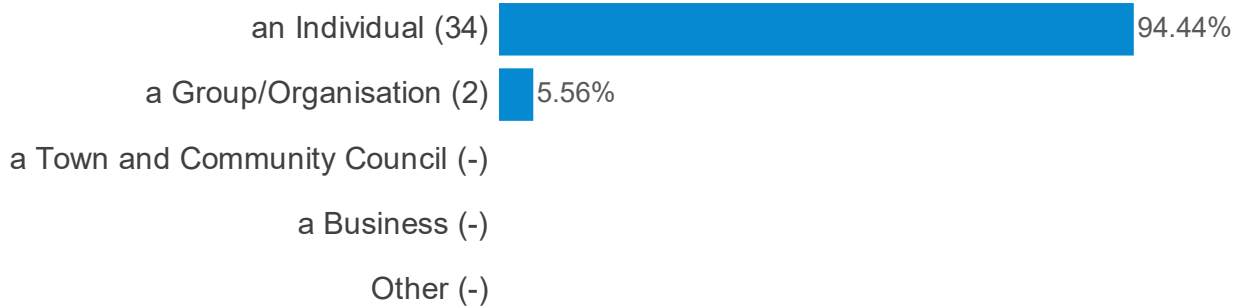


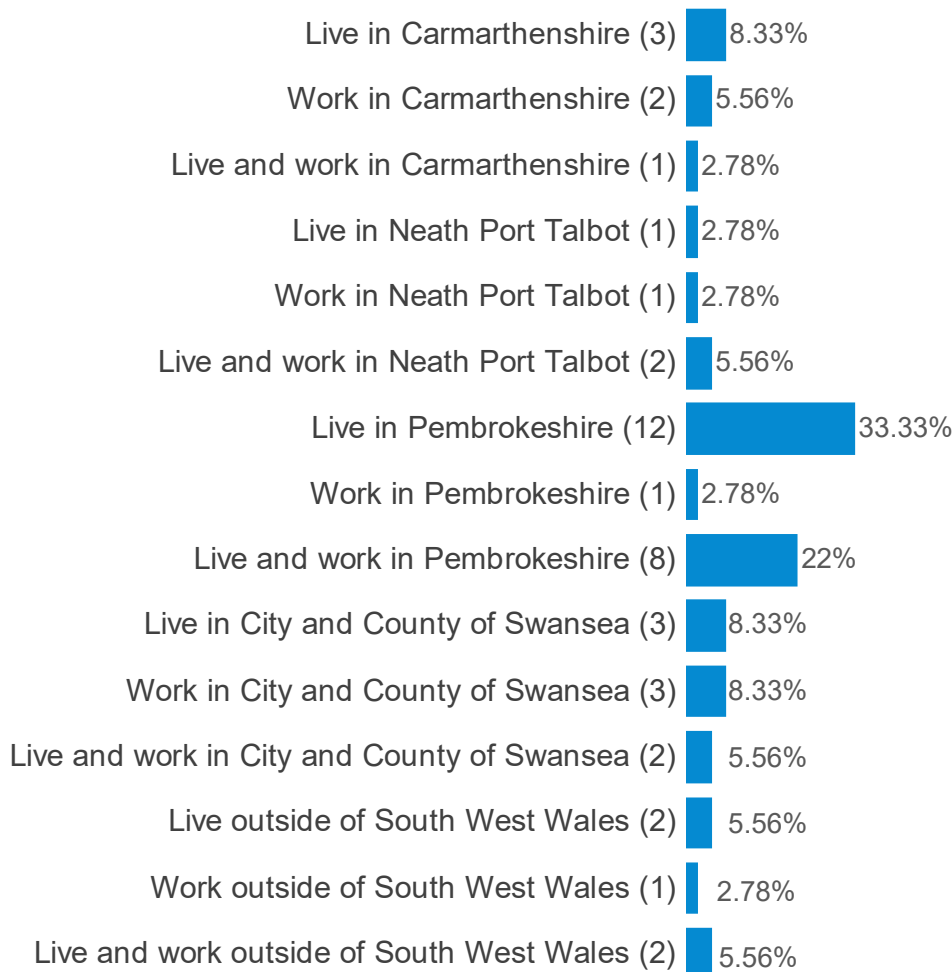
## Report to CJC - Appendix 4 - 30/3/23

This report was generated on 09/03/23. Overall 36 respondents completed this questionnaire. The report has been filtered to show the responses for All Respondents

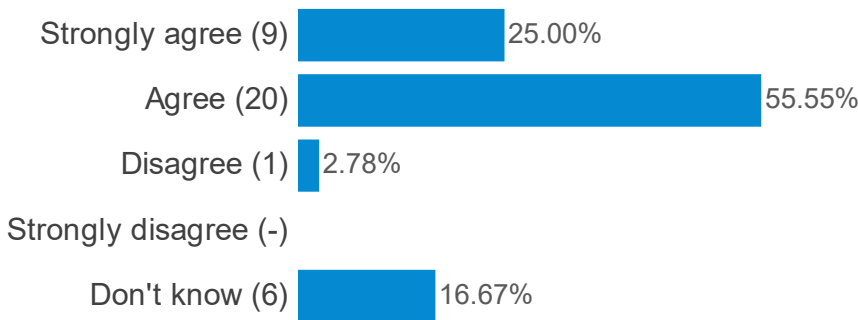
### Are you responding as:



### Do you:



**How far do you agree that our Draft Vision clearly sets out the way we want South West Wales to look in 2035?**



**Please let us know if there are any amendments, including additions, that you would like to see in regards to our Draft Vision**

Focus needs to be included on rural communities also not just towns and cities, the use of tech should help stop councils and other companies employers traveling into work every day

It's a bit woolly. There isn't any clear indication of what exactly you plan to do and who will do it. If its meant to be a bit more overarching then it needs to be much shorter.

There is certain aspects I agree with ie Increasing the number of Welsh speakers within the area as this has been lost. I think achieving a net zero carbon economy by 2050 would be somewhat impossible and I'd like to see more detail on how this is planned to be achieved? The need to enhance well being is a huge priority given the stats on dietary and the use of substances.

I have seen such visions before. This is just a repeat. These "plans" just keep people in work. What has been achieved?

Remove the ridiculous aim of 1 million welsh speakers. In the current economic climate it is hardly a priority.

Hard to see any fault in your vision. Words are cheap however, so action and results are necessary.

The statement in the third para "South West Wales is a place.....national" is not an aspiration or a vision it needs to be turned into an aim. Neither is the final sentence in that para. To get near achieving carbon neutrality there need to be goals in improving the efficiency of the existing housing stock.

Specify the access to sport & leisure services in order to promote physical & mental health.

Agree that the Welsh language is to be encouraged and supported, but the world works in English, especially in business and technology, and to thrive economically Welsh must not be promoted to the detriment of English.

"Effective collaboration between the region's decision and change makers is demonstrated by the fact that the South West Wales Corporate Joint Committee continues to discharge all of its functions effectively." Effective regional collaboration needs to go much further than just discharging the functions of the CJC it needs serious inclusion of private sector.

Please note that my comments in your boxes are limited to Qu. 7a, which also applies to 9a. (I do not have the knowledge to comment on the other issues.)

