

# SOUTH WEST WALES CORPORATE JOINT COMMITTEE

## OVERVIEW & SCRUTINY COMMITTEE

15<sup>th</sup> February 2024

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

<b>Purpose of Report</b>	To update Members on the Regional Transport Case for Change in respect of the Regional Transport Plan to be submitted to the South West Wales Corporate Joint Committee for onward submission to Welsh Government.
<b>Recommendation(s)</b>	It is recommended the Members note the Regional Transport Case for Change in respect of the Regional Transport Plan appended to this report to meet the requirements of the Regional Transport Plan mandate.
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<b>Finance Officer</b>	Chris Moore
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### Introduction / Background:

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

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

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

Our case for change is firmly led by opportunity; the opportunity to enable a growing and sustainable economy, the opportunity and need to ensure our transport system is sympathetic to the environment and the opportunity to ensure we can move around and beyond our region in the most effective way possible for all reasons.

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

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

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

### **Timescales:**

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

### **Financial Impacts:**

The Case for Change has been a collaborative exercise to review all factors that need to be considered when developing the Regional Transport Plan. It does not have a direct financial impact.

The CJC has allocated funding to assist with the development of the RTP and Welsh Government have indicated that they will make available £125k of funding in the current financial year towards the development of the RTP, with a further £100k in 2024-25.

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

### **Integrated Impact Assessment:**

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

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Acts.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.

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

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

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

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

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

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

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

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

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

### *Well-Being Objective 2*

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

**Workforce Impacts:**

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

**Legal Impacts:**

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

**Risk Management Impacts:**

None.

**Consultation:**

No formal consultation required for the purpose of this report.

**Recommendation – For Noting:**

To ensure the Committee is aware of the Regional Transport Case for Change submission to Welsh Government.

**Appendices:**

1. SWW RTP - Case For Change

**List of Background Papers:**

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