Cyd-bwyllgor Corfforedig De-Ddwyrain Cymru | South East Wales Corporate Joint Committee

Report for:	NOTING
Contains Confidential or Exempt Information	NO

For Consideration By	South East Wales Corporate Joint Committee
Report Title	Scrutiny Annual Report
Report of	Strategic Director of Legal & Governance
Contact Details	Jayne.LaGrua@cardiffcapitalregion.gov.uk
Date to be Considered	31 March 2025
Implementation Date	Immediate
Affected Council Areas	All
Keywords / Index	Scrutiny; Transport

1. Recommendations

1.1 The South East Wales Corporate Joint Committee is asked to:

(1) receive the letter from the Chair of the CJC's Joint Overview and Scrutiny Committee and the report of the Regional Transport Scrutiny Working Group attached at **Appendix 1**.

2. Report Summary

2.1 This report presents the findings and recommendations of the Regional Transport Scrutiny Working Group established by the CJC's Joint Overview and Scrutiny Committee (JOSC), together with a letter from the Chair of JOSC outlining the Committee's wider overview and scrutiny activities during the past year.

3. Reasons for Report

3.1 The CJC's 10 Constituent Councils have established a Joint Overview and Scrutiny Committee, hosted by Rhondda Cynon Taf County Borough Council, whose role it is to:

(1) review or scrutinise decisions made, or other action taken, in connection with the discharge of any functions which are the responsibility of the CJC;

(2) make reports or recommendations to the CJC with respect to the discharge of any functions which are the responsibility of the CJC. The JOSC can also request any decision taken by the CJC be “called-in”;

(3) assist the CJC in reviewing service delivery and performance through in-depth analysis;

(4) review and scrutinise the decisions made by, and the performance of, the CJC and/or any of its Chief Officers both in relation to individual decisions and over time;

(5) review and scrutinise the performance of the CJC, and in exercising its powers, may require members of the CJC to attend a meeting of the JOSC;

(6) review and scrutinise the performance of the CJC in relation to its policy objectives, performance targets and/or particular service areas;

(7) consider and implement mechanisms to encourage and enhance community participation in the development of policy or the improvement of services which the CJC is responsible for;

(8) question Members of the CJC or any Sub-Committee of the CJC about their proposed policies, decisions and performance; and

(9) make recommendations to the CJC and/or appropriate Sub-Committee of the CJC and/or other constitutional bodies arising from the outcome of the overview & scrutiny process.

3.2 The letter and report attached at **Appendix 1** capture the work of both the main CJC Overview and Scrutiny Committee and the Regional Transport Scrutiny Working Group during the 2024/25 municipal year.

3.3 The report of the Regional Transport Scrutiny Working Group has also been shared with the CJC’s Regional Transport Sub-Committee, who are supportive of the recommendations.

4. Comments of the Director of Resources and Section 151 Officer

4.1 This report sets out the work of both the main CJC Overview and Scrutiny Committee and the Regional Transport Scrutiny Working Group during the 2024/25 municipal year and, as such, there are no direct financial implications associated with this report.

5. **Comments of the Director of Legal & Governance and Monitoring Officer**

5.1 The overview and scrutiny arrangements that the CJC has in place are set out in Article 5 of the CJC's Constitution.

5.2 Details of the CJC JOSC appear on the website of the host council, Rhondda Cynon Taf CBC, at Committee details - CJC Joint Overview and Scrutiny Committee - Rhondda Cynon Taf County Borough Council.

5.3 The CJC's duties in relation to overview and scrutiny are set out in Part 3 of the Corporate Joint Committees (General) (No. 2) (Wales) Regulations 2022. The CJC has a duty to cooperate on overview and scrutiny (Reg.8) and a duty to have regard to reports and recommendations of JOSC (Reg.9).

Appendices

Appendix 1: CJC JOSC Chair Letter & Working Group Report

Report Author: Jayne La Grua, Strategic Director of Legal & Governance
Date of Meeting: 31 March 2025

March 2025

Re: South East Wales CJC JOSC Activity 2024/25

Dear Members,

As Chair of the SEW CJC Joint Overview and Scrutiny Committee, I am writing to provide you with a synopsis of the scrutiny work and activities that the Committee have undertaken this year.

