

Llwybr Newydd; The Wales Transport Strategy (2021)

The Wales Transport Strategy (2021) ('the WTS') sets the framework at a national level to ensure Wales has an accessible, sustainable and efficient transport system. In the WTS context the strategy sets three key priorities and outlines four main objectives to be:

- Good for people and communities
- Good for the environment
- Good for the economy and places in Wales
- Good for culture and the Welsh language

The RTP is required to support the delivery of the WTS at a regional level. The objectives developed are designed to support this aim and the region's aim for greater levels of economic activity, environmental improvement, proactive development of tourism and meeting the needs of the region's rural communities.

National Transport Delivery Plan 2022 to 2027

The Wales National Transport Delivery Plan (NTDP) sets out what Welsh Government and its agencies will deliver against the priorities and ambitions set out in Llwybr Newydd – The Wales Transport Strategy (2021) (WTS). The NTDP includes the programmes, projects and new policy programmes that the Welsh Government has ambition to be delivered before 2027. The NTDP records how the WTS social, economic, environmental and cultural objectives can be delivered. The NTDP has cross-reaching implications at a national level for the Programme for Government, Net Zero Wales and links to other government policies such as regeneration and tackling poverty.

At the regional level, it should be noted that a total of four RTP's across Wales will be a key factor in the framing of the next NTDP due to cover the period beyond 2027.

Guidance for Regional Transport Planning (2024)

The Welsh Governments Sustainable Transport in Rural Areas (2024) provides guidance for local authorities, CJC's and other organisations involved in improving rural transport. The document provides guidance on improving access for rural communities to sustainable and accessible modes of transport, which will help residents in rural areas access employment, education, leisure, and other key services. It provides case study examples from other countries and examples of projects that are being delivered and are planned in rural Wales.

Llwybr Newydd; The Wales Transport Strategy (2021)

Produced by Welsh Government and Transport for Wales to outline the proposed approach to bus franchising, it sets out the case for bus reform and future plans for the bus network. The aim is for buses to be more reliable, affordable, flexible and easy to use.

The Wales Transport Strategy (2021) ('the WTS') sets the framework at a national level to ensure Wales has an accessible, sustainable and efficient transport system. In the WTS context the strategy sets three key priorities and outlines four main objectives to be: services. New Welsh Government legislation is required to achieve the roadmap's outcomes. This is anticipated within the RTP period.

The RTP is required to support the delivery of the WTS at a regional level. The objectives developed are designed to support this aim and the region's aim for greater levels of economic activity, environmental improvement, proactive development of tourism and meeting the needs of the region's rural communities.

The Wales National Transport Delivery Plan (NTDP) sets out what Welsh Government and its agencies will deliver against the priorities and ambitions set out in Llwybr Newydd – The Wales Transport Strategy (2021) (WTS). The NTDP includes the programmes, projects and new policy programmes that the Welsh Government has ambition to be delivered before 2027. The NTDP records how the WTS social, economic, environmental and cultural objectives can be delivered.

The NTDP has cross-reaching implications at a national level for the Programme for Government, Net Zero Wales and links to other government policies such as regeneration and tackling poverty.

At a local level the RTP will need to build upon the priorities for investment set out in the Regional Transport Delivery Plan (RTDP). Additionally, it should be noted that a total of four RTP's across Wales will be a key factor in the framing of the next NTDP due to cover the period beyond 2027.

The Welsh Government published Net Zero Wales Carbon Budget 2 (2021-25) on 28 October 2021. It sets out how Wales will meet its second carbon budget (CB2), and builds the foundations for Carbon Budget 3 (CB3) and the 2030 emissions reduction target, as well as net zero by 2050.

The net zero plan proposes to reduce emissions from passenger transport by 22% by 2025 (from 2019) and 98% by 2050 through demand reduction, modal shift and the uptake of low carbon technologies. The plan also proposes a reduction in car miles travelled per person by 10% by 2030 and an increase in the proportion of trips by sustainable travel modes (public transport and active travel) to 35% by 2025 and 39% by 2030.

The RTP reflects the requirements of the 2030 target in its policy making and scheme selection.

Town Centre First

The Welsh Governments Sustainable Transport in Rural Areas (2024) provides guidance for local authorities, CJC's and other organisations involved in improving rural transport. The document provides guidance on improving access for rural communities to sustainable and accessible modes of transport, which will help residents in rural areas access employment, education, leisure, and other key services. It provides case study examples from other countries and examples of projects that are being delivered and are planned in rural Wales.

Clean Air Plan for Wales: Healthy Air, Healthy Wales

Produced by Welsh Government and Transport for Wales to outline the proposed approach to bus franchising, it sets out the case for bus reform and future plans for the bus network. The aim is for buses to be more reliable, affordable, flexible and easy to use.

The document has been used to assist in developing the RTP's approach to bus services. New Welsh Government legislation is required to achieve the roadmap's outcomes. This is anticipated within the RTP period.

Bws Cymru: Connecting People with Places (2022)

Bws Cymru sets out the Welsh Government's plans for improving bus services across Wales including the actions that the Welsh Government itself will deliver. It sets out a vision for 'a stable and coherent network of bus services that are fully integrated with other modes of public transport, which are reliable, affordable,

flexible, easy to use, low-carbon and that encourage more people to use the bus, rather than their cars.'

Regional and local polices

Each local authority in South West Wales has a mix of individual and shared policies. These policies are complemented by strategies and studies which inform key decisions, investment and developments across the region.

The four existing Local Transport Plans

Within South West Wales, much work has been undertaken in recent years to develop a shared transport vision and opportunities for the region, through the implementation of the **Joint Transport Plan for South West Wales (2015-2020)** - 'the JTPSWW'.

The plan sets out a strategic framework for improvements to local transport, connectivity and access through the plan period 2015-2020, together with longer term aspirations. The JTPSWW will be replaced by this Regional Transport Plan.

Each local authority in the South West Wales region has developed and implemented a great number of schemes as a result of their inclusion in the Joint Transport Plan.

The four Council strategic plans

Setting out the direction of each local authority over a five-year period are the Local Authority's Corporate Plans / Strategies which incorporate improvements and well-being objectives as defined in legislation, and the services provided to meet these aims, in line with each respective authority's core values / key priorities over the short and medium term.

Under the Well-being of Future Generations Act, the Council is required to produce well-being objectives to demonstrate the contribution the local authority will make towards the national well-being goals for Wales. The objectives are important, as they provide the framework for all the work the local authority does.

- Swansea – Corporate Plan (2023-2028)
- NPT – Corporate Plan (2024-2027)
- Pembrokeshire – Corporate Strategy (2023-2028)
- Carmarthenshire – Corporate Strategy (2022-27)

South West Wales Corporate Plan 2023-2028

The Corporate Plan for South West Wales Corporate Joint Committee includes the regions vision for 'South West Wales 2035', the well-being objectives, equality objective and Biodiversity Duty Plan.

Key objectives are: -

- To collaboratively deliver the Regional Economic Delivery Plan and Regional Energy Strategy thereby improving the decarbonised economic well-being of South West Wales for our future generations.
- To produce a Regional Transport Plan for South West Wales that is founded on collaboration and enables the delivery of a transport system which is good for our current and future generations of people and communities, good for our environment and good for our economy and places (rural and urban).
- To produce a sound, deliverable, co-ordinated and locally distinctive Strategic Development Plan for South West Wales which is founded on stakeholder engagement and collaboration, and which clearly sets out the scale and location of future growth for our future generations.

Each local authority in South West Wales has a mix of individual and shared policies. These policies are complemented by strategies and studies which inform key decisions, investment and developments across the region.

The previous RTP (dated from 2015)

Within South West Wales, much work has been undertaken in recent years to develop a shared transport vision and opportunities for the region, through the implementation of the **Joint Transport Plan for South West Wales (2015-2020)** - 'the JTPSWW'.

The plan sets out a strategic framework for improvements to local transport, connectivity and access through the plan period 2015-2020, together with longer term aspirations. The JTPSWW will be replaced by this Regional Transport Plan.

Each local authority in the South West Wales region has developed and implemented a great number of schemes as a result of their inclusion in the Joint Transport Plan.

The revised LDPs will outline each council's proposed direction, for example including:

- The plan's vision.
- Key issues and objectives.
- Preferred level of growth.
- Spatial strategy and a range of strategic policies aimed at implementing the overall strategy.
- Detailed policies.
- Monitoring framework.
- Housing trajectory.
- Proposal and constraints maps; and
- Implementation and delivery plan.

"Future Wales: The National Plan 2040" provides a blueprint for creating the regional Strategic Development Plan (SDP) for South West Wales. This SDP will be developed by a newly formed regional team within the Corporate Joint Committee (CJC). The plan will address issues that extend beyond local authority boundaries and will support the way people live, work, and visit the region. This

includes considerations of working and commuting patterns to key trip attractions and destinations.

South West Wales Regional Economic Delivery Plan

The South West Wales region has a diverse economy and unique set of natural and cultural assets, underpinned by the quality of its coastal and rural environment, industrial heritage and capacity and university presence. In 2014 an Economic Regeneration Strategy was published, setting the strategic groundwork for the Swansea Bay City Deal, a £1.3 billion investment package supported by the UK and Welsh Governments.

In 2020 a **Regional Economic Delivery Plan (REDP)** was commissioned to unlock the region's further potential and to ensure that growth is resilient, sustainable and inclusive. This plan sets out the priorities for intervention and articulating how business, government, education, voluntary, community and social enterprise organisations and other partners should work together to bring them forward.

The key points from the REDP are:

- there are 322,000 jobs in the region
- 40% of jobs in the region are in Swansea (the main commuter destination)
- Swansea Bay and Llanelli is defined in future Wales as a 'National Growth Area' for new jobs and housing
- 20% of national energy supplies enter Britain via Pembrokeshire

Figure 3. Major Concentrations of Employment

Location	Number of jobs
Ammanford	3250
Baglan / Jersey Marine	15000
Carmarthen	14500
Haverfordwest	11300
Llanelli	21800
Milford Haven / Pembroke Dock	8000
Neath	9500
Port Talbot / Margam	19800
Swansea Central	39000
Swansea NW	8000

South West Wales Energy Strategy

To meet the Welsh Governments targets and to be on track for net zero by 2050, the region has a target of a 55% reduction in South West Wales' energy emissions by 2035. The South West Wales Energy Strategy (2022) outlines six priorities to achieve this:

1. Energy efficiency
2. Decarbonise transport
3. Decarbonise heat
4. Regional coordination
5. Smart & flexible systems
6. Electricity generation.

Swansea, Neath Port Talbot, Carmarthenshire and Pembrokeshire each developed a **Local Area Energy Plan (LAEP)** to outline short and long-term routes to achieve a net zero energy system in line with regional targets. The LAEP's identify priority interventions required, on a localised and regional scale.

South West Wales – the need for change

The Case for Change for the RTP is an essential step on the journey to develop the Regional Transport Plan. The case for change was approved by the SWW CJC in February 2024.

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.

South West Wales 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. Port Talbot is home to the UK's only existing raw steel production site which is receiving a £1 billion+ investment in green electrically

powered furnaces which will use scrap steel as a raw material as opposed to iron ore. This will trigger major changes in working practices and a lowering of staff levels in the short to medium term together with changed flows of raw materials to the plant.

This industrial legacy is supported by development in the digital and education sectors with two universities, Swansea University and University of Wales Trinity St. David's, and an active City Deal across the region that prioritises the digital economy.

Swansea Bay City Deal

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. 9 key projects are underway to deliver transformational changes in work, education and skills: -

- 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.

Port Talbot Steel Works

The steelworks is currently a major employer in the region with circa 3,500 people employed directly within the steelworks and a supporting supply chain. The steelworks has recently closed its last blast furnace and is about to commence on a major rebuilding programme of new low carbon electric arc furnaces; these will require lower staffing levels and change the flows of raw materials to the plant. A £500m package to support the transition to low carbon steel making has been agreed with the UK government and a £100m response package to mitigate the effects on workers, their families and businesses. A long-term economic strategy for the area will also be developed between Neath Port Talbot Council, Governments and public and private partners.

The Celtic Freeport

The Celtic Freeport is dedicated to industrial renewal, by attracting investment and innovation into Wales and supporting existing industries accelerate and transition to a green economy. It builds upon the ambition of the Haven Waterway Enterprise Zone which provides a planned reinvention of the Milford Haven area with new diverse initiatives focused on renewable energy, tourism and the digital economy.

Through inclusive partnership, which aims to empower local communities and build a resilient economic future for Wales, it is expected that the Celtic Freeport will generate up to 16,000 new jobs between Pembrokeshire and Neath Port Talbot, by driving investment into deprived communities, boosting economic activity and promoting growth in the area.

The Freeport will accelerate the roll-out of floating offshore wind (FLOW), hydrogen economy, marine energy and sustainable fuel production through substantial investment in port infrastructure at Pembroke Port and Port Talbot and through the delivery of a future green skills and innovation pathway for young people.

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 in seeking to 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.

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.

Currently, maximum use is not made of the existing railway infrastructure in the region. A number of freight-only lines exist that could support investment to accommodate passenger services as the need for heavy freight movements has reduced.

The evidence from rail industry rail use data indicates that the top 12 rail flows from Swansea station are to out of area destinations which is highly significant. This means economic activity is being lost to the region and exported to adjacent areas. The Office of Road and Rail (ORR) data from 2023/24 also shows that the local rail offer is limited in terms of passenger numbers. Implicitly, this is due to the low frequency of services and low line speeds. The Cardiff to Swansea electrification scheme has not been delivered to support the region's main inter-city rail link although new additional 'open access' services between Carmarthen and London have been approved for introduction in the RTP period.

The development of the rail elements of the South West Wales Metro provides a suitable framework to develop and seek funding for these proposals. It is anticipated that the Metro network concept is extended to bus improvements in the network where the development of existing or new rail links are not feasible. This will require changes to the current governance and funding approaches for bus.

HGVs play a significant role in the region, serving the ports, major industry and providing local deliveries. HGV movements are predominantly concentrated on

the trunk road network but with notable flows on major local roads. Whilst HGV traffic is and will remain essential the management of HGV routing and stopping places is a matter for the RTP to influence.

Developing a mode hierarchy that proactively pursues sustainable 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 resourcing significant highway changes. The RTP identifies the scope of this ambition and the detail of how it will be delivered and funded. Equally importantly, the RTP considers at a strategic level how the existing road network and any additions necessary will be managed and maintained.

The Environment

The region is host to two national parks, Bannau Brycheiniog National Park and Pembrokeshire Coast National Park, and Gower Area of Outstanding Natural Beauty (AONB) which provide unique landscapes and an environment that requires special protection. The transport system faces two main challenges in ensuring this level of protection is reflected in the transport network:

- (i) to enable access to the national parks and 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

There are seven Air Quality Management Areas (AQMAs) in force across the region. Although the AQMA designations are pollutant based, transport has played a role in the need for the AQMAs. At an 'on the ground level', speed limits have been lowered on sections of the M4 to meet air quality requirements. Unless efforts to decarbonise are embedded in the RTP, further such changes could be necessary but damaging to journey times.

The RTP will need to develop further investment in EV capability, which will involve setting charging requirements for new developments and working with grid suppliers and DNOs, to ensure power is available where needed. EVs cannot not solve directly all the negative carbon impacts of travel but do provide a degree of short-term relief from the adverse outcomes. In the longer term, reducing the volume of private transportation will be central to ensuring that national climate change goals are met; the RTP is an essential early step on this journey.

Rural need

South West Wales is home to many sparsely populated, rural and semi-rural areas, and consideration of the travel needs of people living in those areas is an essential RTP theme. Journey times by public transport are often uncompetitive with cars, particularly in locations away from the main inter-urban corridors. Low bus frequencies are a barrier to people regularly using public transport and encourage car ownership and a higher level of use due to the car's perceived, and in many cases real, greater availability and convenience. Whilst few bus services

operate, Demand Responsive Transport (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. South West 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 a lifeline for the region's economy. It does however come with some challenges. Traffic to the ports passes through the region and gives little benefit to the local community and economy enroute. The jobs and activity created at the ports themselves are a cornerstone of the region's economy, in the challenge of how we make access to the ports as effective as possible whilst also capturing value for the community from these important facilities is another key RTP theme.

Rail freight across the region is limited, with flows to Roberson Refinery, Port Talbot steelworks and the Trostre Tinsplate works still timetabled. The creation of a new railway test track at Onllwyn, within Neath Port Talbot and Powys, provides an opportunity for more rail supply industry activity in the region, especially with the forthcoming Celtic Freeport and the additional need for freight movement.

Local deliveries create challenges in the rural context with large vans delivering small items over large areas and with the sheer volume of deliveries in urban areas. The movement of HGVs through the region creates a tension between local amenities 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 are responsible for strategic development planning, regional transport planning and promoting the economic well-being of the region. The CJC has the mandate to develop a Strategic Development Plan (SDP) for the region. This brings an opportunity to fully integrate land use choices together with transport planning and transport delivery at a regional level. The CJC has a lead role in cross-regional transport planning to ensure that cross-boundary links are strengthened in the context of a developing and changing region. Therefore, the new RTP will aid in making sustainable development decisions and provide a framework for transportation to support regional land use planning.

The risk of not changing our approach to transport provision

The key risks of not changing to a fresh approach to transport provision will be seen in other sectors of the social fabric of the region. Transport is a derived demand which responds to, and can pre-empt, changes in the places where people live and work.

The danger of not having a dynamic and forward looking RTP is that investment in transport across all modes stagnates and decisions in other areas of the region's evolution are taken without a robust and evidenced transport plan and

investment programme 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.

Initial consultation outcomes

To aid consultation an engagement plan has been developed to support the development of the RTP. This is set out in Appendix 2.

Background to the consultation

During summer 2024 an early stage of public consultation was held to:

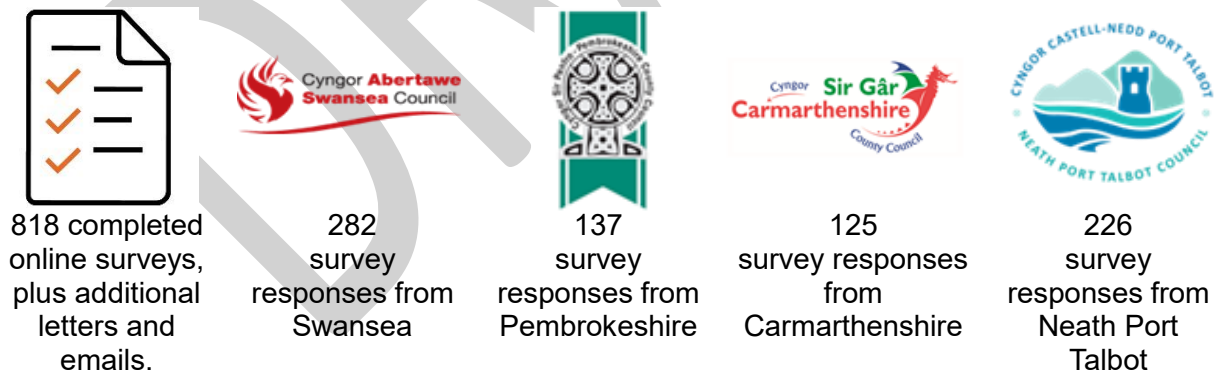
- Let people know that a new RTP is being developed.
- Give people an opportunity to comment on the transport problems they are currently experiencing in the region and on their transport priorities for the future.
- Ensure the new RTP addresses the issues that are of most pressing concern.

This was an informal, non-statutory round of consultation focussed on problems and issues identified in the initial preparatory work for the RTP (called the Case for Change¹). Feedback was gathered via an online survey. The consultation ran for six weeks from Monday 15th July until Monday 26th August 2024.

The response level was good for a survey into region-wide issues with 818 responses received.