The vision should include that South West Wales is an integral part of Wales that will make a strong contribution to Wales as a whole nation.

a strong city economy which drives the region enterprising culture sustainable transport options connecting communities and job opportunities

It is encouraging that the CJC's 2035 Vision for SW Wales includes reference to the need to increase the resilience of our natural environments by creating the networks linking ecosystems.

better public transportation and cycling network

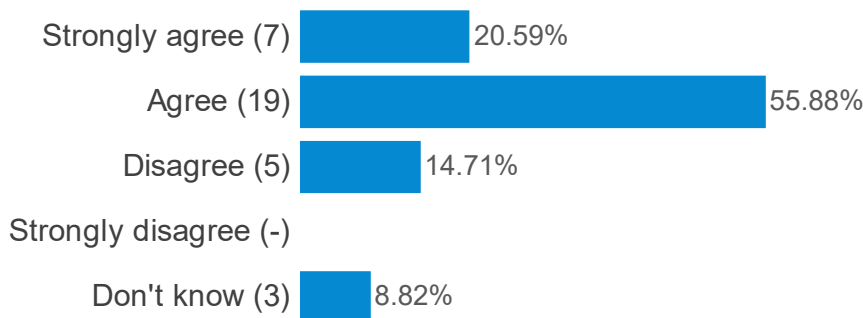
**Please let us know if there are any amendments, including additions, that you would like to see in regards to our Draft Vision**

That due consideration is given to all age groups whether working or non-working ages, that there is a focus on inclusion and the need to have accessible available face to face services for those who have communication issues and need that option not just online only

I would like it to acknowledge that to have "vibrant rural places", you will be expecting rural residents to spend their life savings on an electric car that will have to have its batteries replaced, at great expense, every few years. If you force rural residents back to using a bicycle or a horse and cart, you will never have a connected and inclusive society.

Duall carrige way to Haverfordwest.

**How far do you agree that our Draft Aim sets out a clear pathway for the next 5 years as we work towards achieving our Draft Vision for South West Wales 2035?**



**Please let us know if there are any amendments, including additions, that you would like to see in regards to our Draft Aim**

It would be nice to see a brief yearly report on how you are doing against your objectives. Will small nuclear be included to sustain our region and maintain steel production? Will all the steel be local to increase jobs and lower greenhouse gases?

Translate this into plain English please.

Let's be realistic. You can only have a vision if you can afford it. Otherwise, This draft agreement is useless.

This is incredibly woolly and typical of much of the plan which is short on real measurable commitments. There are lots of fancy words but very few ' we will do this...' ...'and this will be measured by...'

Increase local involvement in our goals and make sure that our residents are actively encouraged to contribute

Formulation of plans by 2028 does not appear to give sufficient time to deliver by 2035.

None that I can see.

Most of the aims as stated set out aspirational achievements. What's far more important is to set out what actions will be taken to achieve them.

Progressing plans is fine in as far as it goes. Delivery is what is needed. Delivery and implementation of transport solutions and key strategic developments. Less words more action. A tangible inclusion of private sector within regional structures to voice and deliver ambitions and requirements needs to be fundamental to this.

The first bullet point should be completed well before 2028, say end of 2023. Without that achievement of the other aims will be severely hampered.

aims are not specific enough

**Please let us know if there are any amendments, including additions, that you would like to see in regards to our Draft Aim**

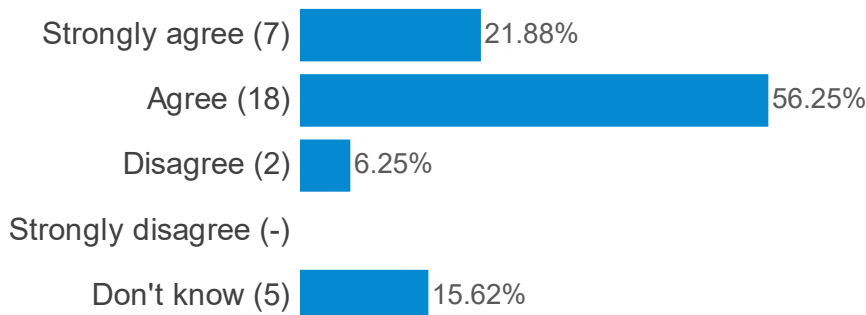
We are particularly interested in the transport plan. It should be made abundantly clear that this is not just a plan for transport within the region, but also transport into and out of the region, through the region, beyond the boundaries of Wales and possibly even the UK, and reflects the transport of people and goods. The way TfW behaves, one gets the impression that they favour transport within Wales over longer distance transport.

An additional aim should reflect the commitment in the Vision to embedding the need to enhance wellbeing and resilient ecosystems into all decision making. The aims currently refer only to the net zero carbon journey part of the nature and climate emergency.

Ensure that any changes/developments have full representation by citizens and that their voice is heard and options are not limited to pre-defined solutions but opened out to all for input.

Consider community objection to wind turbines

**Taking our 3 Draft Well-being Objectives as a whole, how far do you agree that they provide a sound focus for us to guide our initial work and ultimately achieve our Draft Aim and deliver our Draft Vision in the longer term?**



**Noting that that legally we can only work on strategic planning, regional transport, regional energy and the promotion of economic well-being (and that we are in a challenging financial environment), please let us know if there is anything else you think we should be identifying and/or considering in setting our Well-being objectives?**

Strategic plan to address the inhabitants of the poor areas across the region to include meaningful kids activities to steer them away from boredom, drugs etc

I'd like the group to look at alternative funding ideas for strategic infrastructure investment and lobby Government for improvements to the region - e.g. Carmarthen to Aberystwyth rail link (there are examples of private companies doing similar in England), Improving road network and removing bottlenecks (improving journey times and reducing pollution) in places such as Pont Abraham, Cross Hands and Carmarthen on A48 / M4, ensuring the regions electricity transmission infrastructure can cope with adding increased generation and handle increased demand - particularly with the growth of electric vehicles. Developing a regional development plan that better understands where people want to live and where employment is across the region (not looking at local authorities in isolation).

Spend more money on must have things and less on the nice to have eg. Xmas lights and flowers around the towns

These objectives are just to produce more plans. Drowning in plans. What are you actually going to do?

Pembrokeshire cc are unable to even sort out the interchange for future transport as the senedd has not supplied enough money. Let's be realistic!!

Be more realistic about what you can actually do

**Noting that that legally we can only work on strategic planning, regional transport, regional energy and the promotion of economic well-being (and that we are in a challenging financial environment), please let us know if there is anything else you think we should be identifying and/or considering in setting our Well-being objectives?**

BUT in order to get people to be involved with it needs to be written in a way that people understand without reference to strategies that require looking for etc....

Need to ensure the need for town centre and inner city regeneration is integrated with the Objectives ( particularly Objective 1)

No more to add

for employment etc Pembrokeshire needs to be better connected with reduced journey times from Cardiff and rest of UK. Lobby for improved trunk roads/dual carriage ways to the far west of SW Wales and lobby for M5 relief road to remove bottleneck at Newport.

Objective 2 - the regional transport plan needs to consider north-south travel as well as east-west. Objective 3 - develop an effective mechanism for industry and private sector leaders to be involved in the production of the regional strategic development plan.

Given that agriculture occupies a large part of the area of SWW it is disappointing to see on mention of it with regard to the resilience of the food chain/food miles/biodiversity/net zero.

