South East Wales Corporate Joint Committee

Cyd-bwyllgor corfforaethol De-Dwyrain Cymru

Report for:	ACTION
Contains Confidential or Exempt Information	NO – REPORT YES – APPENDICES

For Consideration By	Corporate Joint Committee
Report Title	Draft Regional Transport Plan
Report of	Colan Mehaffey, Strategic Director of Policy, Impact & Partnerships
Contact Details	colan.mehaffey@cardiffcapitalregion.gov.uk
Date to be Considered	27 January 2025
Implementation Date	27 January 2025
Affected Council Areas	All South East Wales local authority areas
Keywords / Index	Regional Transport; draft Regional Transport Plan; Integrated Well-Being Appraisal; Statutory Powers

Report Summary

1. This report asks the South East Wales Corporate Joint Committee (SEWCJC) to approve the draft Regional Transport Plan (RTP), including the draft Regional Transport Delivery Plan (RTDP) and draft Integrated Well-Being Appraisal (IWBA), be issued for consultation in early February 2025.

Recommendations

2. The SEWCJC is asked to:

2.1 Approve the draft RTP, RTDP and IWBA to proceed to public and wider stakeholder consultation; and,

2.2 Note the approach to consultation on the RTP.

Reasons for Recommendations

Background & Context

3. In line with the provisions of the Local Government and Elections (Wales) Act 2021, new statutory regional bodies have been formed, Corporate Joint Committees (CJCs), providing statutory duties relating to regional economic wellbeing, spatial planning, and transport planning.

4. In South East Wales, Cardiff Capital Region City Deal became part of the South East Wales Corporate Joint Committee (SEWCJC). The new public body is still known as Cardiff Capital Region (CCR), ensuring it builds on the collaborative work and reputation of the ten local authorities that make up the CJC.

5. The SEWCJC is required to produce a RTP with a five-year lifespan (2025-2030) in the first instance.

6. The RTP Implementation Plan was approved by SEWCJC in November 2023, outlining the process and core components of an RTP. The Case for Change (Transport for CCR) was recommended for approval by RTSC on 11 July 2024 and subsequently approved by SEWCJC on 26 July 2024.

7. The Case for Change outlined the key stages in the production of the RTP. These dates have been revised and agreed by Welsh Government (WG) during the production of the RTP.

Action	**Initial Date**	**Revised Date (agreed with Welsh Government)**
CJCs submit Implementation Plan to WG	31 October 2023	Complete
CJCs to submit RTP Case for Change	31 May 2024	28 June 2024
CJCs to submit initial draft RTP	30 Sept 2024	10 October 2024
CJCs to submit final RTP, IWBA and RTDP to WG	29 March 2025	30 May 2025
WG decision on approval of RTPs	30 June 2025	30 June 2025

8. The Case for Change included an Engagement Plan, showing who will be involved in developing the RTP and how they will be involved, including details of the formal consultation process and other engagement and involvement mechanisms.

9. The RTP has been developed iteratively in consultation with RTSC Members, regional transport Officers, and other key internal and external stakeholders, including WG and Transport for Wales (TfW). Drafts have been brought forward to RTSC on 10 October 2024 and 28 November 2024, and each session has provided important guidance and input from RTSC Members on future direction.

10. RTSC Members have recommended the CJC approve the draft RTP and associated components proceed to consultation at their meeting of 17 January 2025.

Draft Regional Transport Plan (RTP)

11. The draft RTP (Appendix 1) has been developed in accordance with the 'Guidance to CJCs on RTPs' (2023) issued by WG, and includes the following elements:

- The Case for Change setting out an evidence-based overview of the current transport situation, and the key issues for transport and travel in the region. It explains 'why something needs to be done;'
- A vision for the RTP and objectives setting out what the RTP wants to achieve;
- Policies and high-level interventions for transport in CCR, which will work towards achieving our vision and objectives;
- An RTDP, demonstrating how those policies will be delivered by local authorities;
- An IWBA that demonstrates how well-being has been considered in the RTP; and
- Plans for monitoring and evaluating the RTP progress in achieving its objectives.

12. The RTP vision is tightly aligned to our regional ambition and is underwritten by a series of objectives that are directly aligned to the Wales Transport Strategy (WTS) priorities and ambitions and, critically, our CCR Strategic Goals, to be a ***Competitive, Connected and Resilient*** *region*. Ensuring that transport underwrites our CCR Strategic Goals is a key focus, enabling the realisation of benefits to the citizens of our region.