Overall Response

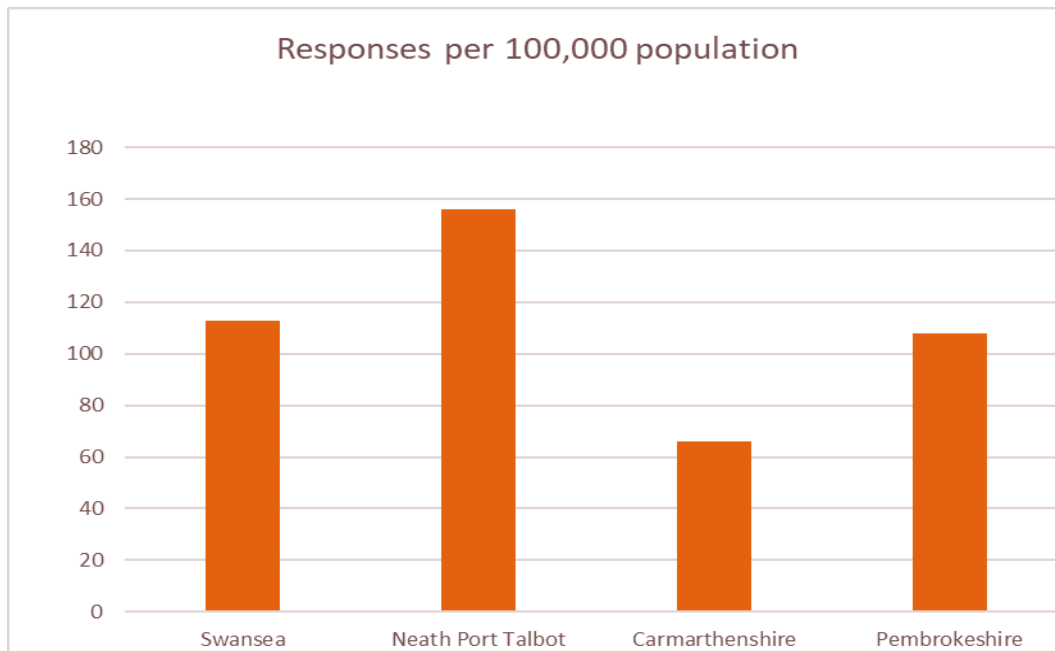
Figure 4. Consultation Response infographic



This was related to the level of population across the region. The response rate in Neath Port Talbot on a population basis was approximately 2.5x that in Carmarthenshire, meaning that in the forthcoming consultation emphasis will need to be given to how engagement is undertaken in more rural communities.

¹ The Case for Change is available here: <http://www.cjcsouthwest.wales/media/19453/case-for-change-accessible-version-english.pdf>

Figure Survey Responses by Council area, per 100,000 people



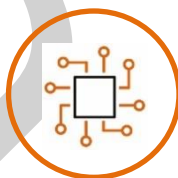
As is often typical with surveys of this nature most respondents were in the 40-74 age bracket (71%). Only 8% of respondents were under 29. For the statutory consultation it will be important to consider how to encourage engagement from younger people

Feedback on problems and issues

The online survey asked respondents to what extent they agreed or disagreed with a list of previously identified problems and issues derived from the Case for Change. Overall, the results showed a high level of agreement with the problems and issues identified, suggesting that the RTP baseline work has correctly identified the key issues.



95% agreed that lack of practical alternatives to the private car in rural areas was an important issue.



92% felt that making trips that involve more than one bus, or a bus and a train, was difficult.



91% agreed that lack of a rail service in some areas was a key issue.



88% expressed concern that journey times by bus take longer than by car or that bus routes don't go where people want them to.



87% noted that walking and cycling is not always practical in some areas or for some people.



86% felt that bus services are infrequent or unreliable.



85% felt that roads, footpaths and cycle tracks are in need of more maintenance.



85% felt it was important new development is supported by good quality transport links and sustainable transport options.

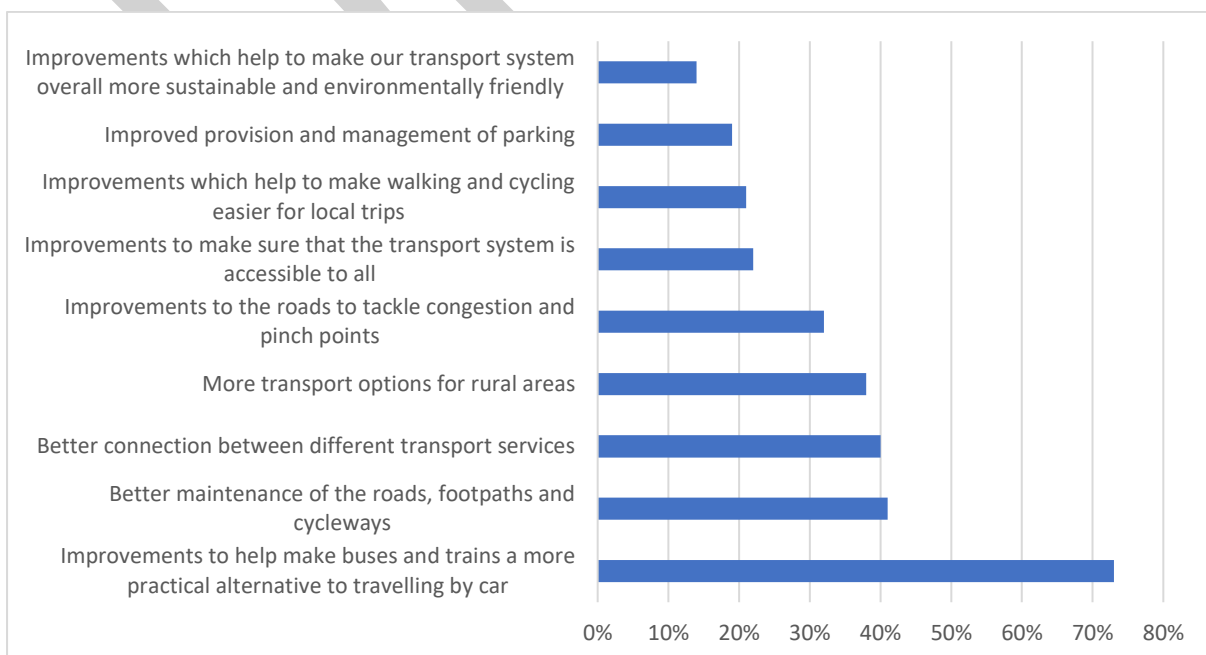
Percentages express the number of people who strongly agreed and agreed to statements in the online survey. The above reflects only the top issues, therefore is only part of the dataset.

In the comments section, key additional problems and issues raised by respondents also included concerns around timetabling of services (in particular a need for more public transport services at weekends and in the evenings); the high cost of public transport; and complexity of ticketing.

Feedback on priorities for the future

The online survey asked respondents to identify their top three transport priorities for the future from a list of nine suggestions. The priorities echoed the problems and issues identified. The graph shows the percentage of respondents who included each priority in their top three. Measures to help make buses and trains a more practical alternative to the car, was the most frequently cited priority.

Figure 5. Future Priorities Responses



In the comments section other important priorities highlighted by respondents were cheaper fares, improved ticketing, overall improved quality of transport services and new/improved/more frequent public transport routes. Whilst respondents supported improvements to walking, cycling and public transport, many also noted that the RTP should recognise that the car remains important for many people and many journeys.

In addition to the public consultation activities a series of engagement sessions with stakeholders on a themed basis were held in mid-2024 to help shape our development of policy and scheme choices for the RTP.

A summary of the outcomes derived from these stakeholder engagement sessions is provided in Appendix 3.

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4. The Evidence

The evidence base for the RTP provides a picture of our region that shows the importance of transport to the region and the scale of the challenges we face.

Social Indicators

The population of the region is at the heart of its aspiration. Population levels have direct influence over the ability of the region to grow economically and sets the level of public and other services required. The population level has direct implication for the transport system in terms of the demands placed upon it.

The population

Table 1. Current Population

Location	All ages
Carmarthenshire	190,083
Neath Port Talbot	142,898
Pembrokeshire	125,006
Swansea	246,742
South West Wales	704,729

2023 Mid-Year Population Estimates MYE1 ONS

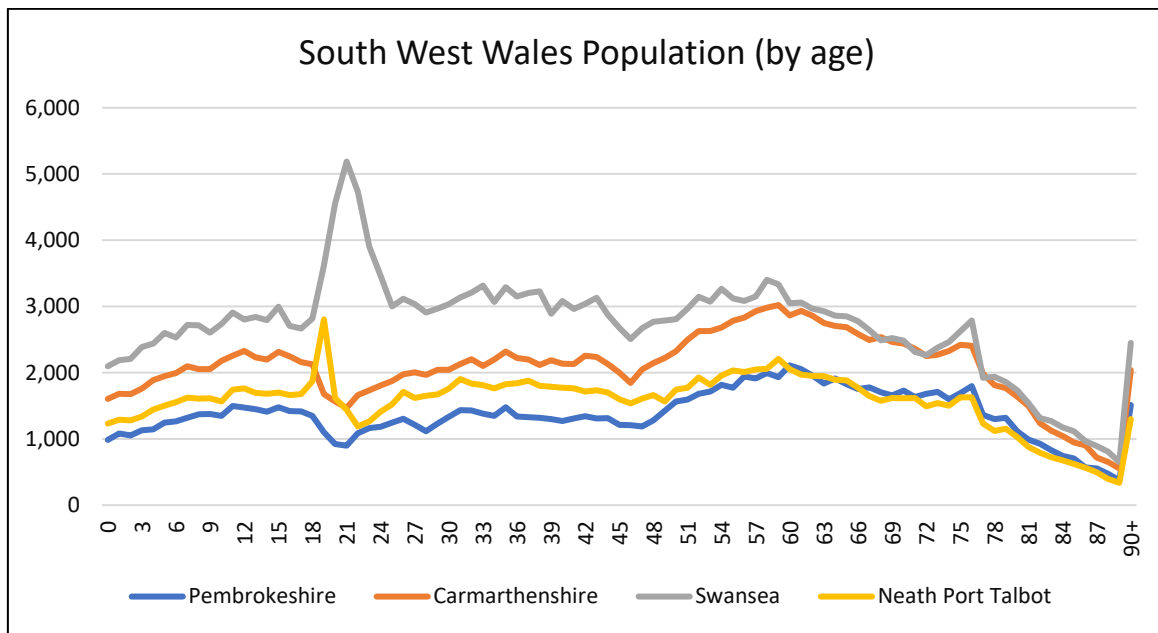
Population projections

The Wales 2018 population projections indicated that in 2023 the region would have had a population of 915,000 people. In reality, based on the 2023 mid-year estimates from the ONS, the region has a population of circa 200,000 less than predicted. Whilst changes in analysis techniques may account for some of this variation the reality is that the lower number suggests a region that needs to become more attractive as a place to live and work.

Table 2. 2018 Welsh Government Population Projections

	2023	2043	Change
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%
South West Wales	915,005	946,815	3.5%

Figure 6. Population Age Profile



The population age profile is influenced by the presence of students (aged 18 to 22) in Swansea and the notable numbers of people aged 80+. Both these groups will have specific transport needs that the RTP will need to consider.

Economic indicators

The economic profile and industrial mix of South West Wales is diverse. It is home to the busy ports of Milford haven, Port Talbot and Fishguard 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 from Fishguard in the west to the M4.

The Freeport sites in Milford Haven and Port Talbot will support the continued growth of the freight, logistics and other associated industries in the region. The Freeport is based on the development of a green energy infrastructure supply and support industry using the skill base from the industrial base.

There are several strategic employment sites that act as major employment centres, including Cross Hands and in the Swansea and Neath urban areas. Public transport and active travel options to these employment centres are sometimes inadequate and do not facilitate sustainable commuting. This is, in part, due to how these places have been designed with private vehicles as the main mode of access.

Agriculture remains an important part of the economy in rural areas, which are often less well served by public transport but a sector heavily reliant on HGV access. Many farmers have diversified their business to supplement their income, branching out to provide tourism and visitor services such as accommodation, cafes, farm shops and outdoor activities.

The region has a number of important town centres and 'out of town' locations that are the focus of the region's retail offer. Out of town retail locations in particular

present a number of transport challenges with high levels of car use being the norm. For town centres, retail needs good access and is where public transport can play a strong role as an alternative to car as town centres are where groups of routes meet.

The public sector is a major employer, particularly in the west of the region. For example, the two health boards of Hywel Dda University Health Board and Swansea Bay University Health Board employ circa 27,800 people locally. In the case of Hywel Dda a proposed new community-based delivery approach will bring major changes to the locations where healthcare is provided. Changes in local government service delivery changes will also impact on where and when transport provision may be required.

Tourism is a significant contributor to the regional economy but it also contributes to congestion at weekends and during seasonal peaks.

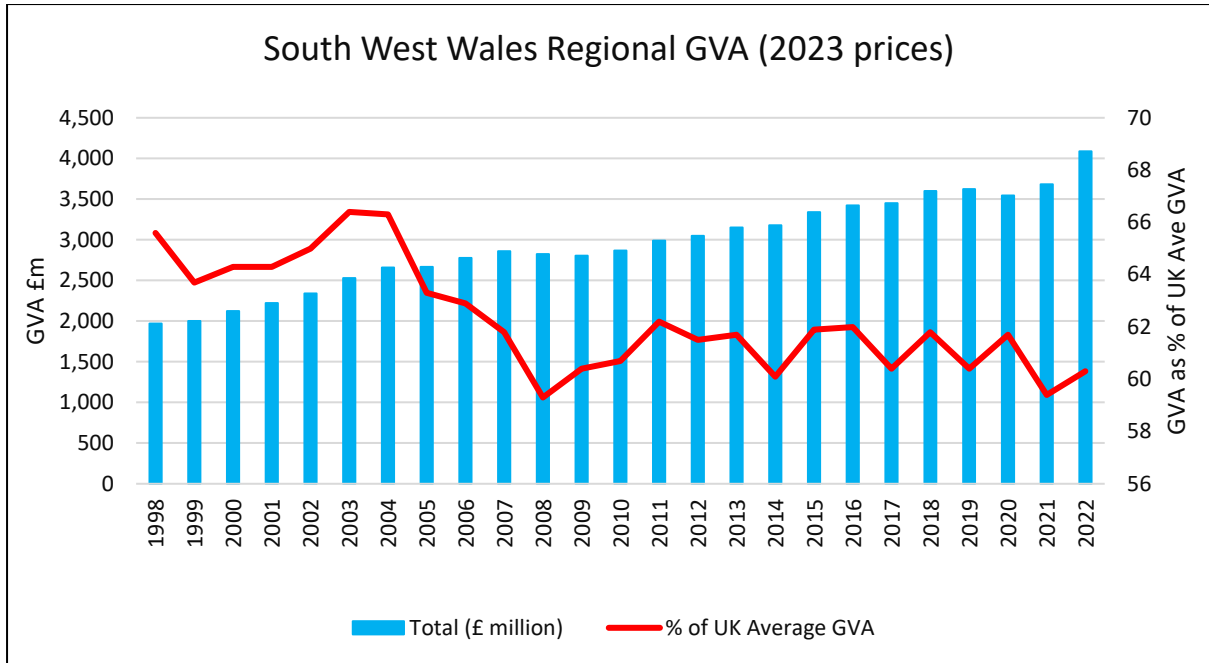
The importance of tourism to the economy is reported for West Wales (and the Valleys) as 5.7% of our Gross Value Added (GVA)². With a regional GVA of circa £19.3billion this suggests that in the region of £1.2billion of GVA is tourism related.

The location of tourism sites and lack of public transport options to travel to and from these locations results in significant reliance on private car travel. Some major attractions also suffer from illegal and inconsiderate parking due to excess demand for limited facilities, impacting local communities.

The region performs poorly against UK indicators; there are economic challenges, such as the impact of seasonal fluctuations in tourism and notable pockets of deprivation and poverty. An effective transport network is essential to economic development and social mobility.

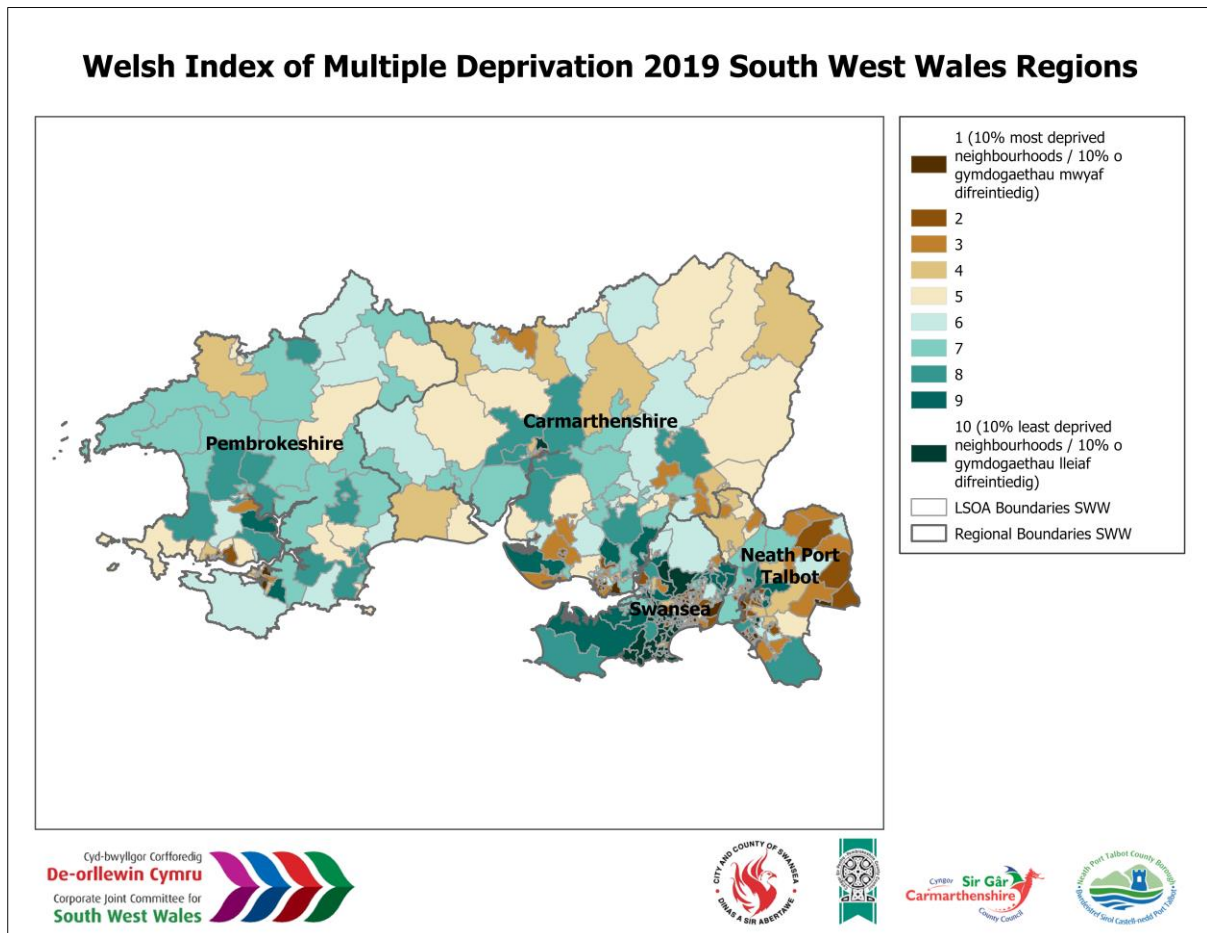
Figure 7. South West Wales: recent economic performance

² <https://business.senedd.wales/documents/s65558/06%20Professor%20Annette%20Pritchard.html?CT=2>



A measure of region’s socio-economic story is provided by the Indices of Multiple Deprivation (IMD) data collected by the Welsh Government. Importantly, IMD is not a direct measure of deprivation but offers a comparison to other similar sized areas across Wales. On that basis the IMD statistics provide a means of helping identify where, and why, to target investment in particular locations.