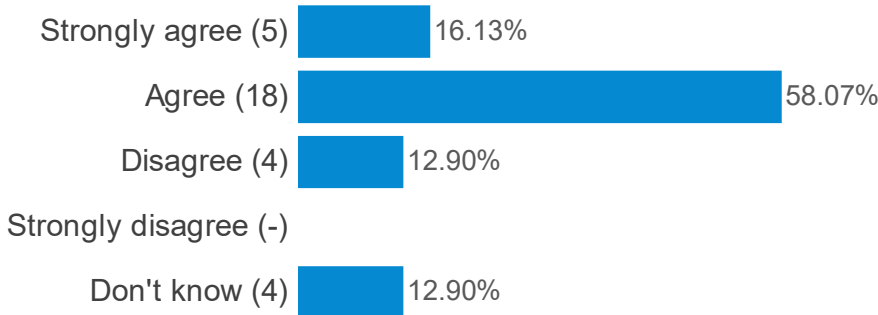
Personally I have no NEED to travel beyond Milford Haven (3miles) for routine things, food, doctor, dentist etc. Haverfordwest allows access to a slightly greater variety, Carmarthen adds a nice indoor market, and a hospital department for eye problems (public transport necessary). but Swansea holds no attraction. It is essential for medical problems being treated at Singleton and Morriston (neither of which is close to high Street station) and law courts. Likewise Cardiff. Most of my WANT journeys are to Cardiff and beyond (Kemble, Cambridge, Tonbridge and Lichfield) Other committee members would travel to Holyhead, St Albans, Chichester, Wakefield and Derbyshire to visit friends and relatives. The car is always an alternative, and to avoid us cluttering up your M4 with vehicles on long journeys it would make sense to include long journeys across your boundaries in your Transport Plan. If pan-wales, pan-UK transport is only addressed elsewhere, it would be useful to know where.

Like the CJC, other public bodies and partnerships, e.g. Public Service Boards will also have their own WBOs. The PSBS are currently reviewing their Wellbeing Plans and these will be updated in May 2023. NRW is also to shortly publish its revised Corporate Plan, which will include the following WBOs:- • nature is recovering • communities are resilient to climate change • harmful pollution is prevented Whilst we all have slightly differing remits, the WBOs in all our public sector Plans should be wholly compatible with one another and be jointly driving for a shared vision in the Region. Looking at the contribution of the WBOs to the 7 Wellbeing Goals:- i. The A Resilient Wales goal should also make reference to identifying climate risks to assets and communities and actions that will need to be taken to address these across multiple areas of society and the economy. At the moment it only mentions how transport can enhance ecosystem resilience, ii. the relevance to a Healthier Wales extends beyond prosperity. Transport is a major contributor to poor air quality, especially in urban areas, and is also a driver of climate change (itself having health impacts). The connection to active travel also promotes a healthier population from the point of view of increased physical exercise. Improving access to blue and green spaces can also have positive impacts for health/health inequalities. iii. In terms of a Globally Responsible Wales, the economic development plan isn't just relevant in the context of decarbonisation, but also in terms of how it might address social and environmental impacts on a global scale, e.g. through off-shoring.

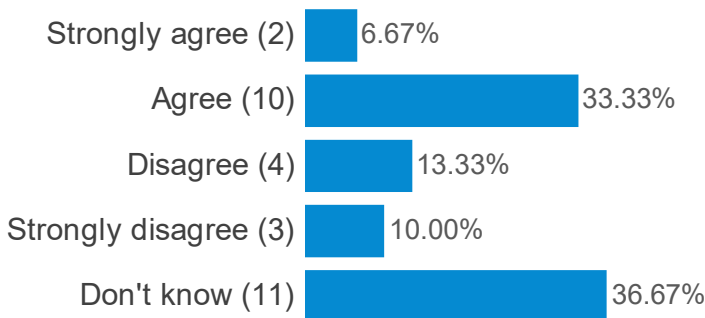
The Objectives need to be in a different priority order i.e. Objective 3 needs to be Objective 1, Objective 2 remains the same and Objective 1 needs to be Objective 3 as the wellbeing of citizens requires their inclusion and engagement first and foremost

CJC Corporate Plan 2023-28

How far do you agree that Draft Well-being Objective 1 is logical given that it reflects the progress already made in terms of the South West Wales Regional Economic Delivery Plan and the South West Wales Regional Energy Strategy and that the Draft Objective is also realistic given that it is supported by clear action/measures/steps as set out in Appendix 1 and 2 of the Draft Corporate Plan which acknowledge the challenging financial climate? (**Draft Well-being Objective 1 is logical**)



How far do you agree that Draft Well-being Objective 1 is logical given that it reflects the progress already made in terms of the South West Wales Regional Economic Delivery Plan and the South West Wales Regional Energy Strategy and that the Draft Objective is also realistic given that it is supported by clear action/measures/steps as set out in Appendix 1 and 2 of the Draft Corporate Plan which acknowledge the challenging financial climate? (**Draft Well-being Objective 1 is realistic**)



**Please let us know if there are any amendments, including additions, that you would like to see in regards this Draft Objective and/or Appendices 1/2 of the Draft Corporate Plan?**

I have doubts whether delivering the plans collaboratively will work. I just don't see any incentive for local authorities to do this, particularly when authorities often have different or conflicting priorities.

You have constraints and in practical world you can't afford the vision.

I'm not sure what 'collaboratively deliver' means. What is your actual responsibility and accountability? How can you be held to account rather than just point the finger elsewhere if these fine aspirations come to nothing?

Progress to date is not stated and therefore not relevant to the aims going forwards. Collaborating with whom? Why is decarbonised in brackets and what does it mean in this sentence ?

Please see previous.

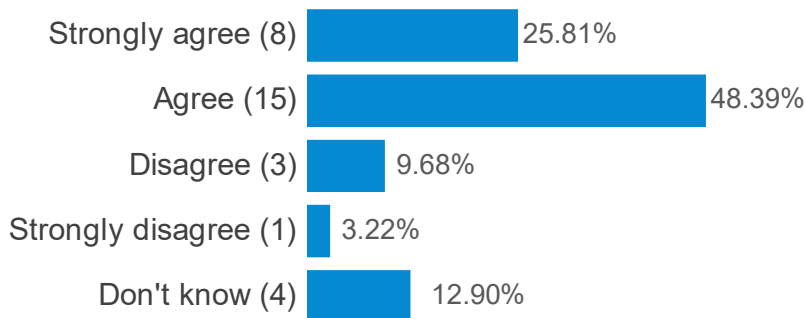
No amendments or additions

A route map for private sector engagement would be useful

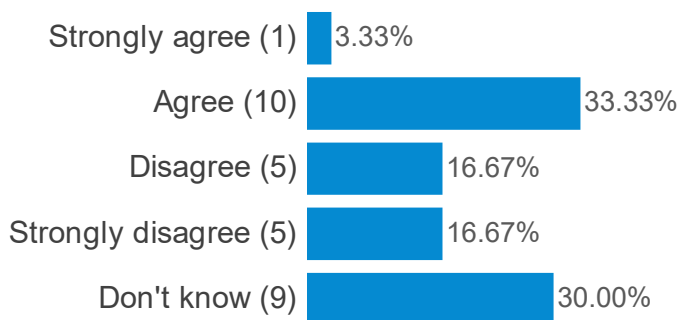
Editorial point: in the last row on page 49, second column, it states ' the cost of development far exceeding the cost of development'. This makes no sense.

