

15 JUNE 2023

REGIONAL TRANSPORT PLAN (RTP) IMPLEMENTATION PLAN

REPORT OF CARDIFF CAPITAL REGION TRANSPORT & ENERGY MANAGER

AGENDA ITEM: 6

Reason for Report

1. To provide members with an update on the requirement for Corporate Joint Committees (CJCs) to prepare a RTP and to offer a way forward for the preparation of the RTP within the timescales set out in the Welsh Government Guidance to CJCs on preparing the Plan.

Background

2. CJC Regulations came into force on 1st April 2021. South East Wales Corporate Joint Committee (SEWCJC) has technically been operating in a bare minimum in FY 2021/22 and 22/23 until the resolution of various outstanding matters on VAT and corporation tax etc, which were resolved in Feb/March 2023. Regional Cabinet's agreed position is to 'Lift and Shift' CCRCD as and when the CJC is able to. Upon the resolution of the outstanding consequential amendments, FY 2023/24 has seen the shift towards an 'enabling foundations' phase with an increased budget and growing set of activities, moving towards a lift and shift.
3. The CJC will be ready to employ staff on 1st October 2023, meaning it will have all the policies, procedures and ability to meaningfully employ its own members of staff. The proposed date to lift and shift the CCRCD into the CJC is 1st April 2024.
4. The Corporate Joint Committees (Transport Functions) (Wales) Regulations 2021 sets out how CJCs must now prepare RTPs, explaining the relevant functions and provisions.
5. Regional Transport Plans (RTPs) shall be prepared by new Corporate Joint Committees (CJCs), or a Sub-Committee of the CJC, and delivered by Local Authorities, to ensure that planning and transport interventions are tailored to the needs of all communities across different parts of Wales.

6. The Wales Transport Strategy (WTS) states that RTPs should be shaped by the WTS and aligned with other relevant Welsh Government strategies, plans and policies, including Future Wales – the National Plan 2040, and the emerging Strategic Development Plans (referred to as regional development plans in the WTS). The CJsCs must develop policies for the implementation of the WTS in their area. In doing so, the CJsCs must develop policies for the promotion of safe, integrated, efficient and economic transport facilities and service within their area, and:
 - required to meet the travel needs of persons living or working in the area, or visiting or travelling through that area;
 - required for the transportation of freight; and
 - including facilities and services for pedestrians.
7. In developing policies, CJsCs must have regard to:
 - Any guidance issued by the Welsh Government concerning:
 - the content of RTPs;
 - the preparation of RTPs;
 - the alteration and replacement of RTPs; and
 - the publication and making available of RTPs as originally made and as altered or replaced.
 - the transport needs of disabled persons (within the meaning of the Equality Act 2010) and of persons who are elderly or have mobility problems.
8. The duty lies with CJsCs to develop the RTP itself, and with Local Authorities (LAs) to deliver the RTPs, with this being set out in a strategic-level delivery plan contained within the RTP.

RTP Guidance

9. The Welsh Government Regional Transport Planning Guidance (Draft) sets out some key milestones during the process. These milestones are to be used as a guide only, and it is up to the CJC to decide and inform the Welsh Government on their proposed timeframe via an implementation plan.
10. The Plan together with the assessments is to be submitted to Welsh Government by August 2024. Following its approval, the plan shall be published by no later than the 30th November 2024. However, Welsh Government has also advised that this is not a fixed date and it is for the CJsCs to agree their timeframes. Ministers have also indicated that Strategic Development Plans (SDPs) should ideally, come slightly ahead, or at least in close alignment with the RTP, which makes these timescales unachievable.
11. The plan will comprise:
 - 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.

12. Resources - In order to develop and deliver the Regional Transport Plan we anticipate budgetary needs of circa £1.45m over the medium term. An indicative profile is set out below:

| FY 23/24 | FY 24/25 | FY 25/26 | FY 26/27 | FY 27/28 | Total Operational Budget |
|----------|----------|----------|----------|----------|--------------------------|
| £25k | £225k | £450k | £450k | £300k | £1.45m |

- £25k - CJC allocation approved as part of the 23/24 Budget;
- future CJC Budgets - These will be developed in-line with the CJC's annual budget setting & approval processes;
- Welsh Government has now also confirmed approval of a further £125k to support development of the RTP and the SDP in 23/24.