Figure 8. IMD South West Wales

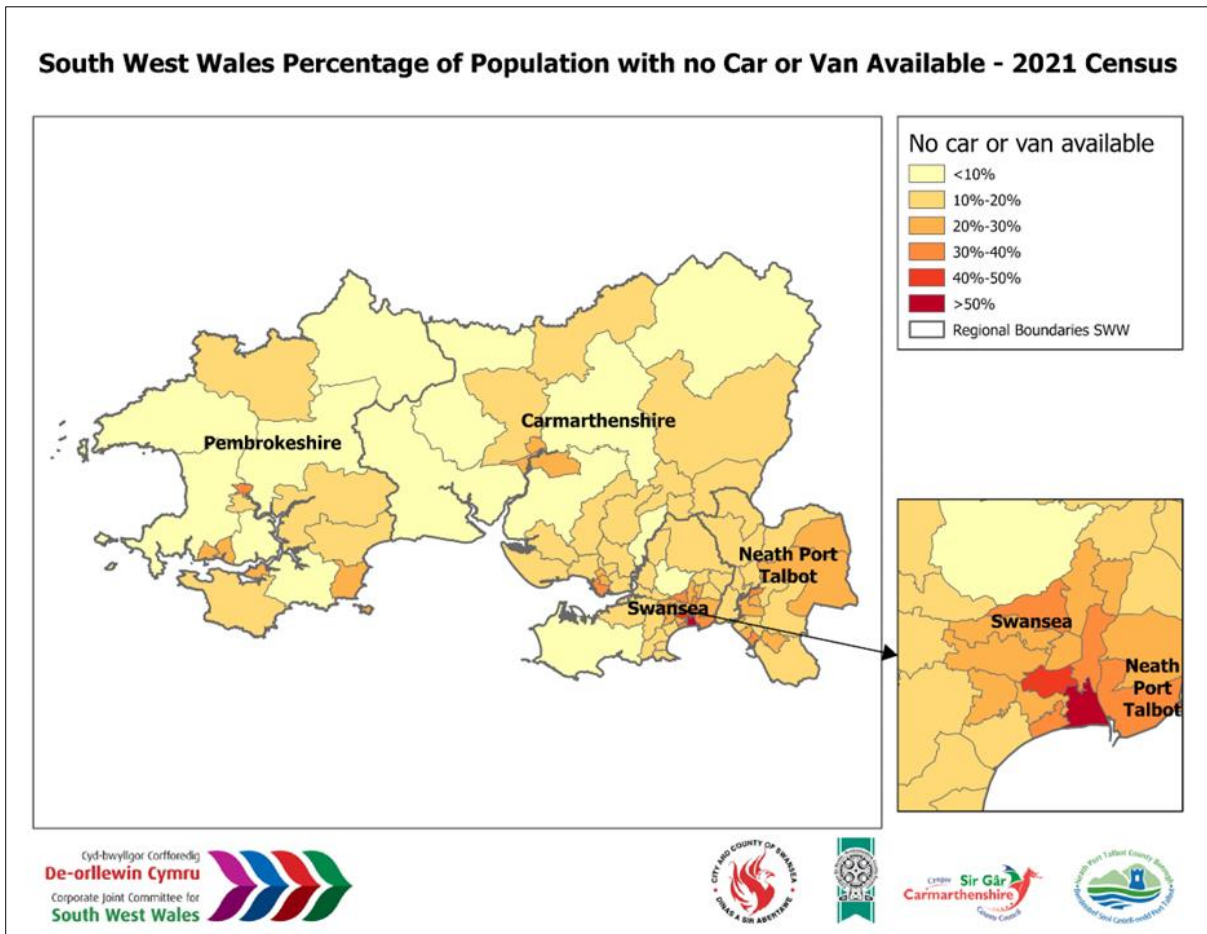


As can be seen, a mix of rural and urban location across the region have high relative values of deprivation. Transport and its availability are cited as reasons for poor IMD outcomes; access to employment, healthcare, education and essential services are all factors that have a transport related component.

The current transport system

The current transport system in the region is heavily car dependant. As noted in why the region needs to change, this level of car-dependency creates its own issues in the region. In urban areas congestion and poor air quality result whilst in rural areas the ownership of a car is often essential.

Figure 9 Car ownership – households with no car or van available



How people travel to work provides a general indication of the modes of travel people use to move around the region.

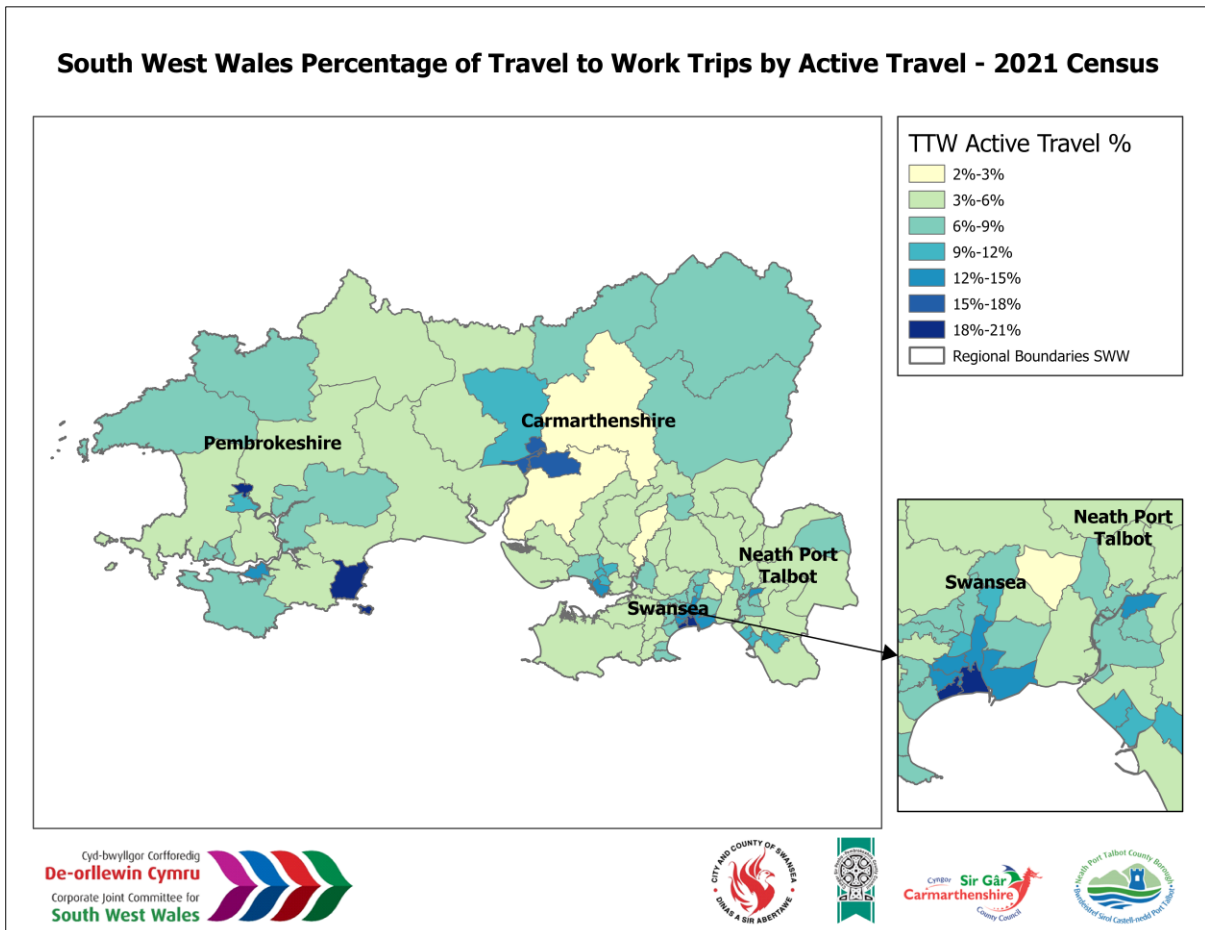
Table 3. Mode of travel to work 2021 census

Method of travel to workplace	Carmarthenshire	Neath Port Talbot	Pembrokeshire	Swansea
Work mainly at or from home	23.5%	21.1%	23.1%	25.4%
Underground, metro, light rail, tram	0.0%	0.0%	0.1%	0.1%
Train	0.4%	0.8%	0.3%	0.4%
Bus, minibus or coach	1.1%	1.6%	1.0%	2.8%
Taxi	0.4%	0.5%	0.4%	0.8%
Motorcycle, scooter or moped	0.3%	0.4%	0.3%	0.3%
Driving a car or van	62.0%	63.1%	61.2%	56.1%
Passenger in a car or van	4.6%	5.2%	4.4%	5.2%
Bicycle	0.6%	0.9%	0.6%	1.1%
On foot	6.3%	5.6%	7.6%	6.9%
Other method of travel to work	0.9%	0.9%	1.0%	0.9%
Total	100.0%	100.0%	100.0%	100.0%

The data also highlights the level of working from home occurring. It is noted that this is reliant to some degree of the level of digital connectivity available across the region.

The mapping of census data to show the propensity to use active travel (walking, wheeling and cycling) at a more detailed level than in the table above for the journey to work is shown below.

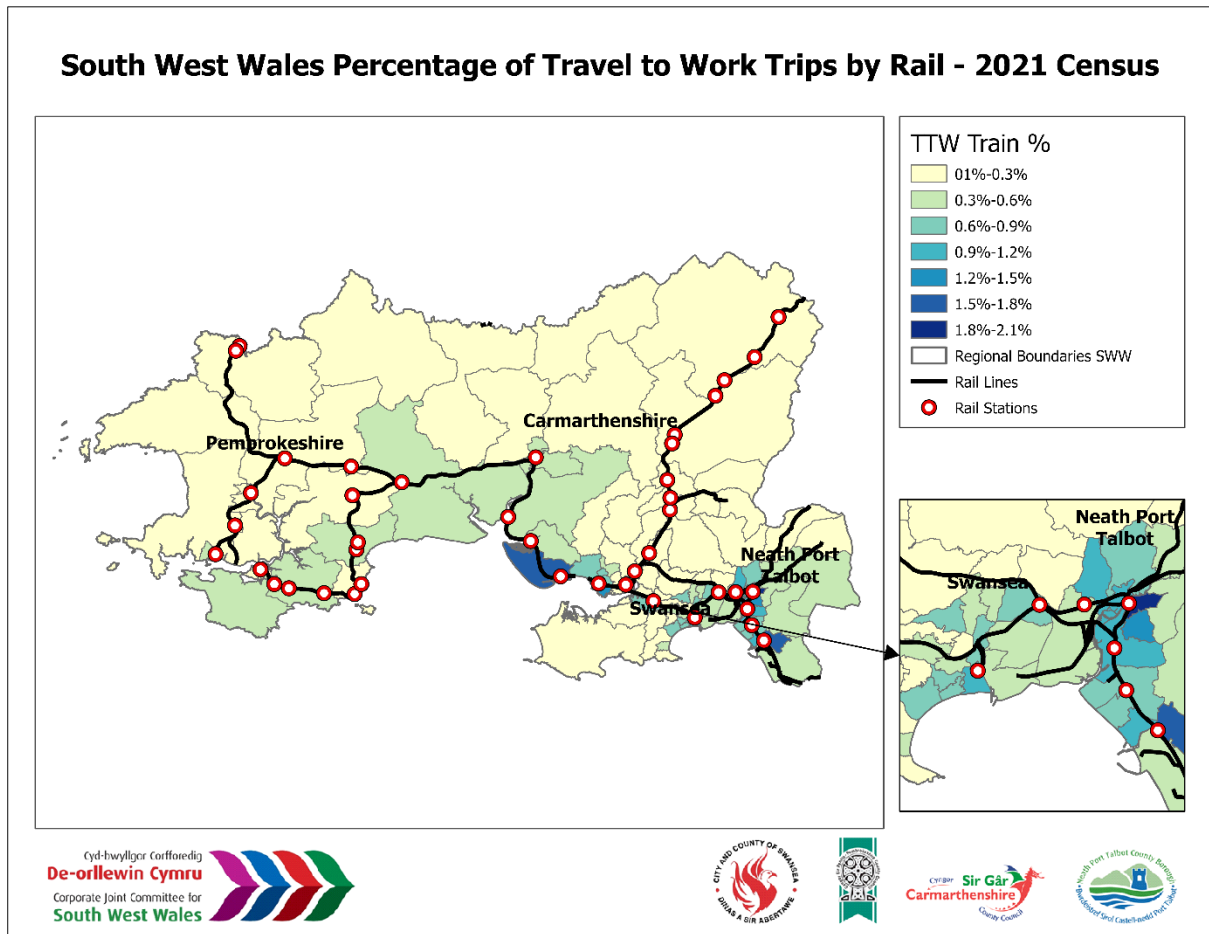
Figure 10. Active Travel: travel to work, 2021 census



As can be seen active travel to work is especially concentrated in the main urban areas of the region. This supports the view that for non-leisure journeys active travel would need to be invested in in rural areas to raise mode share in those locations where this would be possible, even if only for leisure related trips. there. In urban areas, the existing higher level of mode share for active travel provides a positive starting point for investment to balance the needs of active users and cars. However, it must be recognised that given the topography and distance between many rural settlements, investment in sustainable transport cannot be restricted to active travel but must also include investment in bus and rail infrastructure.

A more detailed review of the census shows that rail travel to work is heavily influenced by the frequency of services offered and potentially the ease of access to stations.

Figure 11. Rail travel to work, 2021 census



This shows strong concentrations of rail at locations where service frequencies are high but limited use elsewhere.

Environmental Indicators

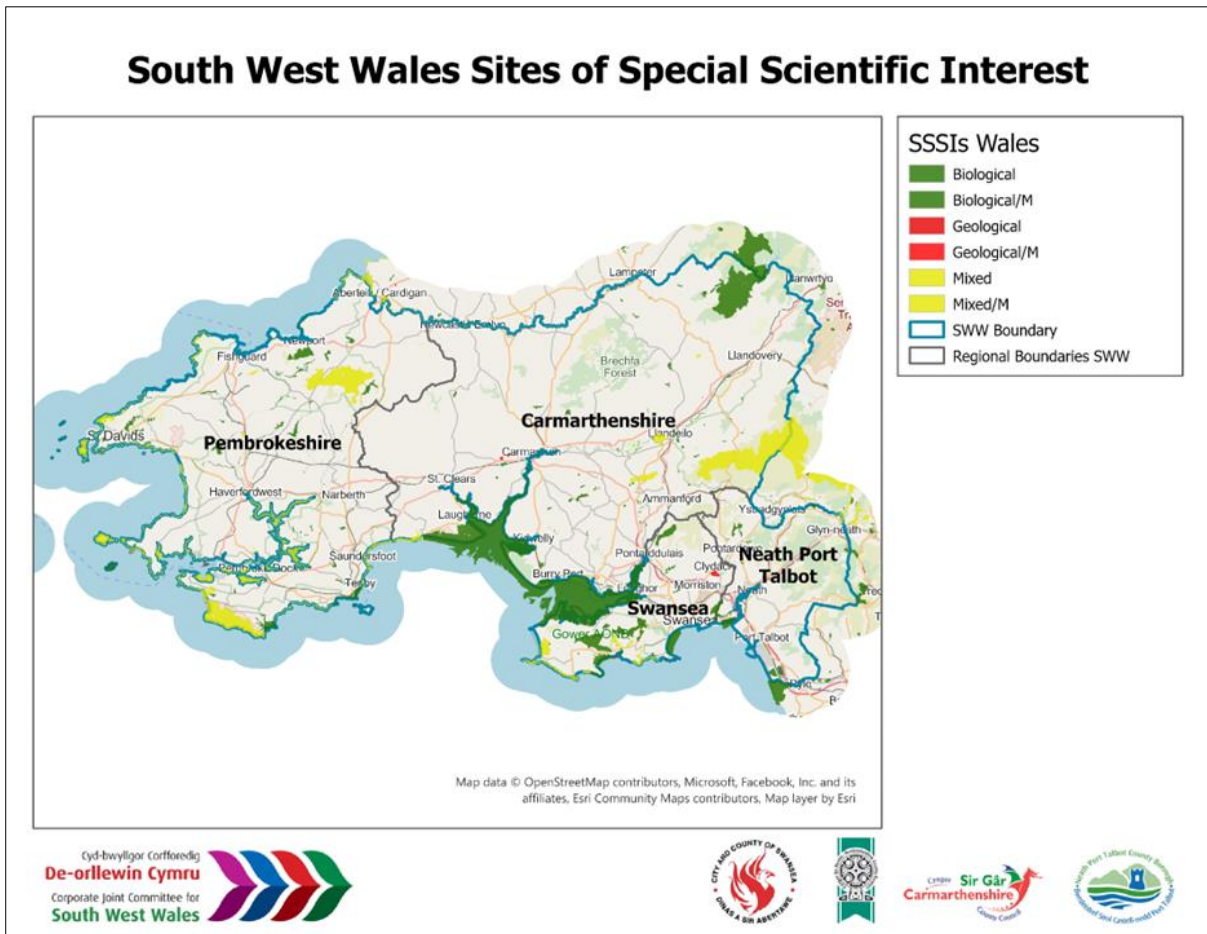
The region is home to two national parks, together with an area of outstanding natural beauty (AONB) in the Gower peninsular and has a number of protected areas that are protected landscapes.

The region has a diverse range of biodiversity, including populations of rare and vulnerable species. We have some wonderful habitats, from coastal sand dunes to ancient woodlands, urban parks to wildflower grasslands.

In 2021 the Welsh Government declared a nature emergency, with 17% of species in Wales at risk of extinction.

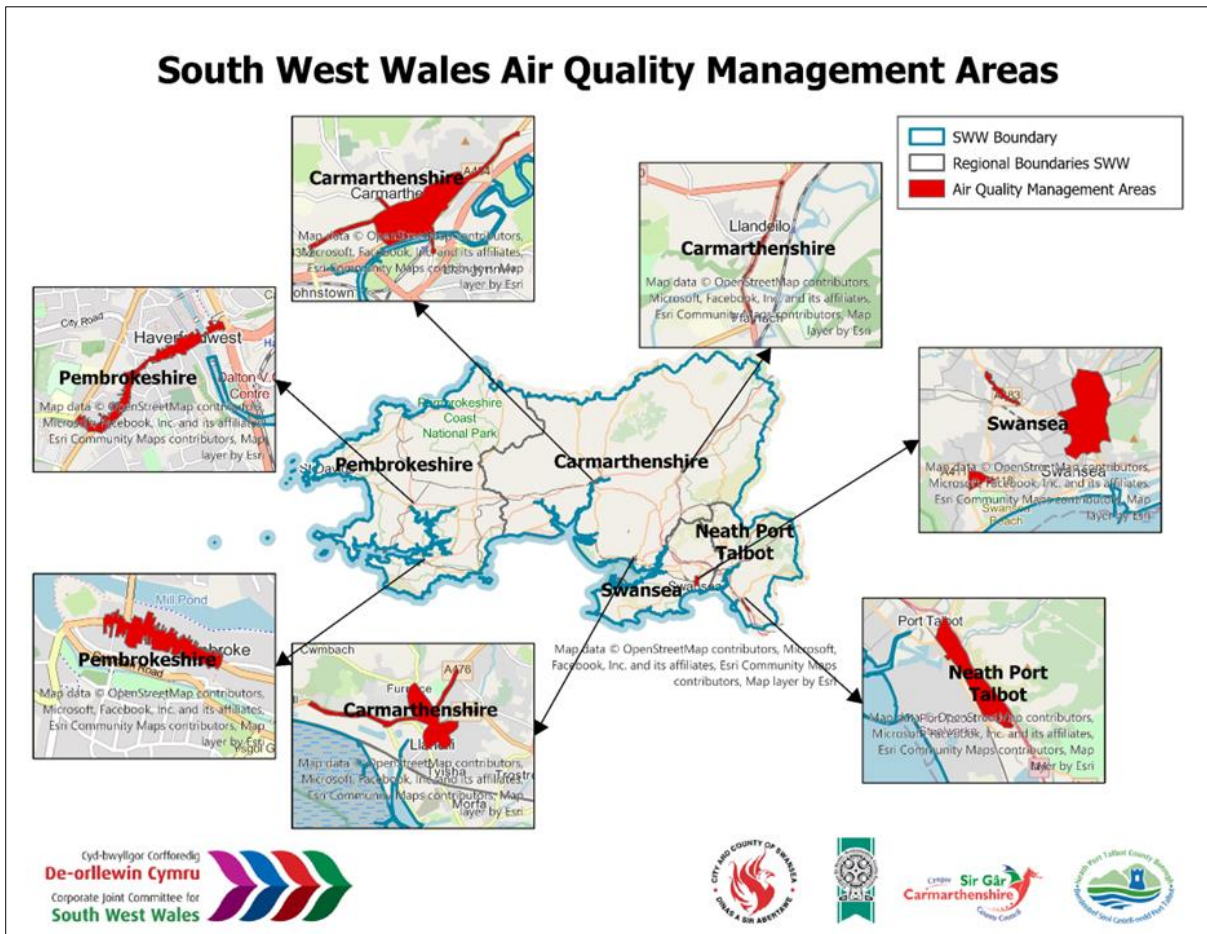
There are a range of thriving habitats throughout the region including a wide spread of sites of special scientific interest (SSSI).

Figure 12. SSSI locations



The region also has seven declared air quality management areas. Of these six are related to transport emissions exceeding national indicators whilst the seventh is related to emissions from the Port Talbot steelworks as operating before the closedown of the blast furnaces in 2024. The Port Talbot AQMA was also a part trigger for the reduction in the M4 speed limit locally to 50mph.

Figure 13. AQMA



Accessibility Analysis

To inform the RTP a detailed accessibility analysis to key locations has been undertaken. Based on the current network and journey times the analysis shows that the region is generally well connected but has notable gaps in the availability of sustainable travel options and the road network in urban areas lacks capacity in some key locations.

A detailed set of accessibility maps is given in Appendix 4 that show the access time by mode to key locations (e.g. town centres, hospitals, rail and bus station and major employment sites) across the region. This highlights a number of locations where access by sustainable means of travel is very limited, or no link is provided.

5. Objective Setting - development of the objectives for the RTP

The RTP is designed to deliver Llwybr Newydd - The Wales Transport Strategy in a regional context and to reflect the region's main priorities.

The region has set itself goals drawn from the following core policies

- South West Wales Economic Delivery Plan (September 2021)
- South West Wales Energy Strategy (March 2022)
- Future Wales – The National Plan 2040 (February 2021)
- Llwybr Newydd - The Wales Transport Strategy 2021 (March 2021)
- Well-being of Future Generations (Wales) Act 2015

The objectives also recognise the region's main transport topics that are described in the "why change ?" element of the draft RTP (section 2).

