

**SOUTH WEST WALES CORPORATE JOINT COMMITTEE
OVERVIEW AND SCRUTINY COMMITTEE**

23RD FEBRUARY 2023

REPORT OF THE CHIEF EXECUTIVE

Report Title: Regional Transport Plan 2025 - 2030

Purpose of Report	To update Members on the progress to deliver a Regional Transport Plan for the five-year period 2025 to 2030.
Recommendation	It is recommended that: <ul style="list-style-type: none">• Members note the update on progress on developing a Regional Transport Plan.• Members note that further the draft guidance will be examined in further detail and the outline comments finalised in a response to WG.• Members note the Transport Subgroup to the CJC will be initiated, and will oversee the production of the RTP in more detail.• Members note the resource requirements, which are being considered further.• The Overview and Scrutiny Committee be provided with annual reports in respect of the progress being made on developing a Regional Transport Plan.

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Background:

1. At its meeting of January 13 2022, the CJC was provided with an update on the work programme of the CJC, and it was noted that further development on the duty to prepare a regional transport plan (RTP) was dependant on the outcome of the Wales Government reviews. It was also noted there would also be a requirement to move from RTP development and adoption, to delivery which will necessitate a shift to programme management delivery and risk.
2. Welsh Government issued the latest version of the draft Regional Transport Guidance following an all Consortia officers meeting on 17 January 2023 to discuss Corporate Joint Committee Planning Duties, and officers have been in the process of reviewing this latest draft guidance, in order to advise the CJC. There are a range of matters that require the CJC to respond to.
3. At its January 2023 meeting, the CJC considered its budget for 23/24, and proposed a budget for each of the sub committees, as well as setting out CJC Priority Actions, which in the case of transport are:
 - Comment on the draft Regional Transport Guidance
 - Create the Regional Transport Plan delivery programme and identify the resources required to implement the delivery programme
 - Achieve agreement with Welsh Government on the resourcing of the delivery programme and associated timeline
 - Continue to work with Welsh Government, Transport for Wales and other stakeholders to progress the region’s key transport priorities
4. The budget setting for 23/24 makes provision through the programme management budget line for the CJC to commence the initial activities that will support the development of the regional transport plan. However, the CJC has noted that the costs associated with the regional plan are significant and further discussions will take place professionally and politically with a view to securing an appropriate financial contribution from the Welsh Government. Additionally, the contribution that might be made by Transport for Wales needs to also be firmed up.

Overview of Draft Regional Transport Plan guidance:

5. The plan, based on the current guidance, together with the assessments is to be submitted to WG by August 2024 with its content summarised as follows:
 - Introduction, covering: Overview, Purpose, Background and Legal Duty & Statutory Duties

- Delivering the Wales Transport Strategy, covering: Relationship with the National Transport Delivery Plan (NTDP), Plan Period and Coverage, Transport policies and plans, Relationship with Land-use Policies and Plans, Current and Future Trends, Statutory Checks, Monitoring and Evaluation, Format of the Plan, Strategic Assessment
- Approval Process, covering: Welsh Ministers Role, Assessment of Transport Plans & Timetable
- Annex 1 – Format of Regional Transport Plan
- Annex 2 – Data
- It is expected that the CJC will comment on the feasibility of this proposed timeline in responding to the draft guidance.

Key issues emerging from initial overview of the draft guidance:

6. Transport officers are pulling together a detailed review of the draft guidance, in order advice can be provided back to the CJC and a formal response given back to WG. The feedback that follows provides a brief overview of the current situation and items under consideration.
7. WG have issued a matrix to support the exchange of comments in relation to the Guidance. The matrix is segmented into five key themes and includes items raised by the WLGA and responses from WG. The five key themes are 1. Resources 2. Timescale for delivery 3. Governance 4. RTP Management and Delivery 5. RTP Guidance specific matters raised.
8. Key matters which need greater understanding and consideration by the CJC include:
 - Governance :

The top-down approach to what goes into the RTP, i.e.: whether the policy and programme for the region and LA's will be determined by WG and or TfW or, are the CJC and LAs determined to have subsidiarity over policy and ultimately the programme prioritisation and delivery? There is a suggestion that a Burns style commission could be set up to assist with the RTP production. This would introduce another level of bureaucracy.

Clearly Future Wales and Llwybr Newydd will have an influence but, is it a matter of alignment in future years once the SDP is in place that shapes land use and ultimately the transport system.

LA's will still have the duty to deliver the RTP programme, therefore is there an argument that if the LA's are responsible and accountable for delivery they should lead and shape the RTP via the CJC.

The answer to these questions will have an implication on how the CJC is structured and resourced. There is a clear intent from WG to use TfW with

references to data. At present there appears to be no strategy or structure on exactly what TfW can deliver and certainly no coherent programme relating to delivery for information provision or a resource plan to develop and deliver the RTP.

- Timescale for Delivery

The timescale for delivery of the RTP has been extended by 6 months. It is 'front end loaded' so timescales are tight at the start with the plan together with the assessments to be submitted to WG by August 2024. WG have then set aside 3 months to approve. There is concern that the current timescale may not be realistic and may need to be further reviewed once the workload has been fully assessed.

- Resources, RTP Management and Delivery

There is still no commitment from WG to resource the work required to develop the RTP (other than a statement that TfW can assist). The Chair of the CJC has already made representation to the WG in this respect and further meetings with relevant ministers are anticipated in the near future. Although in its infancy, the CJC / region has long standing relationships and structures that have a track record of collaborative working , knowledge of the region, political awareness and, importantly, delivery.