13. Following the creation of this implementation plan, a plan regarding resource needs will be developed, in relation to staffing, advisory support and specialist external resources. This will need to be done in synchrony with the Strategic Development Plan process and the new structure for the Corporate Joint Committee.

14. The goal of both the Regional Transport Sub-Committee and its supporting Officer Advisory Group is to ensure the region develops a plan that is both current and realistic in terms of the future of transport in South East Wales.

15. This Plan will be achieved through the following processes:

- Take into consideration the vision and objectives from a range of current policies and reports, such as (but not limited to):
 - Llwybr Newydd – The Wales Transport Strategy (2021);
 - National Transport Delivery Plan;
 - Future Wales – The National Plan 2040;
 - the CCR Economic & Industrial Plan;
 - the CCR Energy Strategy;
 - South East Wales Strategic Development Plans;
 - South East Wales Metro;
 - South East Wales Transport Commission;
 - Union Connectivity Review;
 - Wales Roads Review;
 - Bws Cymru;
 - Wales Infrastructure Investment Plan;
 - current Local Transport Plans for the region;
 - Local Authority well-being assessments and well-being plans;

- Local Authority Local Area Energy Plans;
 - Net Zero Wales;
 - A Healthier Wales;
 - Clean Air Plan for Wales: Healthy Air, Healthy Wales;
 - Noise and Soundscape Action Plan;
 - Great British Railways - The Williams-Shapps Plan for Rail (2021).
- a) Reviewing the data, to ensure that we are planning effectively for the needs of the Region, for example, but not limited to:
- Future Trends;
 - Mobility in Wales;
 - WTS transport data and trends supporting information;
 - 6th Carbon Budget Climate Change Act (6th CCC).
- b) Ensure the Future Generations (Wales) Act (2015) five ways to wellbeing is embedded into our policy planning:
- Long term – balances short-term needs with the need to safeguard the ability to also meet long-term needs;
 - Prevention – identifying root causes of problems and considering how to prevent them occurring or getting worse;
 - Integration – Considering how the public body’s well-being objectives may impact upon each of the well-being goals, on their other objectives, or on the objectives of other public bodies;
 - Collaboration – Acting in collaboration with any other person (or different parts of the body itself) that could help the body to meet its well-being objectives;
 - Involvement – involving people with an interest in achieving the well-being goals and ensuring that those people reflect the diversity of the area which the body serves.
- c) Meaningful consultations
A detailed Communication and Consultation Plan will be required and evidenced.

Outcomes and Deliverables

16. Development of the RTP has been set into phases (as listed in the table below), progress through each of these phases will result in a range of outcomes and deliverables. (Timeframes will need to be confirmed and agreed through the CJC Board)

| Phase | Title | Outcome | Timeframe |
|--------------|--------------------------------|--|------------------|
| 1 | Acknowledging where we are now | A review of current progress to date and consideration of existing work including - MEF, CAF, ULEV, Metro Plus, local schemes, Genex work and other data pieces, various TfW/NR proposals. | September 2023 |
| 2 | Data review | Analysis of all available data, displayed in easy to digest information/graphics with supporting report | TBC |

| Phase | Title | Outcome | Timeframe |
|-------|---|---|---|
| 3 | Review of Policies and Reports | An in-depth review of all current policies and reports that help shape the vision for transport in the region including link to SDP, Energy Strategy, Rail Vision etc. | Mainly complete with the exception of the SDP |
| 4 | Review Governance Structure | A report to reconstitute RTA as a formal sub-committee of the CJC Board, with greater powers and competencies than its current form. Reconstitute RTA Officer Group and partner organisations representation | TBC |
| 5 | Looking ahead – where do we want to be? | A report identifying the transport issues and opportunities within the region, the outcomes sought, and the high-level interventions required to respond to the issues. | December 2023 |
| 6 | Consultation on Draft Outline Plan | A Consultation and Communication plan with clear actions and time frame will be agreed and resourced. | TBC |
| 7 | Identify early prioritised projects | Report quick win affordable priorities | TBC |
| 8 | Planning for Monitoring and Review | A Monitoring and Review Plan will be approved for the RTP. (The RTP has a life of 5 years, and a review must be undertaken at the 3-year point.) | TBC |
| 9 | Final Plan | Utilising the reports created at phases 1-5 a final Regional Transport Plan shall be drafted for approval by the CJC | TBC |