The RTP objectives

Llwybr Newydd has three overarching priorities to drive and inform the vision for the RTP. Within these priorities the region has identified several objectives that will help implement Llwybr Newydd on a regional scale. The table below shows Llwybr Newydd priorities and the aims and objectives of the RTP.

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

Whilst the region has sought to enhance the transport system for those living, working and visiting South West Wales, in recent years, changes in demand and connectivity continues to require ongoing and dynamic assessment of transport provision. The production of this Regional Transport Plan (RTP) and its associated delivery plan aims to identify both necessary and opportunistic improvements to transport provision across the region. These improvements are intended to enhance access to employment and healthcare, address environmental impacts such as noise, pollution, and air quality, reduce road traffic collisions, and foster social cohesion.

The effectiveness of transportation services plays a crucial role in shaping the region's external image, in maximising investment opportunities within the local economy and enhancing the regions tourism offer. To ensure equitable access to transportation, affordability must be a central focus of the Regional Transport Plan (RTP).

Transport is a crucial factor in placemaking, making it essential for our Region that the Regional Transport Plan (RTP) is closely aligned with the forthcoming Strategic Development Plan (SDP). However, since the SDP is not set to be developed within the timeframe of this initial RTP, the RTP has taken into account the existing and emerging Local Development Plans (LDPs) from the four local authorities. It is important to note that, during the preparation of their new LDPs, all local authorities must consider and demonstrate that they have fully explored all opportunities for collaboration with other LA's on both the plan preparation and

the evidence base, therefore some studies that will feed into emerging LDP's have already been undertaken at a regional level.

Table 4. RTP Objectives

Llwybr Newydd Priority 1	Llwybr Newydd Priority 2	Llwybr Newydd Priority 3
Bringing services to people in order to reduce the need to travel.	Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.	Encourage people to make the change to more sustainable transport.
REGIONAL TRANSPORT PLAN AIMS		
To improve physical connectivity through enhancing active travel infrastructure to local services.	To achieve a shift away from private car, use to more sustainable travel modes through service and infrastructure improvements.	To enable our residents to change their travel behaviour to use low-carbon, sustainable transport.
REGIONAL TRANSPORT PLAN OBJECTIVES		
<p>OBJECTIVE 1 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>OBJECTIVE 2 To have a transport system that supports the growth and development of sustainable economic activity in the region.</p>	<p>OBJECTIVE 3 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"> 1. Walking and cycling (highest priority) 2. Public transport (rail, bus, community transport) 3. Ultra-low emission vehicles and taxis 4. Private motor vehicles (lowest priority). <p>OBJECTIVE 4 To have a transport system that recognises the diverse communities of the region and their varying transport needs.</p>	<p>OBJECTIVE 5 Make sustainable transport more available, attractive and affordable.</p> <p>OBJECTIVE 6 To promote sustainable travel choice wherever possible.</p>

6. The Policies

This section of the South West Wales Regional Transport Plan sets out the regions policy framework.

It details the approach at a regional level to the delivery of the Wales Transport Strategy, Llwybr Newydd, it also reflects the regions key priorities and is aligned to the Regional Transport Plan's six objectives.

In accordance with the Guidance set out by the Welsh Government for the development of the RTP, the policies have been developed to support the delivery of our RTP vision and objectives. The policies aim to:

- Achieve the vision and objectives of our RTP.
- Set the framework for the projects and programmes in the RTDP.
- Support the vision and ambitions of the WTS, with an emphasis on the three short-term priorities.
- Support the nine mini-plans and cross-cutting pathways within the WTS.
- Encourage people to make smarter travel choices.
- Make best use of existing transport infrastructure; and
- Follow the Sustainable Transport Hierarchy.

The policy framework takes its major inputs from the evidence set out in earlier sections and the imperatives to stimulate the regional economy, ensure our environment is protected and our rural communities are connected.

The policy framework is designed to provide a tool for decision making when investment in transport schemes and initiatives are proposed. It also provides a clear remit to the region's four Council's, as transport and highway authorities, to ensure the transport network evolves in ways that meets the major challenges facing it, and reflect the Welsh Transport Strategy's core priorities. The policy framework further sets out our approach to responding proactively, to specific opportunities that can generate positive change across the region, if the transport system is able to provide the levels of access that would be required.

The policies devised are specific to South West Wales and the transport and socio-economic challenges and opportunities within the region.

Llwybr Newydd Priority 1 Policies

LLWYBR NEWYDD PRIORITY 1

Bring services to people in order to reduce the need to travel.

Llwybr Newydd Priority 1 provides a clear vision to reduce the need for travel by bringing services and facilities closer to people. The policies define the general approach to reducing travel by bringing services to people and making access to local services better. This will be achieved by ensuring that a transport network that stimulates economic and social activity is delivered in the most suitable way and by meeting the specific transport challenges our rural communities face.

REGIONAL TRANSPORT PLAN AIM

To improve physical connectivity through enhancing active travel infrastructure to local services.

REGIONAL TRANSPORT PLAN OBJECTIVES

OBJECTIVE 1: To improve active travel infrastructure to local services in the first instance. Where this is not feasible enable residents to make sustainable travel choices.

OBJECTIVE 2: To have a transport system that supports the growth and development of sustainable economic activity in the region.

REGIONAL TRANSPORT PLAN POLICIES

POLICY 1 - REDUCING THE NEED TO TRAVEL

Reducing the need to travel is an essential element to achieving a sustainable transport system. The region currently has a high level of car ownership with 81.5% of households having at least one car (or van) available for use. This level in turn leads to a high level of car use. A reduction in travel demand will be reliant on the RTP being aligned with land use planning, economic development and environmental policies. The upcoming development of the SPD will be a key link between transport and planning. In the meantime, local authority LDPs and their planned updates will provide an essential link to the RTP and its objectives. This closer working and policy alignment can ensure that housing, employment and services are located closer to each other which reduces the need to travel and minimises the distances involved.

1.1 Influence the location of services and journey destinations through collaboration with the Strategic Development Plan (SDP) and Local Development Plans (LDP).

The region will reduce the need to travel by aligning with land use, economic, and environmental policies and working with developers and service providers to ensure that housing, education, employment, health care, retail and leisure services are located where there are sustainable transport links. It will influence the future SDP and existing LDP by providing transport related input to guide development. This will ensure that travel distances are minimised, and future investment is directed away from car dependant areas and towards areas well served by sustainable transport.

1.2 Promote digital connectivity and accessibility

The region will support travel planning for new developments, including recognising that enhanced digital connectivity and access to superfast broadband plays a crucial role in reducing travel demand by enabling access to services online.

POLICY 2 - MAKING LOCAL TRANSPORT INFRASTRUCTURE AND SERVICES FIT FOR PURPOSE

It is important to ensure that the current transport network is in a suitable state to meet the demands currently placed upon it. It is required to set a basis for the delivery of better and improved transport in the region. As this is a multi-agency area of work, the work includes aligning with key stakeholders to develop proposals for change and improvement.

The region's transport infrastructure is owned and operated by a range of public and private sector organisations. In particular a majority of the region's main transport spines are operated by the Welsh Government and its supporting agencies, (TfW for rail and the South Wales Trunk Road Agency and TfW Rail. Each local highway authority has maintenance standards, whilst buses and trains have operational and safety standards imposed by their respective regulators.

2.1 Collaborate with organisations and agencies to enhance public transport provision

The region will work with a range of stakeholders to ensure that public and community transport is accessible to all users and that innovative solutions are developed for those areas with little or no transport provision. This will include, but is not limited to, improved infrastructure and interchange facilities, improved information and simplified ticketing systems that reduce barriers and improve access to multi-modal journeys.

POLICY 3 - TRANSPORT THAT ENABLES ECONOMIC DEVELOPMENT

The economy in the region relies upon the transport system to deliver growth where alternatives to reduce the need for travel are not appropriate.

The RTP is a vehicle to deliver on the aspirations of the Regional Economic Framework (REF). The REF promotes three missions - Mission 1 Establish South West Wales as a UK leader in renewable energy and the net zero economy. Mission 2 Build a strong, resilient and 'embedded' business base. Mission 3 Grow and sustain the Welsh Language, Heritage and Culture of South West Wales.

In transport terms, Mission 1 will require the RTP and RTDP to respond to the move towards a new zero carbon economy. This will require a clear RTP vision to decarbonise the transport network and provide transport for people and goods to the new industrial clusters delivering the green technology revolution. Mission 2 requires the RTP to support economic development through the provision of access the region's economic base. Mission 3 is directly aligned with the wellbeing requirements of the RTP and the influence that the transport network can bring to bear on the cultural life of the region within the context of economic development.

3.1 Responding to economic opportunity in the region

The Region will enhance transport connectivity in South West Wales to support regional economic growth by delivering a decarbonised transport system and removing barriers to business development.

This will include collaboration with the key stakeholders that deliver economic development within the region and responded to the Regional Economic Plan.

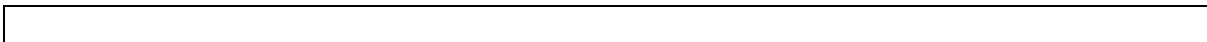
3.2 Promote economic growth within Town Centres

The Region will support economic vitality of town centres through walking, cycling, public transport and public realm enhancements. We will improve sustainable transport to strategic employment sites and ensure that public transport services run timetables which align with employment patterns.

POLICY 4 - TRANSPORT AND LAND USE PLANNING, INCLUDING THE FREEPORT AND MAJOR DEVELOPMENTS

The RTP will be a material consideration for the SDP and LDPs covering the region. The majority of land use development proposals across the region will also need to be reflective of the RTP through the way the RTP influences and supports development in ways which provide better, safer, more sustainable transport options.

The RTP will in due course provide the transport evidence base for the emerging regional Strategic Development Plan (SDP). The RTP has a vital role to play in advising on where development can be located to minimise the need to travel and also how Transport Assessments can inform planning decisions.



4.1 Interact with SDP and LDP

The RTP will help inform and influence the development of new and existing LDPs as well as any emerging work on the SDP.

4.2 Inform Major Development planning

The RTP will inform the development of the SDP and will influence land use planning by ensuring new developments or proposals are appropriately located and prioritise sustainable transport options (as detailed in Planning Policy Wales) and mitigate any impact on existing infrastructure or the wider environment. It will support the development of transport assessments and ensure developer contributions (through legally binding agreements) are directed towards transport improvements where needed.

Furthermore, it will evaluate major developments, to assess potential transport impacts, through the use of transport modelling, assessments and/or statements which will help facilitate any necessary transport investments where required.

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Llwybr Newydd Priority 2 Policies

LLWYBR NEWYDD PRIORITY 2

Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.

Llwybr Newydd Priority 2 provides the overarching context for investment in our transport system. These policies provide the region's view on how the transport system delivers for our communities and how choice of travel mode may be influenced. The policies proposed also reflect the need to ensure that the transport system decarbonises and minimises the wider impacts of demand for travel. To support these overarching policy objectives, a series of mode-specific policies will provide the detail required to support choices on future investment.

At present the evidence for the RTP shows high levels of car use across the region; car use for travel to work in 2021 was 65.5% region wide but this reduced to 56.1% in Swansea where in contrast bus use is highest at 2.8%.

REGIONAL TRANSPORT PLAN AIM

To achieve a shift away from private car, use to more sustainable travel modes through service and infrastructure improvements.

REGIONAL TRANSPORT PLAN OBJECTIVES

OBJECTIVE 3: To have a transport system that recognises the hierarchy of travel modes identified in Llwybr Newydd, which is as follows:

1. Walking and cycling (highest priority)
2. Public transport
3. Ultra-low emission vehicles
4. Private motor vehicles (lowest priority)

OBJECTIVE 4: To have a transport system that recognises the diverse communities of the region and their varying transport needs.

REGIONAL TRANSPORT PLAN POLICIES

POLICY 5 - RURAL AREAS AND TRANSPORT PROVISION

The region consists of main urban centres such as Swansea, Neath and Llanelli along with valley communities in the Afan, Neath and Swansea valleys and large rural areas throughout the region. Rural areas of the region create a unique set of transport challenges, especially in rural Carmarthenshire and Pembrokeshire. Road infrastructure away from the main corridors is less prevalent, public transport

services are less frequent and the geography and often distances travelled from rural areas makes cycling and walking a less favourable choice of travel mode.

In the light of these challenges, the Region seeks to ensure that alternatives to the private car are available, to provide travel choices and to enable access to education, employment, health facilities and everyday services for households that have no access to private transport. To support that goal, the RTP policies are designed to enable the development of a range of service delivery methods to provide sustainable shared transport in all areas of the region.

5.1 Develop non car-based transport options in rural areas.

The Region will ensure that alternatives to the private car are available in both urban and rural areas that so that everyone can make travel choices. A key focus for us will be to encourage connections to bus and rail services that then facilitate multi modal journeys. Where traditional modes of public transport are not financially viable alternative modes will be considered through community led car and bike schemes and demand responsive transport. The Region will deliver a baseline standard across the region particularly in areas of high transport poverty.

POLICY 6 - THE TRANSPORT SYSTEM REFLECTING LOCAL COMMUNITIES IN SOUTH WEST WALES

The communities of South West Wales are richly diverse. However, the ability for people to work, learn and live in our communities varies considerably throughout the region. The region is heavily reliant on a transport network that recognises and responds to a range of diverse needs.

6.1 Develop a transport system that recognises the diversity of our communities

The Region will aim to build transport infrastructure that is designed to reflect and support the unique needs of local communities in South West Wales, for example, facilitating connectivity between Welsh language and local cultural hubs, including Welsh medium schools. This will include ensuring accessibility, promoting sustainable travel options, and enhancing connectivity between communities. Community input will be taken into account when planning and developing our transport projects to help reflect these diverse needs.

POLICY 7 - TRAVEL MODE CHOICE

The Welsh Transport Strategy sets out an approach that emphasises the use of sustainable modes of travel wherever possible.

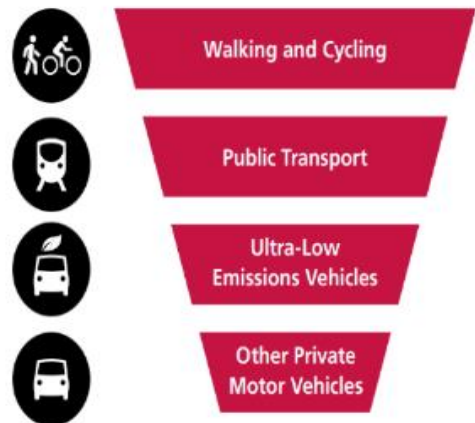
Most personal trips in Wales are relatively short distance, averaging 8 miles and are made by private vehicle. The RTP aims to encourage modal shift to sustainable transport through improving connectivity between modes, at transport interchanges, enabling mobility as a service and making transport options clearer.

The RTP follows this approach to ensure that the maximum use of sustainable methods of travel is achieved where the need to travel cannot be reduced.

7.1 Enable sustainable travel mode choice in alignment with the WTS hierarchy

The region will follow the transport priorities and transport hierarchy set out in the Wales Transport Strategy (as illustrated below) and will facilitate and encourage the use of sustainable modes of travel where the need to travel cannot be reduced. The Region will ensure that sustainable transport is a safe, accessible, reliable, affordable, competitive and convenient option for day-to-day travel.

This will be done by improving infrastructure across walking, wheeling and cycling (active travel) infrastructure, at bus and rail stations and with ULEV vehicles.



POLICY 8 - DECARBONISATION AND ENVIRONMENTAL IMPACTS

The transport network in the region is a major contributor to the emission of greenhouse and other polluting gases. The region needs to set a policy requirement to take action and target investment to decarbonise the region's transport system at the best possible rate and in line with overall Welsh and UK Governments targets.

As part of the proposed Celtic Freeport, a commitment has been made to deliver infrastructure that delivers new fuels (hydrogen, biofuels and sustainable aviation fuels) as well as floating offshore wind (FLOW) technology designed to work towards decarbonisation targets. This approach and similar initiatives will be required to achieve the required targets.

The region needs to ensure that environmental impacts are fully assessed as schemes are developed. It will therefore be factored in to transport investment

decisions made, in line with the climate emergencies declared by the four local authorities in the region.

8.1 Enable decarbonisation of the transport system

The Region recognises that transport is a major contributor to pollution, emissions of greenhouse gasses and other pollutants that can contribute to health risks and inequalities. The region will take targeted action to decarbonise its transport system in line with Welsh and UK targets, while ensuring that environmental impacts of new transport interventions are thoroughly assessed and considered in any decisions.

8.2 Minimise Environmental Impacts

The Region will ensure that environmental impacts (including impacts to air quality, landscape, townscape, heritage, ecology, natural resources and noise/tranquillity) of proposals are fully assessed and minimised and that all proposals provide a positive impact to the environment in the broadest sense, enhance biodiversity and maintain eco system resilience.

POLICY 9 - WALKING, CYCLING AND ACTIVE TRAVEL

The Active Travel (Wales) Act 2013 (the Act) required Councils in Wales map and plan suitable routes for active travel, including implementing year-on-year improvements in specified settlements as directed by the Welsh Government.

The Act requires Local authorities to create, publish, and maintain an Active Travel Network Map, which includes:

Existing routes – these are routes that meet the Active Travel standards; and

Future routes – these include routes that are either not yet established or those that do not meet the criteria to be classified as existing routes and need enhancements. Consequently, Local Authorities Active Travel Network Maps are crucial background information that will guide the region's proposals for active travel funding and initiatives.

The Region sees the need for walking, cycling and wheeling (active travel) schemes as benefitting journeys to education, work, health facilities and leisure activities.

9.1 Make active travel the first choice for all local journeys

The Region will ensure that the Transport Hierarchy is maintained, and that active travel is embedded within transport projects on a case by case basis.

9.2 Improve first and last mile travel options

The Region will enable multi-modal journeys by providing first and last mile Active Travel options. This will include supporting appropriate storage for bicycles and e-bikes in residential areas/ homes, at trip attractors, public transport interchanges, and supporting shared micro-mobility schemes. The Region will deliver safe and secure Active Travel infrastructure, connecting communities both in urban and rural settings, enabling short and medium journeys to be undertaken actively.

POLICY 10 - RAIL

The rail network forms a key spine of the transport system in South West Wales.

The current levels of service will need to evolve to ensure that the rail (passenger) service reflects the changing needs of the region. Currently, services run between Swansea and Cardiff typical run up to 3 time each hour with up to 2 trains per hour from Carmarthen to Swansea. In reality though, stopping patterns mean that many local stations on the Carmarthen to Swansea to Cardiff line only receive at most an hourly service. West of Carmarthen, two challenges to rail use are seen. Firstly, the number of direct trains from the east of the region is limited and secondly frequencies are at best hourly and for many local stations notably lower. Access to local stations is often poor with limited bus links and low levels of secure parking available. New stations and services are needed to make rail a competitive option to car use. Journey times currently are uncompetitive with car travel for many trips with a Milford Haven to Swansea rail journey taking around 40 minutes longer than the same journey by car.

Freight by rail is limited to small number of key routes, serving major industrial locations. As the Freeport develops for example a greater reliance on freight movement by rail will be required for amenity and environmental reasons.

10.1 Collaborate with rail agencies to improve the rail offer in the region

The Region will work with Welsh Government and TfW to seek continuous improvement to the rail network in and beyond South West Wales to facilitate inward investment and support modal shift that reduces pressure on the highway network. This will include consideration of timetabling/service frequency and feasibility of delivering new (or reopening old) railway stations and lines.

The region will also work with the relevant agencies and operators to seek an increase in opportunities to move freight by rail.

10.2 Enable integration between modes.

Integration between various modes of travel will be improved to encourage more sustainability and ensure access for all residents and visitors is suitable. As a priority, this will include facilitating sensible connectivity between rail and bus provision.

POLICY 11 - BUSES AND TAXIS

The local bus network presently operates on a commercial basis, albeit with considerable levels of public subsidy from both local authorities and central government. Transport for Wales (TfW) also operate the inter-regional Traws-Cymru services and Fflecsi bus DRT services, in Pembrokeshire

The region works with bus operators within the existing regulatory system to develop a network that provides maximum coverage on a commercial basis. The four local authorities use their existing powers to subsidise routes deemed to be socially necessary.

Should regulatory reform powers be approved within the lifetime of the RTP; the region will work with Welsh Government and TfW to develop a bus network that maximises coverage, whilst providing sufficient capacity for current and expected future passenger needs.

Taxis play a vital role in transport provision across the region for specific journey types and for important sections of our communities. The four local authorities will continue to licence operators, vehicles and drivers and manage the safety aspects of taxi provision.