As a newly established committee, we welcomed the induction training provided at the beginning of the municipal year, which helped not only provide a clear understanding of the remit of the CJC itself but also helped set the tone for our committee's work programme, whilst also providing a solid foundation for our initiatives and goals.

The CJC Joint Overview and Scrutiny Committee has held four meetings this year, addressing a range of topics. Our scrutiny has included:

- **Regional Transport Plan: Case for Change (Transport for CCR) and Areas of Focus for a Working Group** We received an update on the progress of the Regional Transport Plan (RTP) and following scrutiny challenge on the matter the JOSC agreed on a proposal for a thematic Working Group for members' consideration.
- **Pre-Scrutiny of the Metro Central Full Business Case - Timeline and Approvals Process** We welcomed the opportunity to pre-scrutinise the Metro Central Full Business Case ahead of its review by the CJC, and identified a number of opportunities to further strengthen the Business Case
- **Portfolio Holder Engagement** – Took forward a constructive challenge and engagement session with Councillor Andrew Morgan OBE, the Portfolio Holder for Infrastructure and Major Projects Delivery.
- **Responsible Investing Policy** Reviewed a report on the enhanced Responsible Investment Policy and the new Environmental, Social, and Governance (ESG) Scorecard for the South East Wales Corporate Joint Committee (SEWCJC). We identified that the policy is new legislation and recommended Scrutiny receive an update report to monitor the impact at an appropriate time.
- **Gateway Mid Term Review (Exempt report)** Received an update on the Gateway Review for the Cardiff Capital Region City Deal (CCRCD).
- **Investment Performance** (**Exempt report)** Examined a report on the Quarter 2 position against the 2024/25 Cardiff Capital Region Business Plan and an overview of investment delivery for 2024/25 to date. This report provided further

insight for the Committee, whilst also providing the opportunity to challenge the investment delivery.

During our early meetings this municipal year, we identified the Regional Transport Plan as a priority for the JOSC and the need to feed into this process in a constructive and effective way. Consequently, we formed a working group that held a series of meetings to develop the final recommendations, which are included in Appendix 1. As part of my synopsis, I formally submit for your consideration the 11 recommendations as contained within the report attached and I look forward to receiving your response in relation to these recommendations.

Yours sincerely
Councillor A Whitcombe (Chair CJC JOSC)

South East Wales Corporate Joint Committee

Cyd-bwyllgor corfforaethol De-Dwyrain Cymru

Report of the South-East Wales Corporate Joint Committee Joint Overview and Scrutiny Committee Regional Transport Plan Working

CONTENTS

	Page No.
1.Chair's Foreword	3
2. Background & Context	4-7
3. Membership	8
4. Terms of Reference & 5. Methodology	9-10
6. Findings	10-12
10. Recommendations	12-14

1. CHAIR'S FOREWORD

From the start of the Municipal Year Members of the South East Wales Corporate Joint Committee Joint Overview & Scrutiny Committee (JOSC) have championed the need for the Committee to take a proactive role with its duties in respect of the scrutiny of the newly established South East Wales Corporate Joint Committees (SEWCJC), with Members advocating from the start the use of Task and Finish Groups / Working Groups to undertake such a role, in addition to the Committee itself.

From the outset, following consideration of the Committee Work Programme for the 2024 – 2025 Municipal Year there was a clear steer from the Committee of the need to scrutinise the Regional Transport Plan, which was unanimously supported following the Committee's consideration of the 'Case for Change' report at the JOSC meeting held on 10th October 2024. The purpose of this dedicated group was to conduct a thorough examination of the key aspects of the emerging Regional Transport Plan, ensuring that a robust pre-decision scrutiny process was carried out before the Plan was finalised and submitted for approval by the South East Wales Corporate Joint Committee (SEWCJC).

Our Scrutiny Working Group has undertaken an intensive journey to delve into the details of the Regional Transport Plan. This process has involved in-depth analysis, critical discussions, and a commitment to identifying opportunities for improvement. The goal is to ensure that the Plan not only meets the current and future transport needs of our region but also aligns with our broader objectives of sustainability, inclusivity, and economic growth.