Realistic implies not just that it is feasible to happen but that it is made to happen. Despite the Wales transport Strategy placing great value of connectivity, their actions (discontinuing through trains from Manchester to Milford Haven and replacing with two halves which do not connect) do not reflect this. If a plan is to be realistic it needs to be managed to happen and not just ignored.

**How far do you agree that Draft Well-being Objective 2 is logical given that it reflects our legal duty to prepare a Regional Transport Plan for South West Wales and that the Draft Objective is also realistic given that it is supported by clear action/measures/steps as set out in Appendix 3 of the Draft Corporate Plan which acknowledges the challenging financial climate? (Draft Well-being Objective 2 is logical)**



**How far do you agree that Draft Well-being Objective 2 is logical given that it reflects our legal duty to prepare a Regional Transport Plan for South West Wales and that the Draft Objective is also realistic given that it is supported by clear action/measures/steps as set out in Appendix 3 of the Draft Corporate Plan which acknowledges the challenging financial climate? (Draft Well-being Objective 2 is realistic)**



**Please let us know if there are any amendments, including additions, that you would like to see in regards this Draft Objective and/or Appendix 3 of the Draft Corporate Plan**

Cycle routes need to be wider to support the future growth of people using them, encouragement for disabled use on them to allow people to use the network on their mobility scooters, currently paths are way to narrow and scary for vulnerable people to use

I'd say a regional transport plan is essential, although again express my doubts over its delivery or implementation.

My answer is as before regarding Pcc.

See above

It will be, as usual, a load of money spent on consultations, well paid jobs 'for the boys', report after report, but from years of experience living in Pembrokeshire, five years down the line, nothing will have changed. I'll eat my hat if after 5 years there will be one more train, running on time/ Sunday services/ more than one train per day to Fishguard....it's all talk, nothing ever happens.

Again who are we proposing to collaborate with. The private sector, central government ??

The draft objective is sound in principle, however the RTP needs to be realistic for today as well as good for future generations. Poor or restrictive transport networks can be counterproductive to achieving some economic ambitions. Public transport is hugely unreliable and in some areas economically unviable. In the rurality there is a dependence on reliable personal transport that will still exist on the future. Electric is not the full answer and more investment in hydrogen infrastructure needs to be planned. Good highway maintenance and continual improvements are as necessary for the future as they are now.

The plan lacks specifics. One measure to achieve Objective 2 would be to provide a free and frequent bus service across the region (and indeed across Wales), at least in urban areas. Making the bus more attractive than the car for local journeys should go a long way to achieving the sought for modal shift and improve well-being. Buses should be classed as a public service and paid for as are other services such as the police and rubbish collection. Precedents can be found for free bus services in other countries, eg in Dunkirk, France, where it resulted in a near doubling of bus use.

I am concerned that transport in rural areas may become the 'poor relation' when compared with transport in urban areas. There needs to be clear support for transport to and from more isolated communities.

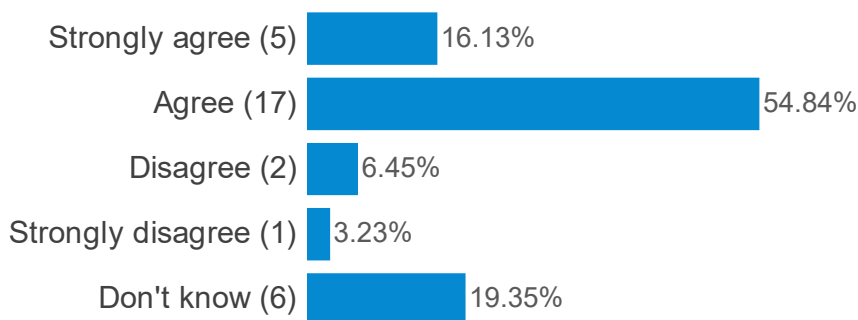


**Please let us know if there are any amendments, including additions, that you would like to see in regards this Draft Objective and/or Appendix 3 of the Draft Corporate Plan**

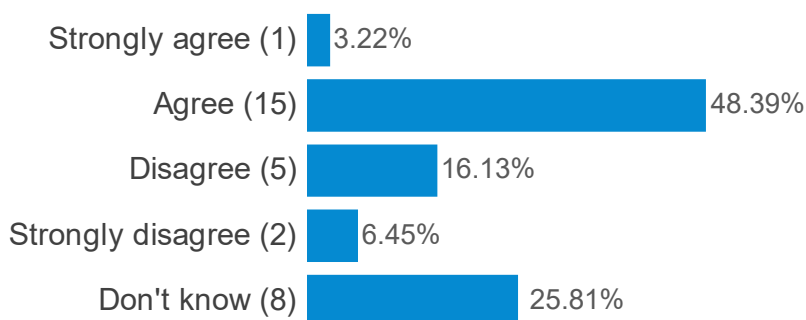
Yes, but scope is again in question - the transport plan needs to be for the benefit of those who live or operate in the region, but this will also include those travelling into, out of or through, and that includes a thorough understanding of the journeys people want to make, and why they choose one mode over another. I am very pro-rail, but I drove to Cardiff and back on Sunday - happy to say why. And as I said in the last item, there is no point in a strategy if it is not managed to happen. SO the management mechanism will be worth describing.

Linking up communities with their local hospital services eg currently 3 buses to travel from Swansea valleys to NPT hospital for routine hosp appts and therapy with disabled children ... not practical!!

**How far do you agree that Draft Well-being Objective 3 is logical given that it reflects our legal duty to prepare a Strategic Development Plan for South West Wales and that the Draft Objective is also realistic given that it is supported by clear action/measures/steps as set out in Appendix 4 of the Draft Corporate Plan which acknowledges the challenging financial climate? (Draft Well-being Objective 3 is logical)**



**How far do you agree that Draft Well-being Objective 3 is logical given that it reflects our legal duty to prepare a Strategic Development Plan for South West Wales and that the Draft Objective is also realistic given that it is supported by clear action/measures/steps as set out in Appendix 4 of the Draft Corporate Plan which acknowledges the challenging financial climate? (Draft Well-being Objective 3 is realistic)**



**Please let us know if there are any amendments, including additions, that you would like to see in regards this Draft Objective and/or Appendix 4 of the Draft Corporate Plan**

Again, a regional development plan is important, but authorities have already drawn up LDPs and these are unlikely to change in the short-term at least.

What actions are taking place, apart from statements?

I believe after reading this all that is paid to the draft plan is lip service.

Far too woolly

Lovely 'corporate talk' but let's ask the question - will you ever really engage with ordinary people, ask them what they think and act upon it?

Why does a local plan have to be distinctive as an aim? Collaboration again. The development plans need to be locally driven which is not helped by the inability for local councils not being able to develop local plans.

Please see previous comments re realistic timescales.