11.1 Develop and invest in innovative bus and community transport solutions.

The Region will work with Welsh Government and TfW to seek improvement to the existing service provision for buses within the regulatory frameworks in place. The Region will aim to ensure that public transport remains a viable travel option in all areas that include rural areas where bus services are currently poor. This will require a range of approaches including demand responsive transport, community transport and taxi where demand would not support conventional bus services.

11.2 Collaborate with Agencies in relation to bus regulatory reform.

The Region will collaborate with the Welsh Government, TfW and bus operators on regulatory reform.

11.3 Collaborate with Agencies in relation to bus network and service delivery

The Region will work with Welsh Government and TfW, local authorities and bus operators on the continual improvement of the bus network throughout the region. We will also facilitate the introduction of integrated/simplified ticket system, passenger information systems, bus priority measures, network management, improved bus stops and interchange, driver training, changes to the structure of the bus industry, bus hubs and decarbonisation of the bus fleet.

POLICY 12 - FACILITATING THE USE OF ZERO- AND ULTRA-LOW EMISSION VEHICLES

The key to the greater use of zero and ultra-low emission vehicles is the provision of suitable recharging / refuelling infrastructure. Not all households, for example, will have facilities for the adaption of EV charging.

The technology for the decarbonisation of commercial vehicles is still emerging with long term choices between hydrogen and battery electric vehicles still being explored.

The provision of infrastructure to support mass use of zero emission vehicles is still at an early stage of development and is a matter of regional and national importance

The pace of movement to zero emission vehicles will need to reflect UK government policy on the phasing out of new fossil fuelled vehicles and the shape of future financial structures for taxing of vehicles and / or fuel.

12.1 Facilitate EV charging, including residential charging

The Region will encourage the adoption of zero and ultra-low emission vehicles. A key element will be to implement a comprehensive plan to install charging points in community hubs and residential areas, ensuring that all residents, particularly those without off-street parking, have convenient and cost-effective access to charging facilities, complementing private commercial initiatives .

12.2 Facilitate public sector fleet decarbonisation

The Region will implement a programme for installing charging points and transitioning public sector fleets to electric or hydrogen vehicles while reviewing grey fleet (personal vehicles which are used for business purposes) and policies for zero-emission use. The region will also work with energy providers to ensure that the necessary supplies are available to support the zero-emission rollout.

POLICY 13 - ROADS, STREETS AND PARKING

The region works with organisations such as the Welsh Government, the Trunk Roads Agency, local planning authorities and neighbouring local councils to provide a road network that meets the needs of the region.

Council planning departments, developers and other stakeholders can influence when and how the network is used.

Safety on the road network is a clear requirement for each highway authority.

13.1 Maintain a safe Highway network

The Region recognises that roads are a key means of access to services, work, education and leisure that residents depend on. The region will work alongside Welsh Government, the South Wales Trunk Road Agency, and other key stakeholders to maintain a highway network that is safe, convenient and fit for purpose.

The Region considers highway safety for all users as the highest priority and will work with emergency services and road safety groups to invest where road safety can be improved.

13.2 Develop Road Capacity in alignment with Wales Roads Review

The Region will ensure any additional road capacity is in line with the Wales Roads Review priorities for determining investment in new road schemes.

13.3 Integrate with land use planning to reduce pressure on highway network

The Region will work with land use planning departments to ensure that new developments are located in appropriate locations and have sustainable transport options to reduce pressure on the highway network in alignment with the County Surveyors Society standards.

13.4 Develop car parking management policies that balance parking demand and the wider aims of the WTS and RTP

The Region recognises the important role that parking policy plays in respect to economic activity, accessibility and multi modal interchange. We will implement appropriate demand management strategies to ensure that parking provision reflects the needs of the destination balanced with the WTS and RTP aims.

POLICY 14 - PORTS, FREIGHT AND LOGISTICS

The ports within the region provide both regional and national access to key markets that support the economy of South West Wales and beyond. Although access to ports is primarily through the trunk road network, elements of journeys can involve use of local road networks.

The presence of strategic routes in the region creates a demand for high-quality, safe and secure lorry parking. This is essential for HGV drivers to meet their legal obligations to rest without having to park in unsuitable, often residential, areas.

Last mile deliveries often take place in our town centres and increasingly to directly to homes. The proliferation of vans in affected locations can impact on the amenity of an area and create local air quality issues.

14.1 Work with Agencies to improve access to ports

The Region recognises the need to work collaboratively to facilitate more reliable, effective and sustainable movement of people and freight to, from and through the region's ports. The Region will work to improve access to our ports for goods and passengers.

14.2 Facilitate sustainable freight distribution by rail and ports

The RTP will work with developers, freight operators and customers to encourage more sustainable freight distribution through better access to and use of rail intermodal facilities and ports, this will minimise HGV effects on communities.

14.3 Facilitate sustainable freight distribution on road

The region will work to improve freight distribution services to reduce negative impact on the transport network; this includes both regional and local freight distribution. This will include examining how last mile deliveries can be made more sustainable.

POLICY 15 - AVIATION SERVICES, LOCAL AVIATION INFRASTRUCTURE

The development of major investment opportunities across the region will necessitate access to existing commercial airports for passenger and freight services. This will, therefore, play a key role in the development of the regional economy and facilitate the region's tourism uptake. The region's local aerodromes, Swansea Airport, Pembrey West Wales Airport and Haverfordwest Airport, are primarily used for leisure related aviation and pilot training.

15.1 Improve access to regional aerodromes and national airports

The three local aerodromes in the region are not presently licenced for commercial services. The Region will work with the Welsh Government and other parties, to support the development of good access to regional and national airports in the UK, especially by public transport.

POLICY 16 - MAINTENANCE OF EXISTING INFRASTRUCTURE

The region's transport infrastructure is significant and is an essential part of the fabric of the wider community. A range of stakeholders are responsible for its upkeep and ensuring the infrastructure is well maintained and resilient to change, be this in terms of climate change or local maintenance challenges.

16.1 Investigate supplementary funding for maintenance

The region will support initiatives to generate new sources of revenue to support the maintenance of existing infrastructure. Through the delivery of the RTP the region will seek additional funding to ensure that new infrastructure (including infrastructure for walking and cycling) can be maintained to an appropriate standard and will endeavour to establish commuted sums for the maintenance of new infrastructure.

16.2 Review asset management plans

The existing highways asset management plans will be reviewed to ensure that all new infrastructure is captured, and sustainable modes are included on a regional basis.

Llwybr Newydd Priority 3 Policies

LLWYBR NEWYDD PRIORITY 3

Encourage people to make the change to more sustainable transport

The aim of Llwybr Newydd Priority 3 is to promote the availability and use of sustainable travel choices wherever possible. The geography and demographics of South West Wales are such that sustainable travel will not be possible for everyone.

The policies in this area are designed to encourage and enable sustainable travel choices wherever possible. The issues addressed by the policies extend well beyond facilitating access to the most sustainable mode of travel for a specific journey. They range from how people plan their journey, the use of technology and how to access travel information.

REGIONAL TRANSPORT PLAN AIM

To enable our residents to change their travel behaviour to use low-carbon, sustainable transport.

REGIONAL TRANSPORT PLAN OBJECTIVES

OBJECTIVES 5: Make sustainable transport more available, attractive and affordable.

OBJECTIVES 6: To promote sustainable travel choice wherever possible.

REGIONAL TRANSPORT PLAN POLICIES

POLICY 17 - A SAFE, AVAILABLE, ATTRACTIVE, ACCESSIBLE AND AFFORDABLE TRANSPORT NETWORK

The future transport network will need to provide an effective means of moving around the region. For people to make informed and sustainable travel choices the network will need to be developed in such a way as to make sustainable travel choices available, attractive and affordable. Currently the region has a high levels of car use. In 2021 65.5% of journeys to work involved the use of a car or van, whilst public transport and active travel accounted for 10.0% of journeys.

Roads and active travel routes are open 365 days a year and need to be available at all times. Transport infrastructure needs to accommodate all potential types of users. The fare for public transport journeys is a key factor in determining if public transport is a viable mode of travel for many travellers.

We also want the region's residents and visitors to be able to travel around in safety and for transport options to be accessible by all.

17.1 Develop an available and attractive network

The region will collaborate with Welsh Government and TfW to develop a -quality public transport network that meets the needs of travellers, ensuring a reliable service, availability at convenient times and serving appropriate locations.

17.2 Develop an accessible network

The region will work with Welsh Government, TfW, and public transport providers (including the taxi trade) to ensure that individuals with health, physical, or sensory difficulties can access the transport system in an easy, respectful and dignified way, making public transport accessible to everyone.

17.3 Develop an affordable network

The region will partner with Welsh Government, TfW and key operators to implement an integrated ticketing system and to make public transport journeys more financially advantageous than car journeys whenever possible.

17.4 Develop a safe network

The RTP recognises that safety of all users is paramount not just for road safety but also for personal safety. The region will work with partners such as the police, bus and rail companies to seek improvements to infrastructure and services to ensure that sustainable modes or transport are safe and convenient.

POLICY 18 - TRANSPORT INFORMATION

The provision of information is key to the making of informed journey choices whether by individuals or businesses.

This will require Developing transport information systems across the region and more widely that support the provision of information that users of the transport network need to plan their journeys. As the systems need to be compatible with wider pan-Wales system it is likely that TfW will lead on this.

18.1 Collaborate with agencies to improve transport information

The region will support the flow of transport information to users and potential users, collaborating with relevant organisations to develop accessible transport information. The region will contribute to ensuring that information is presented in formats suitable for all communities, particularly those with protected characteristics. Welsh language standards will be upheld throughout.

POLICY 19 - TRANSPORT TECHNOLOGY

Technology maintains, supports and transforms network performance, and with technological advancements in the future, this is likely to result in significant changes to the technology that underpins and controls much of the network. The region's diverse geography is such that no single approach to technology roll-out is likely to be successful. Rather a mix of technologies will be required.

19.1 Utilise technology to monitor and improve the transport network

The region will capitalise on the use of technology to monitor network performance and support targeted interventions. This will include reviewing our route hierarchy to adapt to development, environmental, or community needs. For example, the region will support highway authority partners in using technology-driven traffic control systems and real-time passenger information systems to promote bus priority.

POLICY 20 - PROMOTION OF SUSTAINABLE TRAVEL AND THE RTP

For the RTP to be successful its key messages and outcomes will need to be promoted within the region and further afield. For the RTP to reach its goals, behavioural change initiatives are seen as an ongoing and vital activity to promote the use of active travel and public transport. Given the wide-ranging nature of promotional activities, a regional and coordinated approach is likely to bring better overall than local individual initiatives.

20.1 Encourage modal shift through promotion

The region will promote the use of active travel, public transport and ULEV in the region to encourage modal shift to more sustainable modes of travel. For example, workplace and school travel planning initiatives,

travel training or cycle training that encourages positive behaviour change. This will be particularly important in relation to education, employment and healthcare journeys.

POLICY 21 - TOURISM AND TRANSPORT

The tourism offer within the region is multi-faceted covering the two national parks, and an area of outstanding natural beauty. The region offers the traditional seaside experience for example at the Gower peninsular, Pendine, Tenby and Aberavon. There are multiple varied visitor attractions throughout the region including mountain biking in the Afan Valley, Waterfall Walks in Glynneath, St Davids Cathedral, National Botanical Gardens along with ancient monuments and castles including Kidwelly castle and Oystermouth Castle. There are several museums, art galleries and theatres within Swansea and throughout the region.

There are also a number of sporting attractions throughout the region including the Swansea.com stadium in Landore, Swansea and Parc y Scarlets in Llanelli.

Events are also key to the visitor offer taking place at a number of centres throughout the region.

21.1 Enhance access to tourism locations

The region will aim to enhance tourist access and experience across the region but with particular focus on coastal areas and the Pembrokeshire Coast National Park by enhancing opportunities for tourists to arrive by sustainable modes and use sustainable travel whilst in the region. This will involve collaborating with the respective agencies to ensure services and infrastructure align with visitor needs.

The region will support the development of event management travel plans, particularly in partnership with key promoters of major regional events prioritising sustainable modes wherever possible to include encouraging additional or later public transport services on event days.

7. Introduction to the Regional Transport Delivery Plan (RTDP) and the assessment of schemes

The final version of the RTP will include the final RTDP for the region. The RTDP will encompass a fully prioritised list of the interventions in the Region that the CJC and the four local authorities will progress to help achieve the RTP objectives and to implement the WTS at the regional level.

The RTDP focuses on those interventions that are priorities for the five years from 2025 to 2030.

Scheme Assessment

Where available, the final RTDP will include project information to support the prioritisation process, in terms of deliverability, affordability and management. Where projects are at the concept or early development stage, assumptions will be made based on similar projects, to assess their deliverability, affordability and management.

An initial list of schemes and initiatives have been collated for the draft RTDP. The region, in conjunction with Transport for Wales, has developed a scheme prioritisation tool that will provide an evidence-based analysis of the degree to which schemes and interventions meet the RTP objectives.

The detail of the prioritisation tool and its operation is provided in Appendix 5. Both qualitative and quantitative (numerical) assessments will be undertaken to provide a reasoned justification for each scheme identified as “essential” in the RTPD for the delivery of the RTP. In addition to the schemes within the remit of the RTP and RTDP the development of the initial scheme list has identified a small number of schemes that are the responsibility of other bodies to deliver. These appear essential to ensure the delivery of the RTP objectives and therefore also listed.

Delivery

To deliver the RTDP the CJC will work in partnership with government at all levels and the agencies they support. The CJC is committed to maintaining and developing further the relationships established during the development of the draft RTP to enable this.

The delivery of individual RTDP schemes and initiatives is proposed to be conducted by the four local authorities within the region who hold statutory powers as the transport and highway authorities. In some cases, delivery by a third party will be necessary. In this case the CJC will consider identifying a lead local authority to liaise and assist.

The CJC will collate information on progress of the RTDP and report these to the Welsh Government as required.

At this stage of the RTDP’s development the region is committed to assessing the revenue implications of the RTDP, a large and complex multi-year programme.

Delivery of the schemes and initiatives listed in the RTDP is predominantly subject to the receipt of grant funding. The prime source of capital funding for interventions and schemes will remain through central government grants for infrastructure investment and central and local government for revenue.

All interventions progressed through the RTDP will require assessment against WTS priorities using the staged approach set out in Welsh Transport Appraisal Guidance (WelTAG) and will need to demonstrate value for money at each stage of the process.

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8. The RTDP priorities – summary

In this section commentary on the core principles of the recommended schemes within the draft RTDP is set out. The full draft RTDP is in Appendix 7.

The draft RTDP recognises that a number of interventions that are common across all four local authorities are best joined together to form a regional level programme of work over the 5-year life of the RTP. An initial listing of circa 200 interventions across the region has been identified for further development into the final RTDP.

ULEV developments and an influencing travel behaviour programme are two examples of where a common approach and possibly shared procurement may bring economies of scale and a critical mass of delivery.

The draft RTDP also recognise that the absence of the transport reviews conducted on the M4 (South East Wales) and A55 (North Wales) corridors requires the region to conduct additional scheme development work.

Whilst the trunk road and rail service elements of such a strategic analysis would be the province of Welsh Government and Transport for Wales (and the UK government for most rail infrastructure) and will have an outcome in the replacement of the Wales NTDP from 2027 onwards, there is a need at the regional level to conduct a small number of transport corridor level studies to ensure that individual schemes on these corridors are promoted and delivered in a timely and logical sequence across the RTP period.

Within the RTP reference has been made to a number of land use and economic developments that will require the development of transport schemes as more detail emerges. Examples include the Afan Valley Leisure complex and the Freeport sites in Pembrokeshire and Neath Port Talbot.

There are also a small number of non-transport infrastructure developments that may be developed during the RTP timescales, where a transport network response will be required for example the potential new district general hospital in west Wales and a refreshed Swansea Bay barrage proposal. In addition, the Swansea Bay City deal which runs to 2031 has a requirement for transport interventions at its various schemes that may require development of extensive transport solutions.

To meet both of these scenarios the final RTDP will include a 'development fund' taken from the overall, funding pot to ensure that a regional level detail proposals for intervention can be developed within the RTP framework and, if necessary, brought forward as potential schemes.

The region has identified a small number of high priority major projects where the cost value (over £20m) is likely to be an impendent to the delivery of a rounded programme across the 5-year RTP period. The region is about to commence a dialogue with the Welsh Government to assess how in the final RTDP these may

be fundable and what, if any, non-transport funding could potentially be available to support delivery.

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9. Assessment of the RTP

Statutory Assessments

Integrated Impact Assessment

An Integrated Impact Assessment (IIA) is being undertaken to support the RTP as it is being developed. The IIA integrates the requirements of Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA), which are both legal requirements. In addition, Welsh Government requires the preparation of an IWBA in accordance with the Welsh Transport Appraisal Guidance (WelTAG). WelTAG states that an IWBA may need to be supported by relevant statutory or regulatory impact assessments including Equalities Impact Assessment (EqIA); Welsh Language Assessment; and Health Impact Assessment (HIA). To provide a holistic approach to the development of the SWW RTP, these assessments are combined within this IIA. The integration of environmental, well-being, equalities, language and health assessments into one process ensures that a collaborative approach is undertaken on different issues, sharing knowledge and recognising links between topics in a consistent and transparent manner.

The purpose of the IIA is to integrate the principles of sustainable development, including well-being, at all stages of the plan-making process.

This provides a robust and thorough mechanism for identifying issues and opportunities, assessing impacts including cumulative and indirect effects and undertaking monitoring in a holistic manner. Overall, the IIA will facilitate a more rounded view of the sustainability implications and opportunities arising from the SWW RTP. The IIA is a process for predicting and evaluating the likely social, economic and environmental impacts of a plan or policy, and aims to ensure that sustainable development is at the heart of the plan-making process. In addition, it can also be used to capture cultural impacts, which enable it to be consistent with the four components of sustainable development in Welsh law.

The Draft IIA Framework is the main assessment tool used during the IIA and comprises a series of 13 Draft IIA Objectives covering social, economic, cultural and environmental issues identified, ensuring that the requirements of each of the integrated assessments are included. The IIA Objectives will be used to assess the final RTP as it develops. To help measure the performance of the final RTP components against the IIA Objectives, these are supported by a series of questions. Baseline data at the national and regional scale has been collated (see Appendix B), as this provides a means of determining current performance across Wales and gauging how much intervention or the extent of work needed to ensure a positive direction in the achievement of more sustainable development.

The responses also indicated following consultation with Natural Resources Wales (NRW), the RTP will need to be subject to Habitats Regulation Assessment Screening.

The IIA Scoping Report in relation to the RTP is located at Appendix 6.

Monitoring of the RTP

The final RTP will include a Monitoring and Evaluation Plan (MEP).

The MEP will demonstrate how the region's progress in achieving the national priorities and ambitions in the WTS will be monitored, measured and assessed. The MEP will include a set of measures with baseline information and includes a range of qualitative outcomes and quantitative measures. These measures are to be based on the framework of measures from the IIA while drawing on the WTS monitoring framework adapted for regional needs.

The MEP will provide an overview of the outputs that will be delivered by the final RTDP projects; the resulting outcomes and impacts that would be expected; and how the expected benefits would be measured and monitored.

The CJC are required to submit annual performance reports on the RTP's to the Welsh Government.

A comprehensive evaluation will be undertaken midway through the RTP period to assess whether the RTP is delivering its outcomes, providing value for money and whether there are any unintended consequences.

The results of the evaluation will feed into the development of a subsequent RTP and new NTDP due in 2027.