17. The Regional Transport Planning Draft guidance as laid out by the Welsh Government also helps shape what our outcomes and deliverables will be as we progress through the process. These are indicated below:*

- ISA Scoping document – June 2023;
- WelTAG Lite report - October to November 2023;
- Welsh Government Review 1 – November 2023;
- Interim ISA Report – December 2023 to January 2024;
- Consultation Report – June 2024;
- Final RTP / ISA Report and WelTAG Lite – July 2024;
- Welsh Government Review 2 – July 2024;
- Welsh Government Approval Process – October 2024;
- ISA post publication statement – November 2024.

* *These are to be used as guidance only; the CJC have autonomy in agreeing a timetable that best suits their region, notwithstanding the requirement to submit the final Regional Transport Plan by no later than 31st August 2024.*

Challenges and Issues

18. Demands created by the Guidance are onerous – resource & funding is required as outlined above and will need to be linked into the process for determining the new organisational structure.
19. Timescales are extremely ambitious as can be noted by the draft guidance set out in this report. However, Welsh Government has recognised that it is for the CJC to determine timeline in alignment with CJC transition Allowance needs to be made in the programme for the various stages of review and approval. Also, the requirement to undertake statutory checks to inform the RTP adds to the complexity and risks, again potentially impacting timescales.
20. The RTP should interface with other plans - SDP, which is yet to commence. However, due to the timescale of any future SDP, it is unlikely under this draft guidance, that the first 5-year RTP will have a completed SDP to align to and therefore, it is likely that the first five-year RTP will be produced without the benefit of a fully produced SDP. Consultation on RTP at this time will likely only establish aspirations rather than definitive proposals. Economic development and ambition should be considered as part of any RTP preparation.
21. Concern over the “top down” approach. Whilst the draft Welsh Government guidance is not mandatory, there is an expectation that the CJC will follow this approach. The CJC will need to consider the options following full consultation and engagement with all stakeholders. The RTP guidance states that the RTP should outline where a community-based approach may be most helpful and where a modal approach might be more relevant.
22. The duty for producing the RTP rests with the CJC, it is therefore essential that the CJC take the lead and the governance sits within the CJC.
23. Funding for RTP delivery is not identified and the Guidance dictates that only funded solutions can be included within the Plan. Welsh Government funding availability should be a do-minimum scenario, but further scenarios will be considered based around what other funding options can be considered from other sources, e.g., Investment Bank, Prudential Borrowing etc.
24. There is an early requirement for data analysis which is likely to require substantial input from the modelling team within TfW. There is a risk that outputs from this may be delayed if all CJC’s approach TfW with their requirements at the same time. There is also a danger that post Covid data is not currently accurately considered within existing data sets. TfW are currently reviewing the model, but there is a question if this can be addressed within the timeframe.
25. Further guidance would also be useful in terms of how to address the potential conflict between encouraging and facilitating more home working or working closer to home and the requirement to support economic growth and inclusion through encouraging people to travel.

Next steps

26. The steps identified within the table above will require phases 1 – 9 to be undertaken, with each report being brought to the CJC Board for consideration and approval, within the identified timeframes.

Local Member consultation (where appropriate)

27. All Members would have been consulted through their local mechanisms for local project approval and support. This report is part of a series of updates on programme activity, whereby regional engagement takes place.

Reason for Recommendations

28. To ensure that the CCRRTA is fully apprised of the CCRs duties to prepare a RTP within the boundaries and timeframes of the Welsh Government Guidance.