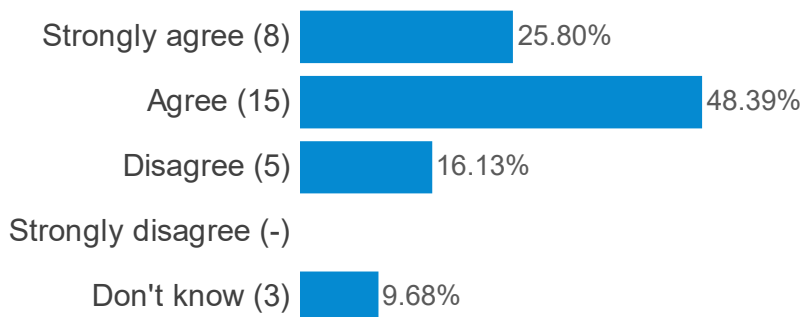
None

As previous comments - an effective mechanism for meaningful engagement with industry leaders and regionally influential employers needs to be included. Potentially a series of pre-planned, well publicised events, workshops and regional fora should be implemented.

Although 'locally distinctive' is good there needs to be liaison with adjacent CJsCs to ensure a 'joined up' Wales without step function changes across regional boundaries.

This is too vague. What does success look like ?

**How far do you agree that our Draft Equality Objective clearly sets out our commitment to achieving a more equal South West Wales by 2035?**



**Please let us know if there are any amendments, including additions, that you would like to see in regards this Draft Objective.**

The onset of electric cycles, scooters, tricycles, mobility chairs that can travel easily 30+ miles with the elderly population growing faster than ever before surely means this is an important part of the sustainable travel structure, safe places for motorcycles and other easy to steal transport needs to be at the forefront also...I am a car driver but looking at the change going forward

I disagree with elements of the Welsh Government's policies listed, particularly Llwybr Newydd. I feel addressing the regions own needs needs to be prioritised over the Welsh Government's political aims.

I would expect every Councillor in Wales to be already doing this.

No, none

Re (b) see my answer to Qu. 7a.

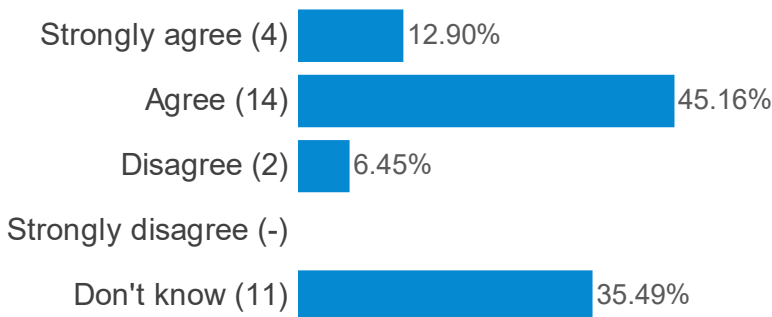
**Please let us know if there are any amendments, including additions, that you would like to see in regards this Draft Objective.**

Economic barriers to use of transport services are far more important than language barriers,. Hence 'linguistic' should be at the end of the list. I do recognise that this list is not in priority order but it will be seen that way.

Why include poverty here ? Its not been mentioned in the plan before. All of these are too broad.

But implementation again. Accessibility of trains. AT almost all Pembrokeshire stations a wheelchair user can access the platform unaided, but to get from the platform onto the train needs someone to set up a ramp and assist. Mersey rail took the opportunity with their latest batch of trains to provide level independent access at every station. But not TfW. The strategy needs to identify the various disabilities, their manifestations and how much they can be mitigated. Sorry to go off into a story, but last week, all trains to Milford were cancelled on Wednesday afternoon, Thursday and Friday. I was on Milford station at about 0840, where the information display said that the 0840 train was still going to arrive but the 900 departure was cancelled. The automatic voice in the display was wittering on about standing away from the platform edge when the train came in. No train came, Standing almost directly underneath the display was a lady with a long stick with a ball on the end, totally oblivious of the fact that a rail replacement bus had arrived in the car park. We still have a booking clerk and I was able to alert her - she deserves a pat on the back for sorting this (and probably her company needs to have compensation for reduced commission when trains were missing) This also indicates that however well you plan for disabilities in routine circumstances you also need to plan for them properly when your service changes.

**Whilst we take a taking a proportionate and integrated approach to meeting our wider public sector duties, how far do you agree that Section 8 of the Draft Corporate Plan demonstrates that we are being proactive from the outset in regards our responsibilities and policy commitments – for example our adoption of an Integrated Impact Assessment tool? ?**



**Please provide any comments that you have on Section 8 of the Draft Corporate Plan, including any comments you may have on our proposed Biodiversity Duty Plan?**

What voice do I have outside the Council. In other words, Councillors will still do what they seem fit.

The tool seems to be one of very few specific actions that you are committing to.

Section 8 talks of biodiversity and environmental responsibility but no mention of the historic landscape or built heritage which also needs preserving for future generations

Biodiversity needs the active involvement of those who make their living from the land. There needs to be a clear involvement with the agricultural sector.

It is noted that the CJC is subject to s6 biodiversity duty and sets out its Duty Plan in Table 3 Section 8; this is framed around the NRAP for Wales 6 Objectives. It should be noted that NRW has undertaken further relevant work since the publication of NRAP:-

- As acknowledged in the plan, NRW has published 7 Area Statements – and reference is made to SW Area Statement and its four themes. We also advise the Plan takes into consideration the content within Marine Area Statement and the Welsh National Marine Plan given the significant implications for marine and coastal environments in the region. We would be interested in understanding how we can make our Area Statements more useful and work with the CJC and relevant partners in tackling the challenges and realising the opportunities set out.
- NRW published SoNARR 2020, which promotes the need for a regenerative economy and associated transformative changes to our food, energy and transport systems. It also identifies that work is needed to meet our 4 interconnected, long terms aims of SMNR:-
  - o Stocks of natural resources are safeguarded and enhanced
  - o Ecosystems are resilient
  - o Wales has healthy places for people, protected from environmental risk; and
  - o Transition to a regenerative economy, achieving sustainable levels of consumption and production

The CJC has an important role to play in helping to achieve these aims.

**Do you have any further comments about our Draft Corporate Plan?**

I would like to see more tangible objectives along with detail of how these are to be achieved.

No. Thank you

The average SW Wales citizen if they can be bothered to read this would probably scratch their head at the whole thing. The language is so bureaucratic and woolly and is obviously the result of masses of internal group think. None of this would stand up for five minutes in a commercial environment. If you were pitching for investment in the real world you'd be severely lacking.

Another pointless exercise. Do you really think that you can begin to meet these objectives? Welsh government has ignored anywhere west of Swansea for the last 25 years and will continue to do so. Laudable aims, but let's be honest, nothing will come of it and nothing will be done.

No, it seems fantastic, however a plan and it actually resulting in what it sets out to achieve, are 2 entirely different things.

Actually having started there are so many comments on the text in the DCP which is written in an unintelligible manner I would like to let you have more comprehensive comments rather than a rambling series of paragraphs on the internet. For example: Is an over arching set of policies based on never ending growth realistic. There will come a time when growth stops and one cannot grow ones way out of a set of problems. The need for us now to look at decarbonising is proof of that fact. It is an only upwards growth that leads to the need to mitigate the problems caused by too much. Identification of the long term point at which growth inevitably stops needs to be forefront in our minds. What does "resilience to future technology" actually mean What are "economic inclusion outcomes" ?

No further comments.

No

Generally there needs to be more emphasis and detail on what will be done, how and when rather than aspirations.