Appendix 1 Glossary

CJC	Combined Joint Committee - a new local government body that provides the decision making for matters that function across local authority boundaries
Concessionary Fares	A Welsh Government led scheme to provide targeted reductions in public transport fares or free travel for certain groups of public transport users, principally used on buses
Freeport	A tax-free area that is designed to encourage business investment and economic growth
HGV	Heavy goods vehicle
IIA	Integrated Impact Assessment – statutory assessment of a plan or policy document that may include a wellbeing assessment and a strategic environmental assessment
LDP	Local development plan – a local policy document that sets detailed land-use planning proposals within a Council's area
Llwybr Newydd	The Welsh transport strategy 2021 - the Welsh national plan for transport, supported by the Wales National Transport Delivery Plan 2021
MEP	Monitoring and Evaluation Plan
National Park	Areas designated as protected landscapes because of their special qualities.
Network Rail	UK national body that operates the majority of rail tracks in Wales
Regional Economic Framework	A regional policy document that sets out the region's economic development plans. This includes the Regional Economic Delivery Plan (REDP)
RTDP	Regional transport delivery plan which works alongside the RTP and the Wales National Transport Delivery Plan 2021 to identify investment in transport services and infrastructure
RTP	Regional transport plan
SDP	Strategic Development Plan - a policy document outlining land use policy and options at the regional level.
SSSI	Site of Special Scientific Interest
Swansea Bay City Deal	A 15-year (2016 to 2031) investment programme focused on economic growth and employment opportunities across the region
TfW	Transport for Wales - a Welsh Government wholly owned company. It exists to drive forward the Welsh Government's vision of a high quality, safe, integrated, affordable and accessible transport network in Wales.
Traws-Cymru	Transport for Wales' cross-region long distance bus routes which aims to link areas of Wales where rail services are limited
Trunk Road	Roads of national importance that are controlled by the Welsh Government
Wales Road Review	A review conducted in 2022 of the case for investment in major roads across Wales
WelTAG	Welsh transport appraisal guidance - a staged approach to assessing investment in transport scheme as an aide to decision making
WTS	See Llwybr Newydd, above

Appendix 2 Engagement Plan

Timeline	Stakeholder Cohort	Engagement Method	Status
Various governance throughout programme	SWW CJC subcommittee, scrutiny and full committee: <ul style="list-style-type: none"> • Implementation Plan – Oct 23 • Case for Change – Feb 24 • Update – May 24 Delayed due to general election – July 24 • Policy and General Update – Sept 24 • Draft RTP – Nov/Dec 24 • Final RTP – Spring 25 	Written reports. Available on SWW CJC website	Ongoing throughout programme
Spring 24	All technical stakeholders	Creation of regional transport email address	Completed
May 24	Internal Council SME's	Workshop	Completed
July 24	Elected Members	Workshop	Completed
July 24	Community Councils	Workshop	Completed
July – August	Public survey on 'Case for Change' communications	Social media, press and 'Have your Say' web comms campaign across region	Completed
July 15 th – August 26 th	Informal public consultation on 'Case for Change' – 8 weeks	Online survey and paper copies at key council buildings	Completed
Sept/Oct 24	Consultation with statutory bodies on IWBA	5 week – Statutory Bodies	Sept/Oct 24
September 24	Regional SME groups: <ul style="list-style-type: none"> ▪ Bus Operators ▪ Train Operators ▪ Road Haulage Organisations ▪ Education Providers ▪ Groups with Protected Characteristics ▪ National Parks ▪ Tourist Organisations ▪ Active Travel Groups ▪ Community and Voluntary Organisations ▪ Health & Emergency Services ▪ Environmental Organisations ▪ Economic Development ▪ Celtic Freeport ▪ Energy Providers ▪ Elected Members 	Workshops and 121 calls	Ongoing

	<ul style="list-style-type: none"> ▪ Community Councils 		
Winter 24/25	Formal Public consultation on draft RTP, RTDP and IWBA	Social media, press and 'Have your say' web comms campaign across region	Winter 24/25
Winter 24/25	Formal statutory consultation on draft RTP, RTDP and IWBA – 8-12 weeks tbc	Online survey and face to face drop-in sessions across region, social media engagement	Winter 24/25

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Appendix 3 Stakeholder Engagement Outcomes

Bus industry

A workshop with bus operators was held on 4th September 2024. This session was attended by commercial operators, community transport representatives and local authority officers.

Table 1 – Issues raised by bus industry stakeholders

Topic	Issue
Accessibility and inclusion	<p>Bus industry needs to cater for an ageing population. Including consideration of physical, cognitive and sensory limitations.</p> <p>Huge rises in older adults that live in both rural and urban areas and are less likely to drive – access to services is critical for this group.</p> <p>As transport systems increasingly rely on digital platforms (apps for ride-hailing, ticketing, etc.), it is important to consider that older adults may have lower digital literacy. Providing alternative, non-digital ways to access transport is crucial.</p> <p>Need for better integration with hospitals and GP surgeries for health-related appointments minimising wait times and ensuring that residents that travel by public transport can plan their journeys with confidence.</p>
Bus priority	<p>Bus priority needs to be a key consideration. There are many examples across Wales of routes where more resource has to be continually pumped in, just to maintain existing timetables, but to make bus travel truly appealing, it has to be rapid and certainly as quick as the car (but preferably quicker).</p> <p>Overall bus journey times are increasing/speeds are decreasing – but to be appealing journey times need to compare much better with the private car.</p> <p>Poor journey times/need for bus priority is not just an urban issue – examples in Milford Haven, Haverfordwest and the Gower where there are key pinch points.</p> <p>Particular mention of hotspots at:</p> <ul style="list-style-type: none"> - Merlins Bridge, Haverfordwest - Fabian Way/Towy Bridge, Swansea - Valley Way, Llansamlet - Penally. <p>Support for RTP to direct funding towards bus priority on key corridors.</p> <p>In some cases, journey times could be improved with very small interventions – i.e. adjustment to traffic lights. Operators and LPAs need to work together to trouble shoot these issues.</p> <p>Enforcement of bus priority is critical.</p>
Bus stops	<p>Many of the bus stops, particularly out of town, are unmarked. This causes difficulties for both passengers and drivers. Information about stop location in the Naptan database is out of date – e.g. references to stops or landmarks that are not there anymore. Database requires a review/update.</p> <p>Need for basic bus stop infrastructure such as a bus stop flags and raised kerbs at all stops. This would benefit both drivers and customers as the stops are clearly marked and visible for stopping/waiting.</p> <p>Easy read timetables are needed.</p>
Bus/rail interchange	<p>Stop provision at Swansea station is not sufficient</p>

Port Talbot – potential opportunity to focus investment at the new hub rather than the bus station.

Driver training	<p>Lack of bus drivers is a real issue in some areas – including Pembrokeshire, particularly for evenings and in the summer. Pembrokeshire County Council had a previous project to train bus drivers, but this did not get off the ground due to a shortage of examiners within the funding period.</p> <p>In other areas, supply of drivers is more settled, but there is little spare capacity in the system.</p>
Community transport	<p>For those unable to use standard public transit, specialised services like community transport (door-to-door or curb-to-curb services) are crucial. These services need to be reliable, affordable and sustainable.</p> <p>Community transport plays a vital role outside the timetable of regular buses – e.g. for out-of-hours medical appointments.</p> <p>Need to encourage and support existing community transport providers to develop more bespoke and well-integrated community transport services as a solution in both rural and urban areas, that are not considered to be viable routes.</p> <p>Community transport particularly important for people with wheelchairs etc., particularly given lack of wheelchair accessible taxis (or where accessible taxis are otherwise providing school transport).</p> <p>Community transport is turning away people due to lack of drivers/vehicles.</p>
Health	Really important for bus services to respond to the changing way the health service is delivered.
Education	Staggered school times would make a huge difference to the bus industry.
Rural areas	Large parts of the region have a very poor/no bus services.
Tourism	<p>Tourism places a specific seasonal demand on the bus network.</p> <p>Tenby park and ride is important.</p> <p>Bus / rail interchange at St Davids is important.</p>
Alternative fuel	<p>Operators are working on very tight margins – at the moment the purchase cost of electric vehicles is prohibitive. Would only be possible with match funding.</p> <p>Some bus routes are too long for electric vehicles. Routes may be better suited to hydrogen.</p>
Promotion	More needs to be done to promote bus travel – messaging and promotion is often missed at a regional level.
Target	Keen to see targets to help measure success.

Rail industry

A workshop with train operators was held on 4th September 2024. This session was attended by Network Rail, First Great Western, Grand Union Trains, the Rail Forum, SPRAG, North Pembrokeshire Transport Forum and Pembrokeshire Rail User Group and local authority officers. A representative from the Hywel Dda UHB also attended but this feedback is amalgamated with the health workshop feedback in the next section.

Table 2 summarises all of the feedback received; however, it should be noted that aspects related to the rail network directly are outside the scope of the RTP

Table 2 – Issues raised by rail industry stakeholders

Topic	Issue
Governance	Concerns / uncertainties around what will be delivered by TfW. Calls for TfW to engage more with other operators.
	Concern that Great British Railways is very England focussed and that this won't be able to respond to regional demand.
	Important to recognise cross boundary linkages – future of the industry is cross border.
	The SW RTP also needs to link with the Mid Wales and South East Wales RTPs as transport is obviously not limited within individual regions. For example, the Health Board region includes Ceredigion with large numbers of patients and staff travelling between two regions each with their own regional transport plan. The same applies to east-west journeys beyond Neath-Port Talbot.
	Best examples of improved service delivery are where Network Rail is supported by local authorities. Local authorities play a vital role in delivering passengers to the rail network.
Access to stations (including parking)	Parking supresses the demand for rail across the region and so does the bus network. Some stations are car park constrained – e.g. Carmarthenshire.
	Parking is a requirement if people are to be encouraged to use the train (as opposed to the motorway) for longer trips.
	Park at the station for pickup and drop off.
	Distance from Swansea rail to bus station is an issue.
	Safe walk and cycle route to rail stations are really important.
Services	Rail link to Heathrow.
	Services which better link to tourist areas so that people coming into the region choose to come by train.
Reliability	Cancellations, delays and poor information put people off using the train, and then it is very difficult to get them back.
Heath Care	UHB is considering St Clears and Whitland as potential locations for a new urgent and planned care facility. If the St Clears location is selected they will be pushing for a new railway station at St Clears (this is understood to have been put on hold by Welsh Ministers).

Health care sector

A workshop with public health representatives was held on 5th September and was attended by Hywel Dda University Health Board (UHB) and Swansea Bay Health Board. In addition, as noted above a representative from the Hywel Dda UHB attended the rail workshop.

Table 3 summarises all of the feedback received.

Table 3 – Issues raised by health care sector stakeholders

Topic	Issue
Service delivery	<p>The health service is changing in the way it delivers services.</p> <p>A new urgent and planned care facility is planned.</p> <p>Health and well-being centres are planned for town centres.</p> <p>New UHB headquarters in Carmarthen.</p> <p>Transport needs to respond to these changes.</p> <hr/> <p>Existing facilities see increasing pressure on transport and access.</p> <hr/> <p>Overlap with bus industry – as buses can be used to discharge patients.</p>
Trip generator	<p>The health service is a huge trip generator but very few patients or staff currently travel by public transport or active modes. The UHB is keen to encourage mode shift.</p> <hr/> <p>Public transport needs to offer a practical alternative to the car for health care workers to commute.</p>
Ticketing	<p>Public transport discounts for healthcare staff?</p>
Access	<p>Glangwili general hospital – congestion in Carmarthen and on approach road impacts emergency service vehicles.</p> <p>Similar issues at Prince Phillip hospital.</p> <hr/> <p>Routes to Morriston hospital important as patient transfer is often to Morriston.</p> <hr/> <p>More practical, safe walking and cycling routes to hospitals and health care facilities needed. But the sustainable hierarchy should be applied in a balanced way.</p>
EV	<p>Health service is looking to transition fleet to EV.</p>
Community Transport	<p>Improved community transport services could take pressure off ambulance services.</p> <hr/> <p>Need a centralised service for community transport. People don't typically know where to go to plan a community transport journey or to get advice.</p>
Engagement	<p>Regional Partnerships have an increasing role – important to engage.</p>

Education transport sector

A workshop with officers involved in education transport and representatives from University of Wales and Swansea University was held on 12th September

Table 4 summarises all of the feedback received.

Table 4 – Issues raised by education transport stakeholders

Topic	Issue
Traffic volume	School travel contributes significantly to traffic – up to 15% extra traffic on school days.
Locations	Unlikely to be many new schools over RTP period but there are ongoing enhancements and improvements.
	Increasing trend for schools to be integrated with leisure provision – this raises specific transport issues/demands.
	New schools need to be located where they can be serviced by public transport (not in rural areas). However, in NPT particularly there is a lack of sites in urban areas.
	Important to acknowledge that home to school transport is often cross border.
	Travel to Welsh medium schools is a particular issue and can involve longer distances.
	Alternative curriculum means students need to travel between sites during the school day. This is currently the school's responsibility but would benefit from some sort of a co-ordination or brokerage system.
	Travel between university campuses can be difficult and many routes are not well serviced by public transport – for example, between Swansea and Neath campuses and Neath and Morrison (for medical students).
Travel training	Additional Learning Needs (ALN) students have specific transport requirements and some travel long distances.
	Important life skill, particularly in areas like NPT where majority of post 16 students travel to college campuses and need to travel independently.
	Travel training helps to embed sustainable travel choices at an early age and can also influence numbers of young people who are not in education or training.
	Currently funding is only available for students with additional learning needs.
	Particular demand for training for people with autism.
Vehicles / drivers	Opportunity to train travel champions.
	Need for very simple travel information – like tube style maps.
	Big issue with availability of 16+ seater vehicles and drivers.
Timing	School timings create challenges – staggered starts for adjacent sites would be useful.
School zones	Swansea is applying for powers to enforce restrictions at schools using monitoring cameras.
	School streets offer opportunity to improve immediate environment.
	School streets need to be developed in line with School Travel Plans (which are becoming an important requirement).
Staff	Also important to encourage staff to use sustainable modes.

Table 4 – Issues raised by education transport stakeholders

Topic	Issue
Decarbonisation	A real challenge for school buses – school routes tend to be served by older vehicles and routes can be very long (not suited to EV). Potentially need to look at retrofitting school buses to cleaner emission standards.

Other meetings

A series of other one-to-one meetings were also held. An overview of the key points raised in these sessions is captured in Table 5

Table 5 – Issues raised by other stakeholders

Topic	Issue
South Wales Trunk Road Agency	Concerns around lack of suitable routes and amenities for HGVs. Provided context about planned improvements on the trunk road network and potential knock-on impacts on the wider network.
Pembrokeshire Coast National Park Authority	Discussion around issues raised in written response previously submitted (and summarised above).
West Glamorgan Regional Partnership	<p>Recently ran a series of workshops with people with learning difficulties to discuss their experiences of transport (largely use of public transport). Evidence collected from this process will be shared with the RTP team and is very relevant to the policy framework</p> <p>Lack of accessible, easy to read timetable information is their biggest concern – this will be very important to reflect in the RTP.</p> <p>Also, significant concerns around being treated with dignity and respect.</p> <p>The Partnership are in the process of working with end users to develop a Travel Charter. This is possibly an example of good practice that could be highlighted in the RTP.</p> <p>Travel training really important in terms of giving people life skills and confidence to use public transport.</p> <p>Better systems needed to signpost people to support and help with transport. For example, to request assistance on trains or to find alternative format timetables.</p> <p>Important to raise awareness around the problems that people with learning difficulties face using our transport systems.</p>
Swansea Bay City Deal	The Swansea Bay City Deal is an investment of up to £1.3 billion in a portfolio of major programmes and projects across the Swansea Bay City Region – which is made up of Carmarthenshire, Neath Port Talbot, Pembrokeshire and Swansea. City Deal programmes and projects are based on key themes including economic acceleration, life science and well-being, energy, smart manufacturing and digital. City Deal investment does not cover transport, but many of the projects have a transport impact

Table 5 – Issues raised by other stakeholders

Topic	Issue
	<p>or transport need and ensuring people from outside the region can access the area is important. Interested in how the RTP can support the aims of the City Deal.</p>
<p>Celtic Freeport</p>	<p>The Freeport will support new manufacturing facilities and major port infrastructure upgrades to support the roll-out of floating offshore wind (FLOW) in the Celtic Sea.</p> <p>It will also provide the backbone for a cleaner future based on the hydrogen economy, sustainable fuels, carbon capture and storage, cleaner steel and low-carbon logistics.</p> <p>The Freeport opportunity brings potential for significant transformational change and regeneration. This needs to be supported appropriately by an effective and efficient transport network. Transport network improvements are absolutely critical for the success of the Freeport – both to support the construction phase of the project and the long-term economy. The RTP should look to support the Freeport.</p>

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Appendix 4 Accessibility Mapping

Please refer to attached PDF document.

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Appendix 5 Prioritisation tool details

Moderation workshops to be held in the New Year and schemes will be scored using this tool.

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Appendix 6 Integrated Wellbeing Assessment and Strategic Environmental Assessment Scoping Report

Please refer to attached PDF document

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Appendix 7 Draft RTDP

The long list of potential schemes, below, is subject to further development and assessment. This will take place in the coming months following the approach set out in Appendix 5 of the Regional Transport Plan.

To aid the reader the schemes listed are described and an area location provided.

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Active travel / walking and cycling

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Intervention Name	Description including location(s)	Theme	Location
Ammanford and Cross Hands Masterplan	A package of walking and cycling improvements across Ammanford and the wider Amman Valley (referred to as Cwmamman in the Ten Towns), as identified on the ATNM and through various consultations with residents and key stakeholders. Proposed infrastructure will connect to the existing Amman Valley cycleway and aim to identify and address any existing gaps. This scheme would benefit from integration with Ammanford Strategic Transport interchange and the proposed reopening of the Amman Valley Mineral Line. Cross Hands has benefitted from significant investment and development as a strategic employment site in recent years. The town is continuing to grow and encompasses a large number of smaller, residential settlements within it. A Cross Hands masterplan will aim to address gaps in connectivity between areas of the town, ensuring that strategic employment sites are easily accessed by foot and bike and that residents do not become isolated from services by development which is reliant on the private car. This scheme will also consider the missing link between Ammanford and Llandeilo.	Active travel / walking and cycling	Carmarthenshire
Burry Port Masterplan	A package of measures to compliment and provide connectivity to the Millennium Coastal Path which connects Burry Port and Llanelli. Burry port has a growing significance regionally due to the planned rail turn-back facility. This scheme will deliver walking and cycling improvements to allow residents within the area access to the increased rail services without relying on the private car. The scheme will also provide improved connectivity to neighbouring Pembrey, improving access to Pembrey Country park for residents, rail passengers and tourists.	Active travel / walking and cycling	Carmarthenshire
Carmarthen Active Travel Masterplan	We are currently progressing a 'new approach' to active travel in Carmarthen, focusing on an involved network and scheme design process which draws on public and stakeholder consultation to deliver a fit for purpose walking and cycling network for the town. The scheme aims to deliver a comprehensive walking and cycling network across the town, connecting into existing infrastructure and tying into flagship strategic active travel scheme, the Tywi Valley Path.	Active travel / walking and cycling	Carmarthenshire

<p>Cross Boundary Active Travel Linkages (East County)</p>	<p>Identify opportunities for cross-border walking and cycling routes between Brynamman and the Swansea Valley, Pontarddulais, Hendy and Pantyfnnon, in conjunction with Swansea and NPT, and deliver a network which connects the two communities, completing the Amman Valley Cycleway. This scheme may be broadened to consider other opportunities to create cross border routes, particularly with Pembrokeshire in the West (between St Clears, Whitland, Laugharne, Pendine, Amroth and Narberth) and with Ceredigion in the North between Llanybydder, Lampeter, Cwmann, Newcastle Emlyn and Cenarth.</p>	<p>Active travel / walking and cycling</p>	<p>Carmarthenshire</p>
<p>Kidwelly Masterplan</p>	<p>A package of active travel improvements within Kidwelly and connecting to nearby settlements including Ferryside and Carmarthen Bay holiday park. This scheme will provide localised walking and cycling improvements to facilitate local journeys as well as the first and final mile of multimodal journeys via bus and rail.</p>	<p>Active travel / walking and cycling</p>	<p>Carmarthenshire</p>
<p>Llandovery Masterplan</p>	<p>An Active Travel Masterplan has been developed for Llandovery through consultation with local residents and key stakeholders. This aims to create a network of local walking and cycling routes which allow greater active travel permeability through the town, providing access to key services including the schools, leisure centre, hospital and local high street. The scheme is proposed for implementation in the coming years through ATF.</p>	<p>Active travel / walking and cycling</p>	<p>Carmarthenshire</p>
<p>Llanelli Active Travel Masterplan</p>	<p>A package of measures developed over a number of years with the aim of creating new walking and cycling infrastructure with links to key destinations such as education centres, employment/retail sites and residential developments whilst enhancing the mesh density across the whole active travel network. A key component of this masterplan is the creation of the Llanelli Spinal Route that will eventually connect Hendy all the way to Pentre Awel and the Millennium Coast Path with high quality, mostly off road active travel infrastructure. Planned future connections include the completion of the Black Bridge scheme and links to key developments such as the Pentre Awel, town centre and railway station. As Carmarthenshire's largest town, with the greatest density of multiple deprivation and flat topography there is a high propensity to utilise active travel methods in all local journeys. The Masterplan will link in with the planned Llanelli Interchange scheme and various strategic transport proposals for Llanelli to create a network which is not reliant on the private car for local journeys. This will also capture the communities of Bynea and Llangefni.</p>	<p>Active travel / walking and cycling</p>	<p>Carmarthenshire</p>