Financial Implications

29. This report updates members as to the requirements for Corporate Joint Committees to prepare a Regional Transport Plan and sets out the guidance in relation to this.
30. Paragraph 12 sets out the estimated budget requirements over the period to the end of March 2028 amounting to £1.45 million. In 2023/24, this is planned to be part funded through Welsh Government funds to be made available and part funded by the RTP allocation (£25,000) included within the CJC's approved revenue budget for the commencement of the RTP and in line with the budget and business plan approved by Regional Cabinet and the CJC Board on 30th January 2023. For 2023/24, the CJC's budget will be funded from General Reserves held by CCRCD on behalf of the CCR constituent Councils.
31. In each financial year going forward, the CJC will calculate the budget for its functions, including development of the RTP and SDP. This budget requirement must be paid for by the 10 CCR constituent Councils and in the case of the SDP Brecon Beacons National Park Authority with the proportions to be paid to be decided by unanimous agreement of the 10 CCR Council members and the Brecon Beacons member.

Legal Implications (including Equality Impact Assessment where appropriate)

32. The Corporate Joint Committees (Transport Functions) (Wales) Regulations 2021 require the CJC to develop transport policies and establish a regional transport plan for its area. This report sets out preparatory steps for complying with this duty. There are no other legal implications for this report.

Well-being of Future Generations

33. A Well-being of future generations assessment can be seen in appendix 1 of this report. In developing the Plan and in considering its endorsement regard should be had, amongst other matters, to:

- a) the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards;
 - b) public sector duties under the Equalities Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties Councils must in making decisions have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are: a. age; b. gender reassignment; c. sex; d. race – including ethnic or national origin, colour or nationality; e. disability; f. pregnancy and maternity; g. marriage and civil partnership; h. sexual orientation; i. religion or belief – including lack of belief, and;
 - c) the Well-being of Future Generations (Wales) Act 2015. The Well-being of Future Generations (Wales) Act 2015 ('the Act') is about improving the social, economic, environmental and cultural well-being of Wales. The Act places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language and is globally responsible. In discharging their respective duties under the Act, each public body listed in the Act (which includes the Councils comprising the CCRCD) must set and published wellbeing objectives. These objectives will show how each public body will work to achieve the vision for Wales set out in the national wellbeing goals. When exercising its functions, the RTA should consider how the proposed decision will contribute towards meeting the wellbeing objectives set by each Council and in so doing achieve the national wellbeing goals. The wellbeing duty also requires the Councils to act in accordance with a 'sustainable development principle'. This principle requires the Councils to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.
34. Put simply, this means that RTA must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, RTA must:
- look to the long term;
 - focus on prevention by understanding the root causes of problems;
 - deliver an integrated approach to achieving the 7 national well-being goals;
 - work in collaboration with others to find shared sustainable solutions;
 - involve people from all sections of the community in the decisions which affect them.
35. RTA must be satisfied that the proposed decision accords with the principles above. To assist RTA to consider the duties under the Act in respect of the decision sought, an assessment has been undertaken, which is attached as an appendix to this report.

RECOMMENDATIONS

36. It is recommended that the CCRRTA:

- (1) notes the requirements and draft Guidance in relation to the CJC Regulations in the production of a RTP.

Clare Cameron
Transport & Energy Manager
Cardiff Capital Region
15 June 2023

Appendices

Appendix 1 Well-being of Future Generations Assessment

Future Generations Assessment Evaluation

(includes Equalities and Sustainability Impact Assessments)

| | |
|---|--|
| <p>Name of the Officer completing the evaluation:</p> <p>Clare Cameron</p> <p>Phone no: 07976 705839 E-mail: Clare.cameron@cardiff.gov.uk</p> | <p>Please give a brief description of the aims of the proposal: To provide members with an update on the requirement for Corporate Joint Committees (CJCs) to prepare a RTP and to offer a way forward for the preparation of the RTP within the timescales set out in the Welsh Government Guidance to CJCs on preparing the Plan.</p> |
| <p>Proposal: CJC requirement to produce a Regional Transport Plan (RTP) – Implementation Plan</p> | <p>Date Future Generations Evaluation form completed: 15 June 2023</p> |