It is good to see long term aims and plans. The hard part is making it work. Good luck.

needs to be more action focused

### Do you have any further comments about our Draft Corporate Plan?

NRW has identified the key systems where transformative change is required in response to the dual nature and climate crisis: food, energy and transport. With its remit for strategic planning and regional transport planning, the CJC has an important role in shaping our response to these crises in SW Wales. The plan recognises the fantastic environment that we have in the area, including national parks and AoNB. It should also be noted that the SW Wales area and coast also host internationally important environments, including those within the marine protected areas. Whilst net-zero and decarbonisation feature centrally in the Region’s future economic development plan, and that is to be applauded, relevant plans and development will need to be sympathetic and compatible with the safeguarding of these designated areas.

### Our integrated impact assessment [LINK] concludes that the Draft Corporate Plan will have a positive impact in respect of age and disability. What action will do you think we can take to improve these positive impacts, or do you disagree with the assessment conclusions? If you do disagree – what can we do to mitigate any negative impacts?

Appoint a Councillor in cabinet to deal directly with age related issues and moreover disabilities. Mak this person a point of contact.(do not delegate).

I agree.

I can find no meaningful proposals to seek increased public involvement which should be a priority.

Focus on sport and leisure opportunities.

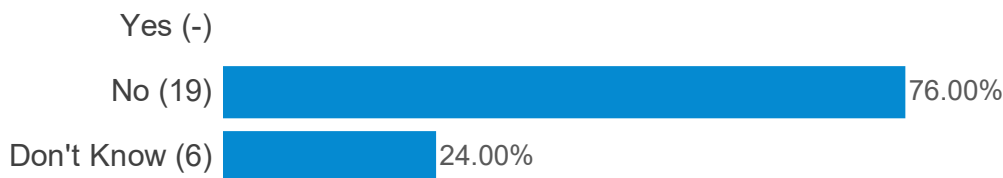
Carry on promoting the positivity.

No comment

They have only been described in terms of transport. What about the employment of older people and people with disabilities ?

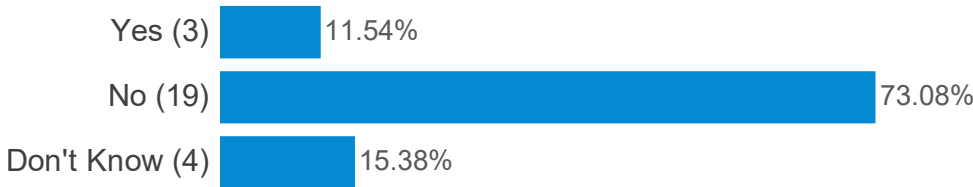
See previous answer. I have a particular interest in autism, having two grandsons who are autistic to a degree. And we are aware of another autustic adult who had reservations about using the train, perhaps preferring a single seat rather than a double, so they could move around if necessary without interacting with a person sitting next to them. I took one of them to Cardiff by train one day. I let him look after his ticket. He had it as we cam through the barrier at Cardiff on the way home. When the ticket inspector came round at Gowerton, he no longer had it. Did the ticket collector take any account of the autism or did he treat us as criminals?

### Would our Draft Corporate Plan have an impact on you and/or your family because of (your and /or their): (Gender reassignment)

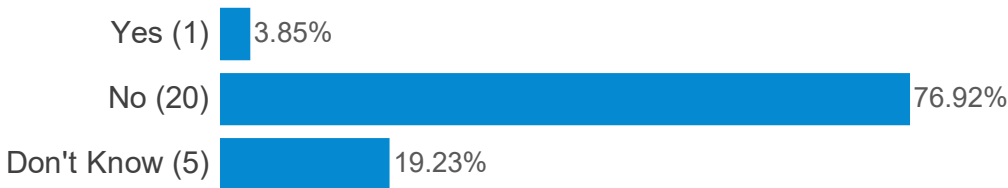


CJC Corporate Plan 2023-28

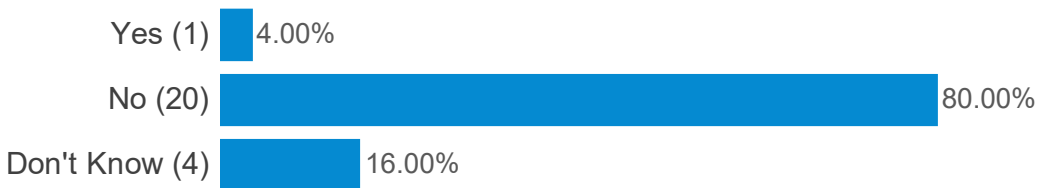
**Would our Draft Corporate Plan have an impact on you and/or your family because of (your and /or their): (Marriage or civil partnership)**



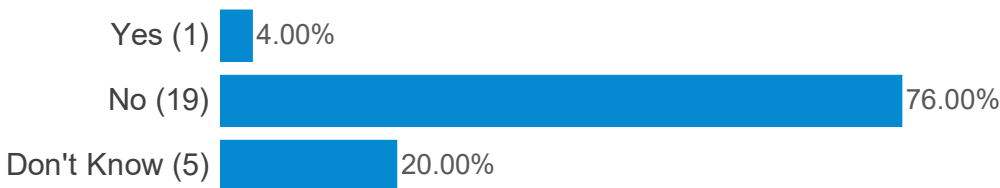
**Would our Draft Corporate Plan have an impact on you and/or your family because of (your and /or their): (Pregnancy and maternity)**



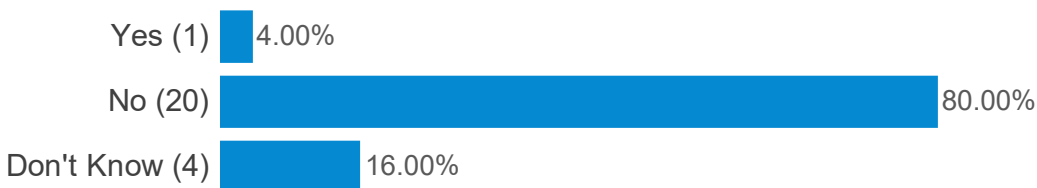
**Would our Draft Corporate Plan have an impact on you and/or your family because of (your and /or their): (Race)**



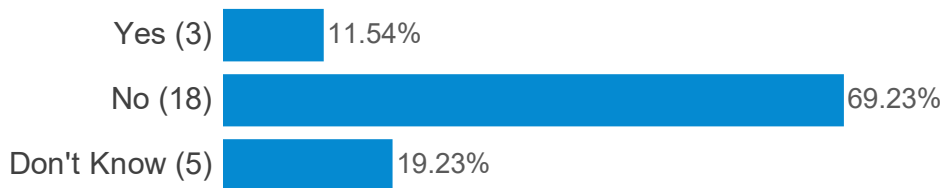
**Would our Draft Corporate Plan have an impact on you and/or your family because of (your and /or their): (Religion or belief)**



**Would our Draft Corporate Plan have an impact on you and/or your family because of (your and /or their): (Sex)**



**Would our Draft Corporate Plan have an impact on you and/or your family because of (your and /or their): (Sexual orientation)**



**What action will do you think we can take to improve any positive or mitigate any negative impacts?**

More awareness and the educational aspect

Councillors should have surgeries.

This looks like a box ticking exercise

Prioritise the interaction between local communities and the involvement in those communities of the maximum number of residents

No comment

Be more specific about what you want to achieve

Presumably disabilities and inequalities are not regional, though people who exhibit them may be within the region. Is there any particular reason why the region would have an above average proportion of any particular inequality disability. Presumably there are national lists of disabilities and national lists of mitigations. The problem is the same throughout the UK. Would the solution, or the emphasis have any reason to be different in SWWales?