Market Towns outside of Built Up Areas (BUAs)	A number of Carmarthenshire's key Market Towns fall below the threshold of Built Up Areas within the Active Travel Act. Despite this, the authority recognises the importance of walking and cycling as modes of transport for these communities. This scheme will capture the delivery of demand related Highways and Footways safety improvements. We are committed to developing and delivering active travel schemes in these areas, including: Llanybydder, Llandeilo, Laugharne, Whitland and Newcastle Emlyn. Consider specifically opportunities for Llandysul to Pencader and Newcastle Emlyn via Henllan, Tywi Valley Path Linkages.	Active travel / walking and cycling	Carmarthenshire
St Clears Masterplan	A network of routes has previously been developed for St Clears to link to key trip attractors including education, the leisure centre, the local high street and the proposed railway station. This network also has potential to link to the proposed West Wales General Hospital site, if St Clears is confirmed as the location. Further consultation and a design review of these proposed schemes will take place in advance of a funding bid.	Active travel / walking and cycling	Carmarthenshire
Tumble Masterplan	The Tumble Masterplan has been developed through consultation with local residents and key stakeholders to provide essential infrastructure for the growing residential hub of Tumble. A package of measures have been identified to produce a network for implementation. The village serves an important function locally having two schools and a thriving community sports facility. The Swiss Valley cycleway provides onward connectivity to Cross Hands in the north and Llanelli in the south. The masterplan will provide links from that route to key local trip attractors.	Active travel / walking and cycling	Carmarthenshire
Aberavon seafront plan	Improvements/regeneration of the seafront area in Aberavon. Improvements to active travel routes.	Active travel / walking and cycling	Neath Port Talbot
Cardi Bach Scheme	Joint SUP between CCC and PCC, between Cardigan and Whitland via a disused railway track.	Active travel / walking and cycling	Pembrokeshire/Carmarthenshire
Bryn to Goytre active travel route and links to Port Talbot	Improvements to active travel provision linking Port Talbot to Taibach, Goytre and Bryn. Providing local route improvements and an off-road cycle track between Bryn and Goytre. Including widening and installation of a new bridge.	Active travel / walking and cycling	Neath Port Talbot
Coed Darcy development active travel connections	Active travel improvements linking the Coed Darcy housing development to the active travel network	Active travel / walking and cycling	Neath Port Talbot
GCRE Active travel and highway valley connections	As part of the GCRE proposal, there is the potential for the scheme to improve the active travel and highway connections in the Onllwyn area, this could be expanded to the BUA of Seven Sisters.	Active travel / walking and cycling	Neath Port Talbot

Neath and tenant canals – Active travel improvements	To deliver improvements to the walking and cycling routes alongside the Neath and Tenant Canals.	Active travel / walking and cycling	Neath Port Talbot
Neath to Cimla active travel route	Develop an active travel link between Neath and Cimla. This will include a new cycling link and improvements to the existing walking infrastructure.	Active travel / walking and cycling	Neath Port Talbot
Newbridge Road Bridge	Provision of an active travel route over the failing Newbridge Road bridge (grade II listed structure) including improved access to Port Talbot Docks.	Active travel / walking and cycling	Neath Port Talbot
Port Talbot and Aberavon Active Travel Masterplan	Providing active travel enhancements on a series of routes within the Aberavon and Port Talbot areas. These could range from small scale changes like providing dropped kerbs and tactile paving, to larger scale changes such as the creation of new cycle tracks.	Active travel / walking and cycling	Neath Port Talbot
Sandfields Active Travel Master Plan	Active travel enhancements across circa 29 ATNM routes within the Sandfields area of Port Talbot. These range from small scale changes like providing dropped kerbs and tactile paving, to larger scale changes such as the creation of new cycle tracks.	Active travel / walking and cycling	Neath Port Talbot
Neath Active Travel Master Plan	Providing active travel enhancements on circa 47 ATNM routes within the Neath town centre area. These could range from small scale changes like providing dropped kerbs and tactile paving, to larger scale changes such as the creation of new cycle tracks.	Active travel / walking and cycling	Neath Port Talbot
Wildfox resort – active travel, public transport and highway connections	Multimodal improvements to the local active travel routes/NCN, public transport and highway connections to facilitate the Wildfox resort development in the Afan Valley. A proposed holiday park including adventure and wellness facilities in the Afan Valley. Proposals include approx. 570 holiday lodges, a 50-bed hotel and 15-bed apartment-hotel, indoor water park and canyoning facilities.	Active travel / walking and cycling	Neath Port Talbot
E-Bike Strategy	Roll-out of E-Bike scheme across the County and PCNPA	Active travel / walking and cycling	Pembrokeshire
Energy Solution Strategic Route SUP	Energy - southern strategic route, which links with Pembroke (Fingerpost to Pembroke); -link off into the cycle network which then returns to the carriageway	Active travel / walking and cycling	Pembrokeshire
Narberth to Haverfordwest MUR	SUP scheme between Narberth and Haverfordwest	Active travel / walking and cycling	Pembrokeshire
Redstone Cross - Llandewi Velfrey SUP	Scheme to link Narberth via Redstone Cross to the Llandewi Velfrey SUP network.	Active travel / walking and cycling	Pembrokeshire
Slippery Back	Cycling infrastructure scheme	Active travel / walking and cycling	Pembrokeshire

Milford Haven Active Travel	Shared User Path (SUP) link between Steynton - Studdolph - Johnston delivered in two phases	Active travel / walking and cycling	Pembrokeshire
Narberth - Kiln Park Rd	Shared User Path (SUP) formation along Kiln Park Road	Active travel / walking and cycling	Pembrokeshire
Pembroke - Active Travel Key Schemes	Consisting of improvements in Active Travel around Pembroke; three key areas: Mill Bridge to Barrage; Mill Pond and Mill Bridge to town	Active travel / walking and cycling	Pembrokeshire
Pembroke Dock - Active travel (Pennar)	Pennar connectivity active travel improvements linking to Pembroke Dock	Active travel / walking and cycling	Pembrokeshire
Pembroke Dock Shared Use Path	Safer routes for schools within Pembroke consisting of: Prospect Place, Bush Street	Active travel / walking and cycling	Pembrokeshire
Prendergast Active Travel	Improvements within Prendergast community to improve existing cyclist/pedestrian walkways; Back Lane improvements between HHVC and Prendergast Community School	Active travel / walking and cycling	Pembrokeshire
Saundersfoot Shared Use Path - Frances Road	Detailed design (25/26) and construction of Shared User Path (SUP) from Scar Farm Holiday Park to Coppet Sands (26/27).	Active travel / walking and cycling	Pembrokeshire
Saundersfoot Shared Use Path - Sandy Hill	Preferred option design, land ownership de-risking and public consultation for Sandy Hill section of Saundersfoot SUP route.	Active travel / walking and cycling	Pembrokeshire
Saundersfoot Shared Use Path - Stammers	Phased construction of SUP and traffic management including Cambrian Place junction alterations to support café culture.	Active travel / walking and cycling	Pembrokeshire
St Dogmaels SUP Route	Shared User Path (SUP) and pedestrianisation scheme linking St Dogmaels to Poppit Sands; consisting of six connections	Active travel / walking and cycling	Pembrokeshire
Tenby - Croft to The Glebe	Active travel improvements including detailed design and construction between The Glebe and The Croft	Active travel / walking and cycling	Pembrokeshire
Tenby - Glebe to Green	Active travel improvements including detailed design and construction between The Glebe to The Green	Active travel / walking and cycling	Pembrokeshire

Tenby - Golf Course	Shared User Path (SUP) route through Tenby Golf Course	Active travel / walking and cycling	Pembrokeshire
Tenby - Penally (Heywoods Lane)	Shared User Path (SUP) formation along Heywoods Lane	Active travel / walking and cycling	Pembrokeshire
Tenby - Penally (Marsh Road)	Shared User Path (SUP) formation along Marsh Road (between Leisure Centre and Marsh Green).	Active travel / walking and cycling	Pembrokeshire
Tenby - The Clicketts	S Shared User Path (SUP) formation along The Clicketts	Active travel / walking and cycling	Pembrokeshire
ATNM Route 12	ATF link within Haverfordwest Town Centre Route 12	Active travel / walking and cycling	Pembrokeshire
Delivery of Swansea Council's approved Active Travel Network Map	Delivery of routes listed on Swansea's Active Travel Network Map.	Active travel / walking and cycling	Swansea
Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary	Improvements, including widening and resurfacing of existing walking and cycling routes.	Active travel / walking and cycling	Swansea
Enhanced walking links in communities outside of built-up areas (e.g. Gower)	Improving or creating new walking links within and between communities outlying the 'built up area' classification.	Active travel / walking and cycling	Swansea
Improved walking and cycling links adjacent to the M4 - J44 and J45	Enhancements to the walking and cycling infrastructure connecting communities across J44 and J45.	Active travel / walking and cycling	Swansea
Improved crossings of the River Tawe for pedestrians and cyclist	Improving links across the River Tawe for pedestrians, and cyclists where possible, to improve connectivity and reduce severance.	Active travel / walking and cycling	Swansea

Delivery of small scale park and cycle sites	A package of works to establish small scale park and cycle sites on the urban periphery of Swansea, with associated signage and promotion.	Active travel / walking and cycling	Swansea
Provision of Swansea city-wide micromobility hire scheme	Delivery or enabelment of micromobility hire schemes, to include mechanical cycles and e-bikes, with the potential to include emerging transport options, such as e-scooters (subject to trial or legislation change).	Active travel / walking and cycling	Swansea
Delivery of Safe Routes in Communities (SRiC) across Swansea and Road Safety Programme	Delivery of SRiC and Road Safety schemes across Swansea.	Active travel / walking and cycling	Swansea

Multi-modal schemes

Intervention Name	Description including location(s)	Theme	Location
Ammanford Strategic Transport Interchange	Proposed developments in the Town Centre of Ammanford may necessitate the redevelopment of the Bus Station. This affords an opportunity to provide better connectivity between bus and rail, as well active travel infrastructure to connect to the wider Amman Valley Cycleway which provides an off-road facility from Brynamman in the North East to Pantyffynnon in the South West. This scheme will aim to increase the propensity of those living/working/studying in Ammanford and the wider Amman Valley to travel sustainably. This scheme may also consider amendments to the existing railway line to relocate Ammanford Railway Station to form part of the South West Wales Metro and better connect Ammanford with Swansea.	Multi-modal schemes	Carmarthenshire
Burry Port Strategic Transport Interchange	There has already been significant investment in Burry Port to provide seamless bus/rail integration and ensure that the existing interchange is linked to the millennium coastal path active travel facility. This scheme will provide further expansion and improvements which will support the proposed turn-back facility to be introduced by TfW/Network Rail as part of the South West Wales Metro.	Multi-modal schemes	Carmarthenshire

<p>Carmarthen Town Access Improvements</p>	<p>A cohesive approach across major employers and trip attractors within Carmarthen across the public and private sector. Working in conjunction with Hywel Dda and other major employers. Aimed at reducing reliance on the private car. This will also specifically capture improvements in the Pibrwylwyd/Pensarn area to unlock large scale development. this scheme will also consider the seasonality of traffic flow within and through Carmarthen, noting multiple annual peaks and the impacts of trip attractors and their travel management plans on the wider network. as well as targeting local roads this scheme will consider all modes and lobby rail and trunk road agencies.</p>	<p>Multi-modal schemes</p>	<p>Carmarthenshire</p>
<p>Cross Hands Development Site Sustainable Transport Facilities (Amman and Gwendraeth Valleys)</p>	<p>An integrated approach to supporting the expanding employment and retail sites in Cross Hands, including proposed major investment which will generate additional HGV/LGV movements and a large number of accessible job opportunities for the local community. The scheme will consider sustainable transport solutions including active travel, public and demand responsive transport and car sharing schemes to limit the impact on the wider network. The scheme will also consider the dual role of Cross Hands as a commuter hub where residents regularly access the strategic road network to commute within and outside of the region for employment and education. Possible solutions to reduce dependency on single use car journeys for this community may include car share incentives, increased bus services and DRT/Car Clubs. This scheme will also capture wider improvements across the Gwendraeth and Amman Valleys (significant areas of multiple deprivation) to maximise the benefits of investment on the wider area and ensure sustainable access to employment opportunities. This scheme will also capture the creation of an express bus service between the communities of Llanelli, Cross Hands and Hendy to create PT connectivity where it is currently lacking. This will also capture Phase 2 of the Ammanford Economic Distributor Road and Phase 3 of the Cross Hands Economic Link Road.</p>	<p>Multi-modal schemes</p>	<p>Carmarthenshire</p>
<p>Llanelli Economic, Education and Employment Access Improvements</p>	<p>A scheme focused on supporting the wide range of development being undertaken in Llanelli currently, including but not limited to, Pentre Awel, Parc Trostre/Parc y scarlets, transforming Ty Isha, The Llanelli Interchange. The scheme will create a transport infrastructure in place which attracts inward investment and improves the economic viability and sustainability of Llanelli as a principle town. The scheme will ensure the infrastructure is in place to facilitate the increased transport demand. This will aim to provide links to the existing Rail and Bus Stations, proposed transport interchange, Millennium Coastal Path, Llanelli Spinal Active Travel Route and the strategic road network. The scheme will consider the dualling of the A4138.</p>	<p>Multi-modal schemes</p>	<p>Carmarthenshire</p>

Llanelli Multimodal Interchange	Land has been acquired to the South of Llanelli Railway Station to construct a transport interchange which will allow buses to directly serve the Station. Local buses are currently unable to service the station due to constraints on the network including the level crossing on Station Road, and Llanelli Bus Station is circa 1 mile from the Rail Station. The scheme will build in active travel measures, connecting to improvements in the immediate vicinity which provide connectivity across the town and wider area. It will also provide provision for taxis, ULEVs, community and DRT and PRM parking.	Multi-modal schemes	Carmarthenshire
Llanelli Urban and Coastal Belt Junction Improvements	There is a high level of public and political demand for a scheme to improve multi modal access to the wider Llanelli area. A package of measures to improve public transport journey times, providing a safer and more accessible environment for Active Travel modes by creating an environment that support expeditious highway movement and in doing so provide for inter and intra connectivity improvements for Llanelli, from the M4 in the North, to the Swansea border in the East and the Pembrey Peninsula in the West. Llanelli is Carmarthenshire's largest town and includes some of Wales' most deprived areas. This scheme will seek to utilise the sustainable transport hierarchy to provide a network which delivers access to employment and key services for communities within Llanelli and facilitates economic growth within the town. This will specifically include (but not be limited to) - improvements on Sandy Road and associated junctions, Talyclun, Trostre and Halfway, Pembrey Peninsula.	Multi-modal schemes	Carmarthenshire
Nant y Caws Development Access Improvements and Sustainable Transport Hub	Development of a major employment site, incorporating Waste, recycling, circular economy and green skills facilities and associated depot facilities (including potential for a strategic bus hub and vehicle maintenance facilities) alongside a Regional EV Charging Hub with renewable energy generation for the public sector. Proposals will consider a multimodal approach, promoting sustainable and active travel options.	Multi-modal schemes	Carmarthenshire
West Wales General Hospital Transport Access	A scheme to support the progression of HDUHB's proposed new West Wales General Hospital on either of the proposed sites in the west of the county. A significant need in transport demand across all modes will necessitate significant investment at either site to ensure the impact on the wider network is minimised and that active and sustainable modes are prioritised wherever possible.	Multi-modal schemes	Carmarthenshire
Neath - Port Talbot - Swansea	Major link through the main urban areas of the region. Key corridor for access to the Freeport and major developments M4 Junction 43 capacity limitation	Multi-modal scheme	Neath Port Talbot
Celtic Freeport Feasibility Studies	Series of feasibility studies within the proposed Celtic Freeport to assess implications of tax sites and strategic development sites	Multi-modal scheme	Pembrokeshire
Fishguard – Ferry Port	Changes to Fishguard/Goodwick Station to improve bus/rail links.	Multi-modal Scheme	Pembrokeshire
Milford Haven Public Transport Interchange	Rail improvements for increased rail capacity and bus/cycle links	Multi-modal Scheme	Pembrokeshire

Pembroke Dock Public Transport Interchange	Highway improvements to link through to the Rail station and provide better modal shift (bus points)	Multi-modal Scheme	Pembrokeshire
Haverfordwest - Milford Haven (Incl Freeport)	Includes Merlins Bridge junction at Haverfordwest At each location road safety, amenity and capacity issues exist Rail line has restricted capacity and services are limited Bus service runs at 30mins intervals	Multi-modal scheme	Pembrokeshire
Swansea Valley Sustainable Transport Corridor	A scheme to enhance and introduce multi-modal sustainable transport options along a key corridor into Swansea city centre. The extents of the scheme are between Clydach and Mumbles.	Multi-modal scheme	Swansea
Swansea Northern City Link Sustainable Transport Corridor	A scheme to enhance and introduce multi-modal sustainable transport options along a key corridor into Swansea city centre. The extents of the scheme are between Loughor Bridge and High Street station, including Dyfatty junction.	Multi-modal scheme	Swansea
Swansea West Sustainable Transport Corridor	Sustainable transport improvements to include active travel provision and enhancements to public transport along the A4118 between Killay and Swansea city centre,	Multi-modal scheme	Swansea
Llangyfelach to Swansea Sustainable Transport Corridor	A scheme to enhance and introduce multi-modal sustainable transport options along a key corridor into Swansea city centre. The extents of the scheme are between Llangafelach (B4489) and Dyfatty junction (Bridge Street).	Multi-modal scheme	Swansea
Fabian Way Corridor Enhancements (including Tidal Lagoon project)	A programme of works, predominantly focused on the replacement of Baldwins Bridge, subsequently enabling extension of Langdon Road to Baldwins Crescent and the A483. A new link road would be constructed as part of this scheme. This programme of works could progress alongside and complement the tidal lagoon and other developments along the Fabian Way corridor, or in isolation.	Multi-modal scheme	Swansea
Morrison Hospital Link Road	Support with delivery of Morrison Hospital (NHS funded) link road.	Multi-modal scheme	Swansea
Air Quality Management Areas - Transport Interventions	Delivery of transport interventions which reducing the impact of road transport in AQMAs in Swansea.	Multi-modal scheme	Swansea
Bryntwyod - Felindre upgrades to access and bridge	A scheme to complement delivery of wider Felindre ambitions, providing access and bridge upgrades from Bryntwyod.	Multi-modal scheme	Swansea
Trial / rollout of AI and emerging transport technologies to support the Swansea	Enable efficient transport management by using data and emerging transport technologies to improve journey time reliability across the network, specifically for public transport.	Multi-modal scheme	Swansea

Urban Traffic Management and Control System			
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Network resilience

Climate resilience of key highway infrastructure	Programme to identify network infrastructure at risk of flooding or failure due to extreme weather in order to protect sustainable transport routes between communities and key services.	Network resilience	Carmarthenshire
Scurlage to Llandewi Corner Flood Alieivation	A scheme to alieviate the community severance caused by flooding, impacting public transport and wider connectivity of the community.	Network resilience	Swansea
Killay Square Flood Alieivation	A scheme to alieviate the community severance caused by flooding, impacting public transport and wider connectivity of the community.	Network resilience	Swansea

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Public transport improvements (Regional Transport Plan Delivery)

Develop a Community/DRT strategy and progress delivery	Develop and implement a demand responsive transport and community transport strategy which identifies how the modes can support timetabled bus services to create an accessible public transport system which meets the specific needs of Carmarthenshire's diverse communities. This will include the potential establishment of a Western DRT Zone, Tywi valley DRT zone, the continuation of the Bwcabus/Fflecsi project, additional DRT Zones and the implementation of a single, centralised Community transport/DRT Hub.	Public transport improvements (RTP delivery)	Carmarthenshire
Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service)	Increased frequencies on the X11/X13 services which run between Carmarthen, Ammanford, Llanelli and Swansea. These are two of the region's most well used services and provide connectivity between primary urban areas, offering the opportunity for modal shift from the private car. Increased frequencies on these services would make them a more feasible alternative to the private car, coupled with journey time reliability improvements cited in the RTP. Proving the necessary infrastructure to increase journey time reliability on these routes would make them more popular, and therefore more commercially viable, in turn increasing operator appetite to increase service frequency,	Public transport improvements (RTP delivery)	Carmarthenshire

	creating a positive multiplier effect. This scheme will also seek to improve infrastructure along the corridor.		
Cymmer bus interchange	Improvements to the bus interchange at Cymmer	Public transport improvements (RTP delivery)	Neath Port Talbot
Port Talbot bus station	Improvements to the bus station at Port Talbot to improve journeys by public transport and facilitate economic growth in the town.	Public transport improvements (RTP delivery)	Neath Port Talbot
Windsor road bus lane	Provision of a bus lane on Windsor Road in Neath	Public transport improvements (RTP delivery)	Neath Port Talbot
Park and Ride Schemes	Johnston, New Hedges, Carew Castle to support Celtic Freeport Construction	Public transport improvements (RTP delivery)	Pembrokeshire
Bus Improvements – Road Infrastructure	Improvements to the highway for bus routes (i.e. passing bays, stopping points) throughout the county	Public transport improvements (RTP delivery)	Pembrokeshire
Dredgeman's Hill Bus Priority Scheme	Transport corridor improvement between Haverfordwest and Johnston	Public transport improvements (RTP delivery)	Pembrokeshire
Key Priority Bus Route Expansion	Working towards and funding the aspirational bus network which includes improvements to bus service frequency/weekend/night service for priority routes . Look at measures to resolving a drivers shortage within the area.	Public transport improvements (RTP delivery)	Pembrokeshire
Long Haul Bus and Rail Station Connectivity	Provision of upgraded long haul bus routes for improved accessibility/mobility provision; improved access to Haverfordwest Rail station for buses through road modification to facility turning/parking.	Public transport improvements (RTP delivery)	Pembrokeshire
Swansea Central Railway Station Interchange Improvements	Improvements at and in the vicinity of the station, to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes.	Public transport improvements (RTP delivery)	Swansea