1. Does your proposal deliver any of the well-being goals below? Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal.


| Well Being Goal | Does the proposal contribute to this goal? Describe the positive and negative impacts. | What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts? |
|--|--|--|
| <p>A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p> | <p>The report sets out the duty to prepare a RTP and offers progressive approach for driving prosperity within the region as it evolves its functions to embed CJC provisions and regulations.</p> | <p>In order to maintain business continuity and a seamless transition the report is focused on concurrence and the principles of transition and adaptation.</p> |
| <p>A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p> | <p>Future transport provision within the RTP will consider where covid-19, climate and low growth all pose a conundrum about the way forward and how some of the behaviours around working together, innovating quickly and rapidly adapting can be maintained as a positive legacy in the new working arrangements.</p> | <p>A CJC will allow more freedom and flexibility and it is envisaged that climate and renewable energy for clean growth will be a key lever in this context.</p> |

| Well Being Goal | Does the proposal contribute to this goal? Describe the positive and negative impacts. | What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts? |
|---|--|--|
| <p>A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood</p> | <p>Inclusion is a core theme of the approach and balancing a focus on levelling up the region with other regions in the UK to ensure CCR accesses all of the opportunities available to it – thus supporting not just sectors and industries but communities and people.</p> | <p>ESG and equality and diversity focus to ensure emphasis on societal and community needs.</p> <p>CJC will develop its own corporate policies in response to key duties in respect of WFG Act Wales, Equality and Human Rights and Nature and Biodiversity</p> |
| <p>A Wales of cohesive communities Communities are attractive, viable, safe and well connected</p> | <p>Putting in place a framework for regional cohesion whilst enhancing localism will support delivery of scale projects that make a difference across the geography, in tandem with local policies and levers that ensure citizens can benefit.</p> | <p>Work on the Northern Valleys will continue to be a key theme of CJC work – as will the emphasis on distributed, inclusive and resilient growth.</p> <p>The RTP will ensure more cohesive communities through improved and more sustainable transport provision.</p> |
| <p>A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing</p> | <p>The principles of the CJC look outward and focus on the FDI and international opportunities, which are particularly important post-EU exit.</p> | <p>Proposal for eventual radical decentralization of business functions and units currently operating at national level.</p> |
| <p>A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation</p> | <p>The production of the RTP will represent a distinctive regional strategic approach to assist with developing the economy – foundational and tradeable and projects a distinctively Welsh approach to doing so.</p> | |

| Well Being Goal | Does the proposal contribute to this goal? Describe the positive and negative impacts. | What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts? |
|---|---|--|
| <p>A more equal Wales People can fulfil their potential no matter what their background or circumstances</p> | <p>The approach focuses on economic inclusion, levelling-up and a mission-driven approach capable of not just tackling economic problems – but societal ones too.</p> | <p>The CJC and RTP will begin to produce their own policies for equality and diversity and ensuring these are not just factors in assessing impact – but become central to the task of increasing productive capacity and inclusive growth in the first place.</p> |

2. How has your proposal embedded and prioritized the sustainable governance principles in its development?

| Sustainable Development Principle | Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why. | Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts? |
|--|---|---|
|  <p>Long Term</p> <p>Balancing short term need with long term and planning for the future</p> | <p>The CJC is a long-term construct and requires thinking ahead, however in the short-term a 'bare minimum' model is being put in place. The RTP will follow once transition into CJC has been carried out.</p> | <p>This will be subject to the first phases of work and the transition plan as well as the proposed interim first phase of operation.</p> |
|  <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p> | <p>The principles of the structure recommended situate partnerships and the building of new institutional capacity at the heart of the new framework.</p> | <p>As the regs develop this will be further progressed. As work commences on immediate duties around the Strategic Development and Regional Transport Plans – consultation and engagement processes will be developed accordingly.</p> |
|  <p>Involvement</p> <p>Involving those with an interest and seeking their views</p> | <p>The plan will be backed by a wider comms plan which has already included meeting with the various CCR Partnership groups.</p> | <p>Challenge funds will be another perspective to bring to bear in this context.</p> |
|  <p>Prevention</p> <p>Putting resources into preventing problems occurring or getting worse</p> | <p>The mission-driven/ challenge-led approach embedded will be a key means of experimenting in the prevention space</p> | <p>At project and programme level – there are a number of options the CJC will be looking at in quick time, regarding regional bus services and transport demand management. There is also work moving forward on Local Area Energy Planning to ensure prevention is prioritized.</p> |