**Our integrated impact assessment [LINK] concludes that the Draft Corporate Plan will have a positive impact . What action will do you think we can take to improve these positive impacts, or do you disagree with the assessment conclusions? If you do disagree – what can we do to mitigate any negative impacts?**

I'm sure on paper it has a positive impact on everything, but will anything really change?

Statements like 1): Better economic inclusion outcomes should improve cohesion where linked with programmes and mechanisms that focus on local community involvement and engagement. Are nonsensical. If you want to get involvement from the community you will need to write in terms that the majority of the community can engage with.

Promote awareness.

Ignore Transgender issues because its a waste of resource

no comment

Equality of opportunity between those in urban areas and this in rural areas needs to be fully supported by the transportation plan.

**Our integrated impact assessment [LINK] concludes that the Draft Corporate Plan will have a positive impact . What action will do you think we can take to improve these positive impacts, or do you disagree with the assessment conclusions? If you do disagree – what can we do to mitigate any negative impacts?**

I actually do not think that the statements written mean anything

See Q14

no comment

Support for SMEs is essential to the growth of the economy

The golden thread is not very clear

**Our integrated impact assessment [LINK] concludes that the Draft Corporate Plan will have a positive impact . What action will do you think we can take to improve these positive impacts, or do you disagree with the assessment conclusions? If you do disagree – what can we do to mitigate any negative impacts?**

Again it may say that but I am not sure that it does or what is proposed to have a positive impact

Stop trying to force cohesion, integration, and diversity.

Most “2nd home owners” want to be part of the community they have bought into and to contribute economically, rather being blamed for impoverishing the local residents.

Make school dinners for all

no comment

Agreed - no further comment

Not clear

**Our integrated impact assessment [LINK] concludes that the Draft Corporate Plan will have a positive impact . What action will do you think we can take to improve these positive impacts, or do you disagree with the assessment conclusions? If you do disagree – what can we do to mitigate any negative impacts?**

More education for parents/ young adults to support children attending Welsh schools

Stop the rollout of the welsh language. Double paper work, double signage, how is this helping the planet. Everything we watch and see is in English.

Economic well being (well-being objective 1): Is that trying to say that Welsh language projects will be preferred ? If so say it.

Stop forcing people to learn the language. It should be optional.

Have a clear sign in Pubs / Cafes / Restaurants....we speak welsh by having a Welsh Dragon Badge on the door...and a Welsh Dragon Badge Pin...that shows the establishment and people speak Welsh....so the default isn't English

no comment

The promotion of the Welsh language is less important than providing work and housing opportunities. The language is no longer in danger of being lost and hence does not need significant levels of support from the (limited) public purse.



**Our integrated impact assessment [LINK] concludes that the Draft Corporate Plan will have a positive impact . What action will do you think we can take to improve these positive impacts, or do you disagree with the assessment conclusions? If you do disagree – what can we do to mitigate any negative impacts?**

Any new building erected by or for a public body should come with a carbon report and include travel of goods for construction as this would make developers shop local so to speak to lower their footprint

Where is the Welsh Hydrogen plan. More lip service in the Milford Haven energy hub.

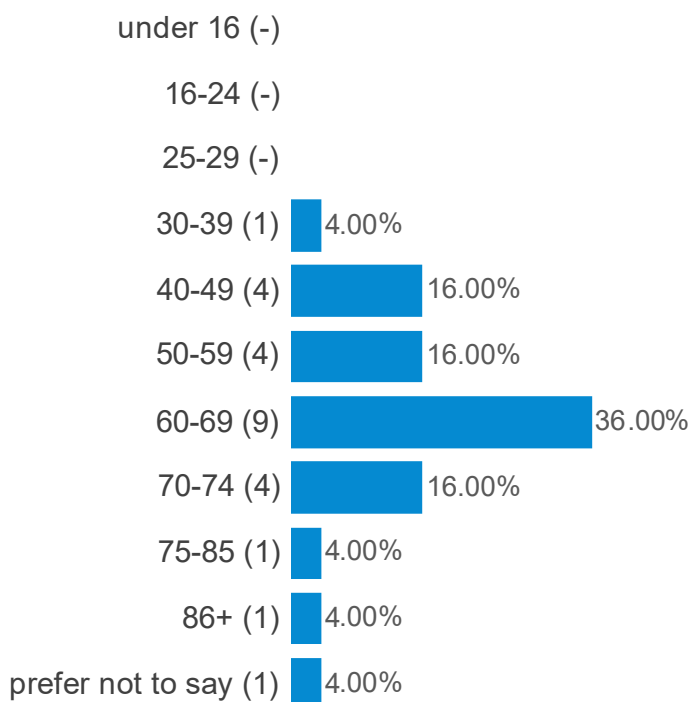
Again, I'm afraid the wording actually says nothing realistically about how the needs are to be met

Restoring and preserving habitats is of course essential, but the plan needs to recognise that there will be some drift in environmental conditions due to global warming. This will cause some inevitable species shift in and out of the region. Working with this rather than trying to stem the tide like king Canute is likely to be more effective.

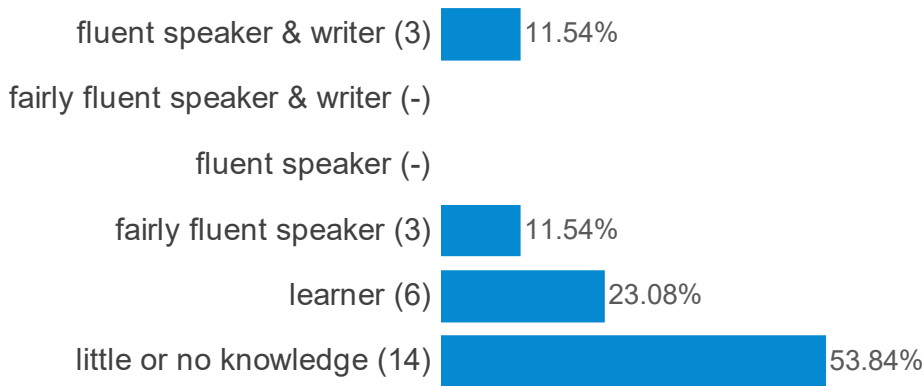
disappointing exclusion of historic landscape or built heritage which also needs preserving for future generations

Again no reference to the agricultural sector. Their involvement is key to a biodiverse future.