There appears to be no coherent plan and or programme on what TfW will provide, in what timescale and at what cost.

Across Wales, the CJC's are at different stages of development, it would not be unreasonable for WG to allow the CJC's to establish themselves over the next ten months and then focus on the RTP once governance structures mature, realistic budgets set and there is a clear indication of what level of funding is available for the delivery programme. The RTP should be informed by the SDP and the Metro should be a programme within the RTP.

There is no commitment to provide the CJC with funding for the resource required to coordinate and manage the process and no indication of what the resource level will be made available for any programme that delivers the RTP. This is exactly what happened with the last RTP, where all regions were required to develop an ambitious programme, but WG then limited the funding available for delivery as soon as the RTP's were published.

The guidance also implies that the CJC and LA's will be required to introduced demand constraint or behavioural change measures. Whether demand management or behavioural change, these are intervention that are: 1. Politically sensitive. 2. Require large investment and 3. Take a long time to deliver.

To deliver a modal shift on the scale of ambition there is going to be a need for a large-scale investment in the public transport system both in capital and revenue terms.

- RTP Guidance Specific Matters Raised.

The main concern is the extent of work required with no clear delivery plan.

Transport Sub Committee

9. At its January 2022 meeting, the CJC considered the Adoption of Constitution and Procedural Rules for the South West Wales Corporate Joint Committee. Four Sub Committees are to be established, with one specifically covering transport. In light of the emerging work programme on the Regional Transport Plan, and the CJC Priority Actions referenced above, the Transport Sub group will now be established to oversee the implementation of these work streams and advise the CJC.

Resources to develop the Regional Transport Plan

10. In considering the resources needed to develop the Regional Transport Plan, transport officers had considered the minimum level resource requirement to deliver basic requirements, as follows:
 - Regional Transport Plan Development and Programme – Lead Officer
 - Graduate Trainee / Support Officer
 - The commissioning of Specialist Studies and Commissions
11. On the latter point, the key high-level stages of the RTP are summarised below, and illustrates the workload demand:
 - a) Strategic Level Assessments, includes: Equalities Impact Assessment, Strategic Environmental Assessment, Sustainability Appraisal, Habitat Regulations Assessment.
 - b) Analysis Work, includes: Local Development Plan and Strategic Development Plan, National Transport Plan Review, Economic Development Policy, PSB Partner Development Plans, Socio Economic Analysis, Modal Share and Use, Accessibility Analysis, Environmental Analysis.

- c) Route Cause Identification, includes: Surveys and Analysis, Travel Pattern Surveys/Research, Existing Demand Modelling, Future Demand Modelling, Traffic Conditions, Freight Analysis, Infrastructure Analysis: Congestion, Constraints, Air Quality, Accessibility, Public Transport Use Analysis, Policy Options Development and Appraisal, Development Options Analysis, Stimulus/Demand Management Options Analysis.
- d) Engagement, includes: Stakeholder Analysis, Strategic Partners e.g. PSB, City Deal, Public Consultation: Research, Public Consultation: Policy Interventions.

12. Given the budgetary pressures described earlier, and that the guidance is still in draft format, at this stage it is considered that only the Regional Transport Plan Development and Programme Lead Officer role be developed further, and officers are drafting a job description for evaluation and approval.

Timescale:

13. The timescales are covered in the body of the report.

Financial Impacts:

14. The financial implications are covered in the body of the report.

Integrated Impact Assessment:

15. 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.

16. It is not considered that an Integrated Impact Assessment (IIA) is required for this report as it does not seek a substantive policy decision from Members. Members will

note that the formulation of the Draft Corporate Plan has allowed for the identification of a draft equality objective, which is set out below for ease of reference:

*“To deliver a more equal South West Wales by 2035 by contributing towards:
(a) The achievement of the Welsh Government’s long-term equality aim of eliminating inequality caused by poverty;
(b) The achievement of the Equality statement set out in Llwybr Newydd which is to make our transport services and infrastructure accessible and inclusive by aiming to remove the physical, attitudinal, environmental, systemic, linguistic and economic barriers that prevent people from using sustainable transport; and
(c) The achievement of the Welsh Government’s long-term equality aims of cohesive communities that are resilient, fair and equal and where everyone is able to participate in political, public and everyday life.”*

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

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

17. 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’.
18. Members will note that the formulation of the Draft Corporate Plan has allowed for the identification of well-being objectives for the CJC. It is considered that this report aligns to the emerging corporate policy framework of the CJC , most notably in terms of Draft Well-being objective 2 which is outlined below for Members ease of reference: *“To produce a Regional Transport Plan for South West Wales that is founded on collaboration and enables the delivery of a transport system which is good for our future generations of people and communities, good for our environment and good for our economy and places.”*

Workforce Impacts:

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

Legal Impacts:

20. There are no specific legal impacts for Members to be concerned with in relation to this report. The CJC has a legal duty in regards the preparation of a Regional Transport Plan.

Risk Management Impacts:

- 21. There are no specific risk management impacts for Members to be concerned with in relation to this report

Consultation:

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

Reasons for Proposed Decision:

- 23. To ensure that the Committee is fully aware of the current progress on the Regional Transport Plan.

Implementation of Decision:

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

Appendices:

There are none.

List of Background Papers:

[CJC meeting January 13 2022](#)

[CJC meeting 26 July 2022](#)

[CJC meeting January 24 2023](#)