| Sustainable Development Principle | Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why. | Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts? |
|---|---|--|
|  <p>Considering impact on all wellbeing goals together and on other bodies</p> | <p>The proposed impact assessments will give a comprehensive and ongoing overview of benefits, costs and results. Outcome focused reporting and accountability will be key to this.</p> | <p>This can be further reinforced in the CJC budget setting and when Cabinet and partners have access to greater freedoms and flexibilities and the full 'lift and shift' CJC model.</p> |

3. Are your proposals going to affect any people or groups of people with protected characteristics? Please explain the impact, the evidence you have used and any action you are taking below.

| Protected Characteristics | Describe any positive impacts your proposal has on the protected characteristic | Describe any negative impacts your proposal has on the protected characteristic | What has been/will be done to mitigate any negative impacts or better contribute to positive impacts? |
|---------------------------|--|--|--|
| Age | <p>Not relevant in this context since the principles, approach and ways of working apply to all prospective interests and stakeholders</p> | <p>As projects and programmes develop under the CJC, each will be subject to comprehensive assessments against the plans and procedures put in place to protect certain characteristics.</p> | <p>A full ESG agenda and diversity and inclusion reviews into partnerships and groups will help ensure this agenda is embedding in ways of working and the culture that is created.</p> <p>A full training and development programme will also be devised in order to embed and 'bring to life' such considerations – not just as part of project assessments, but in seeking to address such concerns and issues as part and parcel of project business cases that are developed.</p> |
| Disability | As above | As above | As above. |

| Protected Characteristics | Describe any positive impacts your proposal has on the protected characteristic | Describe any negative impacts your proposal has on the protected characteristic | What has been/will be done to mitigate any negative impacts or better contribute to positive impacts? |
|----------------------------------|--|--|--|
| Gender reassignment | As above | As above | As above. |
| Marriage or civil partnership | As above | As above | As above. |
| Pregnancy or maternity | As above | As above | As above. |
| Race | As above | As above | As above. |
| Religion or Belief | As above | As above | As above. |
| Sex | As above | As above | As above. |
| Sexual Orientation | As above | As above | As above. |
| Welsh Language | As above | As above | As above. |

4. Safeguarding & Corporate Parenting. Are your proposals going to affect either of these responsibilities?

| | Describe any positive impacts your proposal has on safeguarding and corporate parenting | Describe any negative impacts your proposal has on safeguarding and corporate parenting | What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts? |
|--------------|--|--|--|
| Safeguarding | Not directly relevant –however, building the future economy should have a profoundly positive impact on ability to safeguard the future of our residents | | This is dependent upon the brief for regional education consortia and whether or not, it is intended to be grouped within CJs. |

| | Describe any positive impacts your proposal has on safeguarding and corporate parenting | Describe any negative impacts your proposal has on safeguarding and corporate parenting | What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts? |
|---------------------|--|--|---|
| Corporate Parenting | Not directly relevant – however building strength in the economy should create opportunities for all of the young people entrusted in our care and makes a direct contribution to wellbeing. | | |

5. What evidence and data has informed the development of your proposal?

As above.

6. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?

As above, the main implications will be in the delivery of this work.

7. MONITORING: The impacts of this proposal will need to be monitored and reviewed. Please specify the date at which you will evaluate the impact, and where you will report the results of the review.

The impacts of this proposal will be evaluated on:

Cabinet and quarterly performance – Lift and Shift anticipated to take place in 2023/24