13. Each of the objectives have been developed based on the challenges and opportunities identified in the Case for Change, engagement with local authority partners, previous Plans and policies prepared, and through stakeholder engagement. There is no priority allocated to the objectives as they all have a key role to play in achieving the vision for CCR.

14. Each objective has several outcomes setting out what the delivery of the RTP aims to achieve. The policies set out in Section 8 will guide CCR, the CJC local

authorities and partners in their work towards the delivery of these objectives and outcomes.

15. Policies have been developed to support the delivery of the RTP vision and objectives. The policies aim to achieve the vision of the RTP and set the framework for the projects and programmes in the RTDP; and, among other policy alignment aspects, support the 9 mini-plans and cross-cutting pathways within the WTS.

16. The rationale and policies are set out under specific topics and modes. In practical terms, they also aim to encourage people to make smarter travel choices and make the best use of existing transport infrastructure.

Draft Regional Transport Delivery Plan (RTDP)

17. The RTDP (Appendix 2) has been developed in close collaboration with the ten South East Wales local authorities, and is a list of schemes and interventions, intended to be progressed to help achieve CCR's vision, the RTP objectives, and Llwybr Newydd: the WTS priorities.

18. This is in line with the WG RTP Guidance, which states that, *'The RTDP should take the form of a list of schemes and be ranked in order of priority in terms of impact on delivering WTS priorities. These should be the schemes that local transport authorities intend to invest in to deliver the RTPs.'*

19. This first iteration of the RTDP will focus on the proposed schemes and interventions that are priorities for the next five years up to 2030.

20. However, some longer-term proposals are also included to ensure that such schemes are identified for development funding where necessary and to ensure an ongoing programme of RTP schemes is progressed. Developing the RTDP, local authorities have submitted transport schemes to be considered for inclusion.

21. CCR has adopted an adaptable strategy to the development of the RTDP to allow for the inclusion of new schemes and interventions or the development of new solutions. This enables CCR to take advantage of future and unknown investment opportunities and pursue innovative solutions and advances in technology as they emerge. This adaptable strategy will provide a more resilient and efficient programme of schemes that can respond to changing economic and social factors.

22. Although guidance states that the RTDP should only include schemes to be delivered by local authorities, as with the RTP itself, it must consider the wider context and take an integrated view. Whilst the delivery of the RTDP schemes is critical to the CCR's RTP success, those in the National Transport Delivery Plan (NTDP), the other RTPs in Wales, and the development of Strategic Development Plans are also key, to ensure significant progress towards the WTS vision, priorities and ambitions are realised.

23. It is vital that a holistic package of interventions is delivered across the region including those on the rail network and WG's Strategic Road Network (SRN). It is recognised that interventions on the SRN will be delivered by the South Wales Trunk Road Agency (SWTRA). However, schemes that interface with future development and local roads which are within the local authorities' remit for delivery, have been included to ensure an integrated approach to the RTDP and future development.

24. The rail network is also critical in supporting the region's strategic development, and the SEWCJC will work with the Wales Rail Board (WRB) and other partners, to ensure that the emerging priorities as outlined in the CCR Passenger Rail Vision, are progressed to maximise the ambitions of the CCR.

25. WG is currently reviewing the mechanism for deciding transport grant funding and allocations, which is due to come into effect in the 2026/27 budget year. In respect of delivering the RTP and RTDP, the RTSC will recommend to the SEWCJC Board priorities and will seek and allocate any funding to progress and deliver the interventions on an annual basis.

26. CCR will establish working groups early in 2025 to inform Members on the proposed interventions, the benefits, costs, and peer review of the schemes, to ensure that they meet the objectives and policies identified within the RTP.

27. The RTDP contains an extensive list of schemes by each category. Each scheme contains only the name and defined local authority for delivery, or where there are regional schemes.

28. The schemes have been proposed by Officers and, as is indicated in the draft RTDP, do not include prioritisation data for public consultation purposes. However, prioritisation will take place over the coming months and allows RTSC to make prioritisation decisions per the proposed mechanism, to enable a prioritised Plan to be submitted to WG as required within the Guidance.

Draft Integrated Well-Being Appraisal (IWBA)

29. An IWBA (Appendix 3) has been undertaken to support the RTP, the purpose of which is to assess and understand the potential impacts of the Plan on well-being within the region. It involves a comprehensive assessment using quantitative and qualitative information.