Gowerton Railway Station Interchange Improvements / Public Transport Hub	Improvements at and in the vicinity of the station, to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes.	Public transport improvements (RTP delivery)	Swansea
Pontarddulais Railway Station Interchange / Public Transport Hub	Improvements at and in the vicinity of the station, to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes.	Public transport improvements (RTP delivery)	Swansea
Llansamlet Railway Station Interchange and Supporting Infrastructure	Improvements at and in the vicinity of the station, to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes.	Public transport improvements (RTP delivery)	Swansea
Landore Station Interchange and Supporting Infrastructure	Improvements at and in the vicinity of the station (if established), to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes.	Public transport improvements (RTP delivery)	Swansea
Cockett Station Interchange and Supporting Infrastructure	Improvements at and in the vicinity of the station (if established), to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes.	Public transport improvements (RTP delivery)	Swansea
Mumbles Public Transport Interchange	Improvements at and in the vicinity of the station, to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes.	Public transport improvements (RTP delivery)	Swansea
Morrison Public Transport Interchange	Improvements at and in the vicinity of the station, to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes.	Public transport improvements (RTP delivery)	Swansea
Gorseinon Bus Station Improvements	Improvements at and in the vicinity of the station, to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes.	Public transport improvements (RTP delivery)	Swansea
Introduce Demand Responsive Transport in areas of rurality (e.g. Gower / Mawr)	Provision of DRT and community transport to serve areas of rurality, and intergration where possible with existing transport services.	Public transport improvements (RTP delivery)	Swansea
Landore Park and Ride Replacement	Alternative facility for Landore Park and Ride and identification of supplementary mobility hub locations.	Public transport improvements (RTP delivery)	Swansea
Urban bus priority in key areas of high	Identification of network issues which contribute to poor journey time reliability, passenger weighted delay and design and implementation of improvement measures.	Public transport improvements (RTP delivery)	Swansea

passenger-weighted delay			
Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea	Enhancement of passenger waiting facilities across the network.	Public transport improvements (RTP delivery)	Swansea
Improved public transport services and associated infrastructure	Improving sustainable transport access across Swansea, including key trip attractors and tourism destinations, enhancing service provision and/or infrastructure to improve the passenger journey.	Public transport improvements (RTP delivery)	Swansea
Public Transport Enhancements along 'X' bus routes between Swansea and neighbouring authorities	Public transport improvements within the boundaries of the City and County of Swansea that facilitate journeys between Swansea and Carmarthenshire, and Swansea and Neath Port Talbot.	Public transport improvements (RTP delivery)	Swansea
Real Time Passenger Information	Develop and implement RTPi across Swansea, maintaining consistency with neighbouring authorities.	Public transport improvements (RTP delivery)	Swansea
Zero Emission Bus	Enabling the delivery of a decarbonised public transport system.	Public transport improvements (RTP delivery)	Swansea
EV Bus Charging Hubs at key nodes across Swansea	Support introduction of ULEV bus with supporting charging infrastructure, where appropriate.	Public transport improvements (RTP delivery)	Swansea
Fabian Way Hydrogen Bus Hub	Delivery of a hydrogen refuelling bus hub on Fabian Way, working with key partners to enable delivery.	Public transport improvements (RTP delivery)	Swansea

Rail

Improved Rail Service to Pembrokeshire	Increased rail service to 1 train per hour for all stations throughout the year.	Rail	Pembrokeshire
Lamphey Rail Sidings	Improved rail sidings at Lamphey to support freight delivery for Celtic Freeport	Rail	Pembrokeshire

Resilience schemes

Climate Resilience of Key Highway Infrastructure	A programme to identify and address infrastructure along the highway network which has failed or is at risk of damage from extreme weather. To deliver improvements which improve the resilience of infrastructure. This will be comprised of a risk-based prioritised and coordinated programme of cross-asset projects, using a data driven prioritisation model supported by leading edge AI survey and software systems.	Resilience schemes	Carmarthenshire
Sub-Standard Bridges Programme and Bridges Improvement Package	Economic Activity Social Inclusion and Environmental protection/resilience are key drivers associated with the need to ensure that weight restrictions and sub-standard bridge structures do not result in community severance, long detours for damaging and polluting HGV's and importantly that Public Transport and Active Travel provision at and between these communities is not compromised and upgrade up to 40t capacity. this scheme will address a backlog of critical structural maintenance.	Resilience schemes	Carmarthenshire
Cimla Road Junction - Neath town Centre capacity improvements	Amelioration of significant congestion junction in Neath, currently constraining economic and housing development and disrupting bus services. Improvements to highway capacity delivered through a multi modal approach.	Resilience schemes	Neath Port Talbot
Harbourside ABP (freeport) capacity improvements	Improvement to access to the freeport development within the region, to enable sustainable travel to the large scale development.	Resilience schemes	Neath Port Talbot
Rutherglen roundabout / Seaway Parade capacity improvements (freeport)	To accommodate the increase in capacity on the highway network following the freeport development a review of the existing highway network to determine multi modal improvements.	Resilience schemes	Neath Port Talbot
Capacity improvements - Neath college and surrounding area	Amelioration of significant congestion junction in Neath, currently constraining economic and housing development and disrupting bus services. Improvements to highway capacity delivered through a multi modal approach.	Resilience schemes	Neath Port Talbot
Coastal Access Strategy	Improved access to the coast in sustainable manner	Resilience Scheme	Pembrokeshire
Haverfordwest Northern Travel Corridor	Potential northern travel corridor linking A40 to A487, to provide a northern relief road for Haverfordwest to St Davids	Resilience Scheme	Pembrokeshire
Newgale Coastal Adaptation	Continued support for the Newgale Coastal Adaptation programme and road relief	Resilience Scheme	Pembrokeshire

Pembroke - West Hill Widening	Widening of West Hill, Pembroke, to enable HGV traffic flow to support Celtic Freeport future development	Resilience Scheme	Pembrokeshire
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Roads and parking (Regional Transport Plan Delivery)

Assess and address the structural integrity of Murray Street Car Park	Assess and address the structural integrity of Murray Street Car Park.	Roads and parking (RTP delivery)	Carmarthenshire
Develop and deliver a Major Asset Renewal Programme for the Strategic Road Network in Carmarthenshire	Develop and deliver a Major Asset Renewal Programme for the Strategic Road Network in Carmarthenshire	Roads and parking (RTP delivery)	Carmarthenshire
North Carmarthenshire Rural Road Safety Pinch points	Improvements to address pinch points and improve route conditions between A484 Carmarthen, Newcastle Emlyn, Cenarth and Cardigan, A485 Alltwalis, Windy Corner and Lampeter and along the A482 between Llanwrda and Lampeter.	Roads and parking (RTP delivery)	Carmarthenshire
Roads rehabilitation programme to achieve baseline steady state condition levels	A package of measures to maintain the condition of the highway across the county, providing rural connectivity and preventing major decline. Improve life cycle planning for highway assets by investing in preventative treatments to reduce costs for future generations. Increase use of low carbon materials and construction methods to help meet Net Zero targets.	Roads and parking (RTP delivery)	Carmarthenshire
Update the existing Parking Strategy and parking Enforcement Policy	Create a new parking strategy, making reference to the use of digital technology for car park management and enforcement, encouraging dynamic systems which support thriving town centres. Update existing parking policy, encouraging themes which support thriving town centres and encourage better use of existing capacity.	Roads and parking (RTP delivery)	Carmarthenshire
Coed Darcy – Southern access road	New access road and bridge linking the Coed Darcy housing development to the highway and active travel network	Roads and parking (RTP delivery)	Neath Port Talbot

Tudalen 145

Cymmer carriageway improvements	Carriageway improvements to enable larger vehicles to access the villages of Glyncorrwg and Abercregan following the closure of the failing Cymmer bridge. (Bridge replacement / severance scheme)	Roads and parking (RTP delivery)	Neath Port Talbot
Port Talbot hub links to SWWITCH harbour way	Improved multi modal infrastructure between Port Talbot Transport Hub and the development area within Harbour side.	Roads and parking (RTP delivery)	Neath Port Talbot
Baglan Energy Park infrastructure	Infrastructure to enable the expansion of the employment area at Baglan Energy Park and enable employees to travel by sustainable modes	Roads and parking (RTP delivery)	Neath Port Talbot
Narberth HGV diversion scheme	GV diversion around Narberth via Kiln Park Road	Roads and parking (RTP delivery)	Pembrokeshire
Lower Town Fishguard	Footway improvements, especially over the bridge, route through trunk road, as active travel improvements.	Roads and parking (RTP delivery)	Pembrokeshire
Prendergast Roundabout	Reconfiguration of Prendergast Cardigan Road junction to mini-roundabout	Roads and parking (RTP delivery)	Pembrokeshire
Salutation Square Congestion	Active Travel and Junction Capacity Improvements through Haverfordwest, focussing around Salutation Square	Roads and parking (RTP delivery)	Pembrokeshire

Ultra-low Emission Vehicle Schemes (ULEV)

MREC hydrogen refuse vehicle	MREC hydrogen refuse vehicle	ULEV	Neath Port Talbot
MREC transfer station EV charging points for waste vehicles	MREC transfer station EV charging points for waste vehicles	ULEV	Neath Port Talbot
ULEV - Charging Programme	Delivery of Destination Charging, hub charging facilities, and on-street charging programme throughout Pembrokeshire to improve on existing network.	ULEV	Pembrokeshire
ULEV - Phase 6 (Fast Charger)	Fast charger upgrades and replacement with rapid chargers	ULEV	Pembrokeshire
Hydrogen Infrastructure & Grid Improvements - Energy	Hydrogen Infrastructure and Pipeline improvements to increase hydrogen production and use within Pembrokeshire. Improvements to National Grid with regards to future development in Pembrokeshire for both residential and Infrastructure. Seek for Hydrogen buses.	ULEV	Pembrokeshire

Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea	Installation of 'rapid' EV chargepoints at key locations providing 'top-up' charging in central Swansea to accommodate private vehicle owners and taxi operators, as well as 'rapid' chargers installed in close proximity to key transport corridors or destinations.	ULEV	Swansea
Installation of 'fast' EV chargepoints in Swansea Council car parks, and on-street district centre hubs	Installation of 'fast' chargepoints on council owned and operated land, including within council car parks and in parking bays adjacent to shopping districts in smaller communities.	ULEV	Swansea
Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea	Installation of on-street chargepoints in, or in the vicinity of, residential properties where a lack of off-road parking is prominent. This includes both placement on the highway in appropriate recharging bays, or in designated residential parking areas adjacent to a residential area.	ULEV	Swansea

Tudalen 147

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Third Party Schemes

These schemes are essential to achieving the Regional Transport Plan Objectives but cannot be developed or delivered regionally.

Tudalen 148

Intervention Name	Description including location(s)	Theme	Delivery Body
Rail Station Facility and Integration Upgrades	A package of improvements to stations across the rail network to improve passenger experience, accessibility and integration with other modes, as well as upgrades to signalling, tracks and level crossings to improve reliability to services and future-proof the network.	Public transport improvements (third party delivery)	Network Rail
Electrification of the Rail Network West of Cardiff	Electrification of the Rail Network West of Cardiff	Public transport improvements (third party delivery)	Network Rail
Climate Resilience of Rail Infrastructure in Carmarthen Bay	The South West Main Line between Ferryside in the west and Llanelli in the east runs adjacent to Carmarthen Bay, and is at risk of damage from seasonal, coastal flooding. Services along the SWML are often cancelled or replaced by bus due to severe weather and flooding, creating regionally significant impacts. This scheme would lobby TfW to investigate and deliver solutions to future proof the track at this location, providing increased service reliability and onwards connectivity west to Pembrokeshire and East to Swansea.	Resilience schemes	Network Rail (and TfW ?)
One Hour fast service between Cardiff and Carmarthen	The introduction of a one hour fast service between Cardiff and Carmarthen along the Swansea District Line, via Felindre.	Strategic schemes (third party delivery)	Network Rail / TfW

West Wales to Bristol Temple Meads	Improved frequencies and improved direct service between West Wales and Bristol Temple Meads.	Strategic schemes (third party delivery)	Network Rail / TfW
Swansea to Carmarthen and West Wales	Improved frequencies between Swansea/Carmarthen and West Wales - a minimum of 1 train per hour between Swansea and Pembroke Dock, 1 train per hour between Carmarthen/Cardiff and Milford Haven and 2 trains per hour between Carmarthen and Fishguard.	Strategic schemes (third party delivery)	Network Rail / TfW
Heart of Wales Line Timetabling, Frequency and Stock Improvements	Lobby TfW and NR for improvements to timetabling, stock and frequency on the Heart of Wales Line to provide a feasible alternative to the private car . This scheme would integrate with proposed improvements to interchange facilities at Ammanford, the proposed reopening of the Amman Valley Mineral Line and the delivery of the Tywi Valley Path.	Strategic schemes (third party delivery)	Network Rail / TfW
Station Facility and Integration Upgrades	A package of improvements to stations across the SWML and HOWL to improve passenger experience, accessibility and integration with other modes, as well as upgrades to signalling, tracks and level crossings to improve reliability to services and future-proof the network. This will specifically also include improvements at Whitland Railway station.	Strategic schemes (third party delivery)	Network Rail / TfW
Rail timetabling, frequency and stock improvements	Lobby TfW and NR for improvements to timetabling, stock and frequency on the rail network to provide a feasible alternative to the private car .	Public transport improvements (third party delivery)	Network Rail / TfW / GWR / Other Train Operators
Junction 43, M4 improvements	Congestion reduction measures on the strategic highway network where congestions blocks back to local roads	Strategic schemes (third party delivery)	SWTRA
Llandeilo Eastern Bypass	Support WG to facilitate delivery on the long-standing commitment to deliver The Llandeilo Eastern Bypass, thereby improving journey time reliability on the Swansea	Strategic schemes (third party delivery)	SWTRA

	to Manchester Trunk Road, improving air quality safety and social, environment and economic conditions in Llandeilo Town.		
Lower Town Fishguard (A487)	New road to remove pinch point on trunk road	Strategic schemes (third party delivery)	SWTRA
East West Corridor Network Improvements	Series of improvements on the A40, A477, A48 to improve congestion and traffic flow; feasibility studies to look at 2 + 1 works on the Trunk Roads	Strategic schemes (third party delivery)	SWTRA
Trunk Road upgrade programme	Series of asset improvement schemes on the trunk road network – to include Briton Ferry Bridge refurbishment and Swansea area carriageway structural asset improvement	Strategic schemes (third party delivery)	SWTRA
Pembrokeshire Travel Corridor	New travel corridor linking A4075/A477 with B4319 around Pembroke; WelTAG Stage 1 and 2 work. To support Celtic Freeport development.	Strategic schemes (third party delivery)	SWTRA
East West Corridor Network Improvements	Series of improvements on the A40, A477, A48 to improve congestion and traffic flow; feasibility studies to look at 2 + 1 works on the Trunk Roads	Strategic schemes (third party delivery)	SWTRA
Regional (national ?) Integrated Ticketing	Lobby TfW for the provision of pay as you go and integrated ticketing across public transport modes within the region and across regions in Wales. Simplifying access to passenger transport would improve attractiveness of rail travel and utilising multiple modes to complete door to door journeys.	Public transport improvements (third party delivery)	TfW
Carmarthen to Aberystwyth	Lobby TfW and NR for the reopening of the Carmarthen to Aberystwyth Line as a passenger line providing North/South connectivity and reducing the current fastest rail journey of circa 6 hours significantly. The line would provide intra regional connectivity by connecting with Mid Wales (Ceredigion).	Strategic schemes (third party delivery)	Welsh Government / Network Rail / TfW

Amman Valley Mineral Line	Lobby TfW and NR for the reopening of the Amman Valley Mineral Line as a passenger line serving the Amman Valley and providing cross-border connectivity into Swansea creating access to employment and education opportunities.	Strategic schemes (third party delivery)	Welsh Government / Network Rail / TfW
St Clears Railway Station Reopening	Carmarthenshire County Council have developed a package of integration elements including bus service recommendations, infrastructure improvements and active travel measures, as well as an integrated multi modal interchange to support the reopening of St Clears Railway Station, to a WelTAG stage 3. We are open to support TfW and Network rail in the reopening of the station and deliver the supporting elements. We will continue to lobby for the station reopening as a local and regional priority. The need for this station will be exacerbated should St Clears be chosen as the site of the new West Wales General Hospital.	Strategic schemes (third party delivery)	Welsh Government / Network Rail / TfW
West Wales Multi Modal Interchange Improvements and Swansea District Line Improvements/Links	The delivery of a West Wales Parkway Station at Felindre with associated multimodal facilities to facilitate seamless integration and promote sustainable door to door journeys which do not rely on the private car. Including improvements along the Swansea District Line and links to it.	Strategic schemes (third party delivery)	Welsh Government / Network Rail / TfW / Other train operators
Bus Regulatory Reform	Redesign and regionalisation of the bus network proposed by Transport for Wales in conjunction with Welsh Government. It is anticipated that by April 2027 the franchising of the bus network will be complete, creating opportunities for increased levels of service and frequency. This will afford Local Authorities opportunities to lobby TfW for improvements to local services to better serve local communities and increase propensity to travel by bus.	Strategic schemes (third party delivery)	Welsh Government / TfW
Regional Hydrogen Bus	Development of Hydrogen Buses and associated Charging infrastructure across the region to facilitate the provision of a hydrogen bus trial with HTPPO and SWT as well as potential wider roll out of hydrogen buses.	ULEV	Welsh Government / TfW

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SOUTH WEST WALES CORPORATE JOINT COMMITTEE (SWWCJC)

STudalen 153

**FORWARD WORK PROGRAMME
2024-2025**

Eitem yr Agenda 9



Meeting Date 2025	Agenda Item	Type	Contact Officer
21 January (10am)	Quarter 3 Financial Monitoring 2024/25	Information	Chris Moore
	Budget for Financial Year 2025/26	Decision	Chris Moore
	Energy – Sub Committee Programme Update	Decision	Richard Brown/Rachel Moxey/Darren Thomas
	Draft Regional Transport Plan, Integrated Well-being Appraisal and Regional Transport Delivery Plan	Decision	Mark Wade
	Audit Wales - Commentary of Corporate Joint Committee Progress	Information	Wendy Walters / Kristy Tillman
	Corporate Plan 2023 – 2028 – Priorities 2025/26 Update	Decision	Wendy Walters / Kristy Tillman
Meeting Date 2025	Agenda Item	Type	Contact Officer
18 March 2025 (10am)	Corporate Plan 2023 – 2028 – Corporate Priorities 2025/26	Decision	Wendy Walters / Kristy Tillman
	Economic Wellbeing and Regional Economic Development – Sub Committee Programme Update	Information	Ainsley Davies/Simon Davies/Paul Relf
	SWWCJC Annual Report 2024/25	Information	Kristy Tillman
	Final Regional Transport Plan, Integrated Well-being Appraisal and Regional Transport Delivery Plan	Decision	Mark Wade

Tudalen 154





Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council



Parc Cenedlaethol
Arfordir Penfro
Pembrokeshire Coast
National Park



Mae'r dudalen hon yn fwiadol wag

South West Wales Corporate Joint Committee – Overview and Scrutiny Sub-Committee
Forward Work Programme 2024-2025

Meeting Date	Agenda Item	Contact Officer
2025		
15 January	Quarter 2 and 3 Financial Monitoring 2024/25	Chris Moore
	Draft Budget for financial year 2025/26	Chris Moore
	Update on Regional Energy Strategy Delivery	Richard Brown / Rachel Moxey
Tudalen 157	Draft Regional Transport Plan, Integrated Well-being Appraisal and Regional Transport Delivery Plan	Stuart Davies
	Corporate Plan 2023 – 2028 – Priorities 2025/26 Update	Decision
11 March	Sub-Committee Update – Economic Wellbeing and Economic Development	Ainsley Davies/Simon Davies/Paul Relf
	Audit Wales - Commentary of Corporate Joint Committee Progress	Information

To be programmed:

South West Wales Regional Energy Policy and Scene Setting - Energy Funding Request	Rachel Moxey
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Mae'r dudalen hon yn fwiadol wag