**What is your age?**



**Welsh Language - are you:**



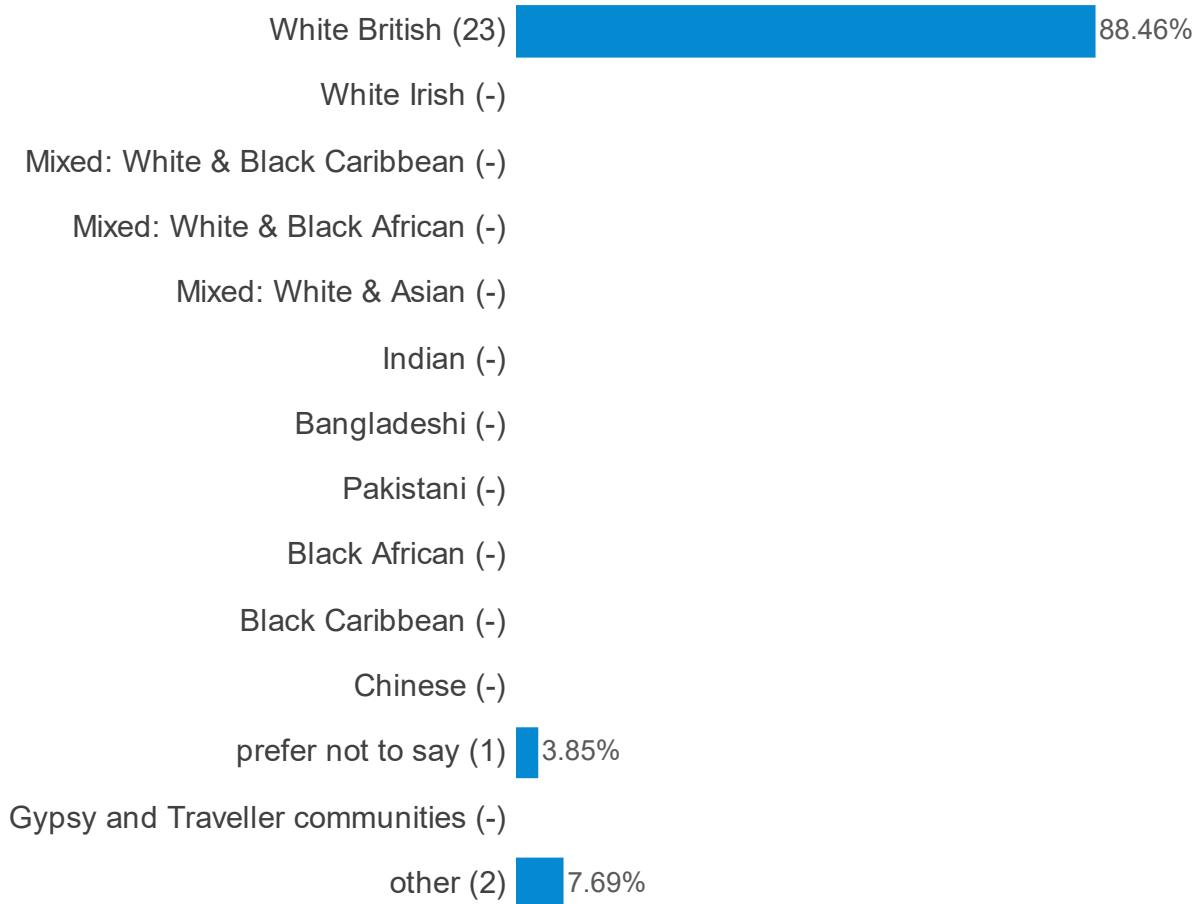
**Are are you pregnant or on maternity leave?**



**Do you consider yourself to have a disability?**



### Ethnic origin



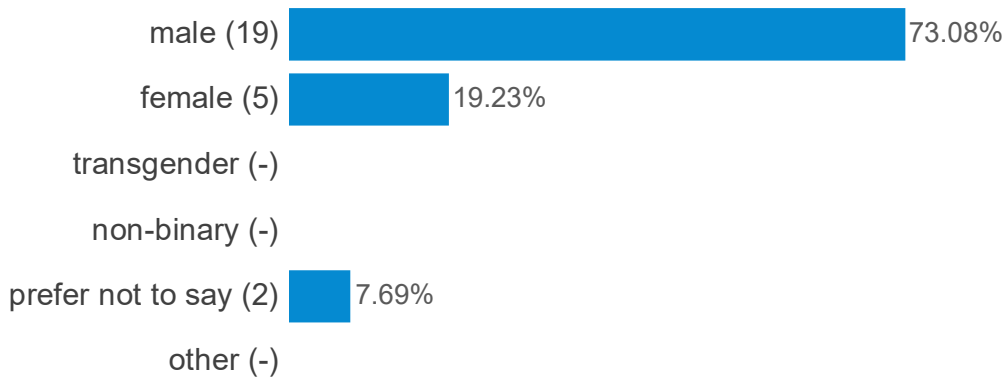
### other - please specify (Other ethnic group - please specify)

- White Welsh
- Welsh

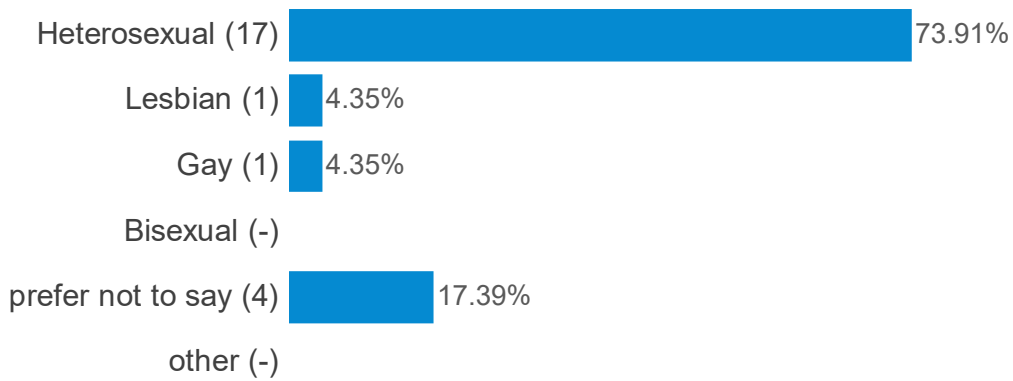
### Gypsy and Traveller communities - please specify

- Irish Traveller (-)
- New Traveller (-)
- Roma (-)
- Romani Gypsy (-)
- Showperson (-)
- Other (-)

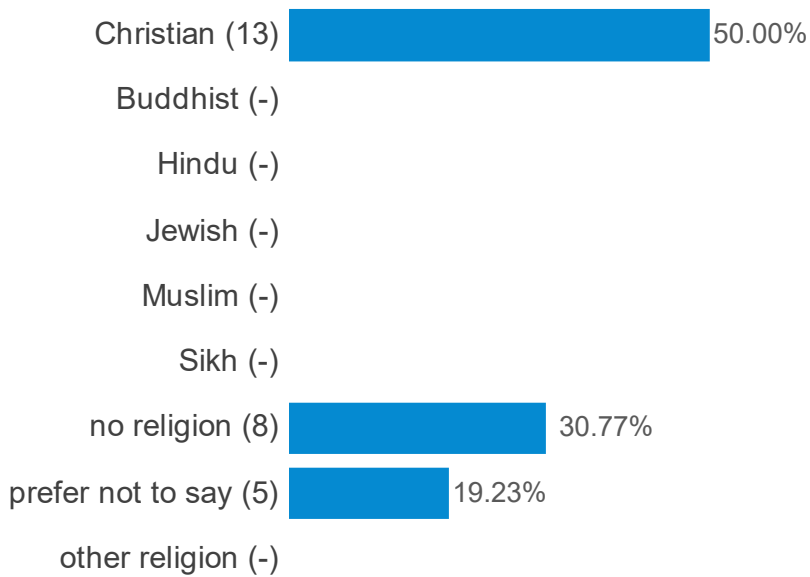
**Sex:**



**Sexual orientation:**



**Religion / belief:**



**Nationality:**