30. The IWBA asks four key questions in respect of how the ambitions and targets of the WTS have been addressed in the RTP. It sets out how the RTP has considered social, environmental, economic, and cultural well-being, and how the plan will contribute to other outcomes, such as net zero ambitions, equalities, and impacts on the Welsh language.

31. The IWBA uses the IWBA Framework, as illustrated in the RTP. This incorporates the four well-being ambitions and the more detailed goals in the

WTS. It also incorporates the measures in the WTS Monitoring Framework, including modal shift and decarbonisation targets.

Monitoring & Evaluation Plan

32. The RTP is supported by a Monitoring and Evaluation Plan (MEP, appendix 4). The MEP uses the RTP objectives as the basis for monitoring the potential impacts of the plan.

33. The MEP highlights links between the RTP objectives and relevant national targets, such as those for decarbonisation and modal shift, and provides an overview of the outputs that will be delivered by the RTP projects; the resulting outcomes and impacts that would be expected; and how these expected benefits will be measured and monitored.

34. The MEP sets out how the short and medium-term outcomes and longer-term impacts of the RTP will be monitored and evaluated to ensure objectives are being achieved and benefits realised.

Consultation

35. The RTP is being developed utilising a collaborative process, engaging key stakeholders from across South East Wales local authorities, WG and TfW. This will continue to be the case moving forward. There are weekly meetings with WG and TfW, allied to fortnightly meetings of regional Transport Officers.

36. Engagement is ongoing with Natural Resources Wales (NRW) on review of the RTP and IWBA. NRW are content with the IWBA and are in the process of reviewing the RTP. RTSC and CJC will be alerted to any changes recommended in advance of consultation.

37. It is a requirement of CJCs to provide details of who has been consulted, summarise feedback and explain how comments have been considered. This is detailed in the Engagement Plan completed as part of the RTP Implementation Plan, and recorded in a Consultation Report, to be undertaken and satisfied as part of the WelTAG and IWBA process.

38. A procurement exercise was conducted beginning in November 2024 to engage support services for consultation on the RTP and, following due process, a contract was awarded in January 2025.

39. As detailed in the **Regional transport plans: guidance for Corporate Joint Committees** there is a requirement to conduct engagement and consultation, specifically:

- RTPs should be developed collaboratively, drawing on knowledge and experience of previous local and regional transport plans. CJCs should share knowledge during development and avoid duplication;
- There should be formal governance in place to involve key partners. There should also be wider engagement involving activities such as working groups, forums, face to face meetings and formal consultations;
- CJCs to use creative ways of reaching people whose behaviour we want to change to achieve modal shift;
- CJCs should also seek to engage with stakeholders from other policy areas including education, health, and well-being, such as through inviting colleagues to workshops to develop options; and,
- The RTP should summarise the engagement process and show how the results of that engagement have informed the development of the RTP. The IWBA should show how engagement across different sectors and policy areas has informed the social, environmental, economic, place-based, and cultural impacts of the RTP.

40. To that end, a workplan has been agreed beginning in January 2025, through the 12-week consultation period and conclude with the production of the report in late early May 2025. The table below presents an overview of proposed timelines, actions and expected outputs across three key stages:

Stage One: Engagement & Communications Plan Timeline: January 2025	
Actions	**Expected Outputs**
Initial 'kick off' meeting with CCR project team	Fundamental understanding of CCR context, scope, and process
Access to all relevant materials required	Detail of background material and documents required
Stakeholder identification; understand approach to public consultation	Engagement Plan updated
Agree Engagement Plan with CCR for identified beneficiaries and stakeholders	Full project plan and resources
Stage Two: Materials & Media Timeline: January to early February 2025	
Review of all RTP materials to understand formats required; production of RTP in required formats (for example, easy to read); Welsh translation	RTP ready in all required formats
Establishing media and platforms required for communication and execution of Engagement Plan	Channels established in preparation for consultation launch

Stage Three: Consultation Timeline: February to April 2025	
Execute public consultation	Meetings and interim reports as required
Conduct stakeholder consultation	
Regular meetings to review progress and feedback on findings	
Stage Four: Report Timeline: May 2025	
Analysis of consultation findings; data and evidence; production of final report	Finalised consultation report and all related data and evidence

41. CCR will form a delivery group, including regional transport and other local authority Officers, to manage delivery of the RTP consultation. Fortnightly reports will be issued to RTSC Members providing information on communications and engagement activity; consultation response metrics; response themes; and, proposed action and amendments.

Comments of the Section 151 Officer

42. The costs arising from the recommendations set out in this report can be met from the CJC Functions - General Budget, approved by the CJC as part of its overall 2024/25 Revenue Budget. The General Budget includes a sum of £241,500 in respect of RTP Direct Costs. Detailed work has been undertaken in relation to the 2025/26 RTP Budget, which is considered as part of the 2025/26 Budget Report.

43. It is recognised that the CJC's budget requirement is likely to increase over the medium-term in order to meet its statutory duties, including continued work on the RTP.

Comments of the Monitoring Officer

44. The requirement for local authorities to produce a Local Transport Plan was transferred to CJCs on 30th June 2022 by the Local Government and Elections (Wales) Act 2021; and the Corporate Joint Committees (Transport Functions) (Wales) Regulations 2021 set out how CJCs should prepare Regional Transport Plans. CJCs have a legal duty to take account of the WG Guidance to Corporate Joint Committees on Regional Transport Plans in the preparation of RTPs.

Staffing Implications

45. Funding secured from WG has ensured that sufficient resources are in place to cover the development of the RTP.

46. However, to ensure the effective implementation of the RTP on an ongoing basis, the CJC will need to assign an appropriate level of staffing resources for future years.

Equality, Diversity, and Inclusion

47. The SEWCJC must, in the exercise of its functions, have due regard to the Public Sector Equality Duty arising under s.149 of the Equality Act 2010, and the need to: (1) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under the Act; (2) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not; and (3) foster good relations between persons who share a relevant protected characteristic and persons who do not.

48. In relation to the Public Sector Equality Duty, the SEWCJC Strategic Equality Plan (SEP) has been a core consideration in the development of the RTP. There is a specific objective and actions in the plan for SEWCJC to, “Develop an aligned approach to regional transport and spatial planning that enables social mobility and improves wellbeing.”

49. During engagement with the Equality & Human Rights Commissioner, there was positive feedback on the approach of SEWCJC in ensuring that the SEP addressed new statutory powers and how they can be leveraged in support of Equality. Diversity & Inclusion.

Sustainability and Climate Considerations

50. Sustainability or climate change implications arising from preparing and delivering the RTP are contained within the content of the draft RTP and assessed through the Monitoring & Evaluation Plan and the IWBA.

Welsh Language Implications

51. In accordance with the Welsh Language Standards (No.1) Regulations 2015, and the CJC’s statutory obligations, consideration has been given to the impact the recommendations made in this report may have on opportunities for people to use and promote the Welsh Language, whether the proposals treat the Welsh Language more or less favourably than the English Language, and opportunities for increasing the positive effects, or decreasing the negative effects, of the proposals on the Welsh Language.

52. No negative impacts were identified which would prevent approval being sought to implement the proposal. Consultees will be offered an equal opportunity to respond in either the Welsh or English language.

Well-being of Future Generations

53. In developing the Recommendations of this report, regard has been given to the well-being duty arising under the Well-Being of Future Generations (Wales) Act 2015 (‘the Act’) and is clearly considered within the IWBA.

Reasons for Exemption from Publication

54. The Appendices to this report are exempt from publication because they contain information of the kind described in paragraphs 14 (information relating to the financial or business affairs of any particular person) and 21 (public interest test) of Schedule 12A to the Local Government Act 1972 and, in all the circumstances, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

55. These draft documents are intended for future publication and consultation.

Colan Mehaffey
Strategic Director of Policy, Impact & Partnerships
27 January 2025

Appendices

Appendix 1: Transport for CCR: Draft RTP (exempt)
Appendix 2: Draft Integrated Well-being Appraisal (exempt)
Appendix 3: Draft Regional Transport Delivery Plan (exempt)
Appendix 4: Draft Monitoring & Evaluation Plan (exempt)

Background Papers

- Report to South East Wales Corporate Joint Committee, 'Regional Transport Plan & Strategic Development Plan,' 9 October 2023
- Regional Economic and Industrial Plan, 2023-2028
- Report to the Regional Transport Sub-Committee, 'Regional Transport Plan: Case for Change & Scheme Prioritisation Tool,' 11 July 2024
- Report to South East Wales Corporate Joint Committee, 'Regional Transport Plan: Case for Change & Scheme Prioritisation Tool', 26 July 2024
- Regional transport plans: guidance for Corporate Joint Committees
- Strategic Equality Plan