I would like to extend my thanks to the Members of the Working Group. Your dedication to committing time to our meetings and engaging in challenging discussions has been instrumental in driving our work forward. Your diverse perspectives have enriched our deliberations and contributed to the development of a robust set of recommendation moving forwards.

I am confident that the groundwork we have laid will result in a Regional Transport Plan that serves the best interests of our communities. I look forward to our continued collaboration and the positive impact that our collective efforts will bring to the region.

County Borough Councillor Robert Bevan

Chair

2. BACKGROUND & CONTEXT

2.1 In June 2022, the requirement for local authorities to produce a Local Transport Plan (LTP) was transferred to the four regional CJCs by the Local Government and Elections (Wales) Act 2021. The Act established four CJCs in Wales: North, Mid, South West and South East Wales. The Act responded to the need for a strategic approach to both land-use and transport planning, working in a more joined-up regional way than has previously been achieved, and aligned tightly to ambitions around economic development.

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

2.3 In South East Wales, the Cardiff Capital Region City Deal became part of the South East Wales Corporate Joint Committee (SEWCJC). The new public body will still be known as Cardiff Capital Region (CCR), made up of the ten local authorities that make up the CJC. The South East Wales Corporate Joint Committee is the legal name of the entity.

2.4 In respect of regional transport, the requirement for local authorities to produce a Local Transport Plan is set out in the Transport Act 2000, as amended by the Transport (Wales) Act 2006. This duty was transferred to CJCs on 30th June 2022 by the Local Government and Elections (Wales) Act 2021. Statutory guidance is set out in the RTPs: Guidance for CJCs. The Corporate Joint Committees (Transport Functions) (Wales) Regulations 2021 set out how CJCs should prepare RTPs.

2.5 Although the duty to produce a RTP sits with the CJCs, the duty to deliver the RTP sits with the local authorities. Despite this, it is expected that the local authorities in each CJC region will collaborate on a single collective delivery plan, a Regional Transport Delivery Plan (RTDP).

2.6 The ("SEWCJC") has been mandated to produce a Regional Transport Plan for the region by Welsh Government, in conformity with the Transport (Wales) Act (2006) and to complement Llwybr Newydd: Wales Transport Strategy (2021) Llwybr Newydd: the Wales transport strategy 2021 | GOV.WALES and alignment with the Welsh Government Roads Review Roads review | GOV.WALES, Active Travel etc Active Travel Act guidance | GOV.WALES. The first RTP is intended to have a five-year lifespan, from 2025-2030.

2.7 The provision of an effective transport network is essential to facilitate access to employment, education and socially necessary services (such as health, leisure and retail). Whilst the private car is the dominant mode of travel (including 56.5% of travel to work journeys in Wales[1]), access to this mode of transport is not universal, potentially resulting in social inequality.

[1] Travel to work, England and Wales - Office for National Statistics

2.8 In addition, car use is a major contributor to greenhouse gas emissions and poor local air quality. Therefore, the provision of a sustainable public transport and active travel network is essential to maintain Welsh economic and social activity.

2.9 The delivery of public transport services and active travel infrastructure in Wales is facilitated by a range of stakeholders who operate within a complex legal and commercial framework. The key stakeholders are:

- *UK Government* – define primary legislation, including vehicle construction and use standards.
- *Traffic Commissioner* – responsible for licensing bus operators.
- *Office of Rail and Road* – Non-Ministerial independent safety and economic regulator for Britain's railways.
- *Welsh Government* – determines policy and overall funding resources for Transport in Wales.
- *Transport for Wales* – operate rail services, discharge Welsh Ministers responsibilities and administer Traws Cymru and Active Travel grants.
- *Corporate Joint Committees* – develop regional transport strategies and administer regional funding grants.
- *Local authorities* – procure and financially support socially necessary services. Act as highway authority responsible for traffic management; administer the concessionary travel scheme; provide and maintain bus stop infrastructure; provide roadside and other information. Some councils are responsible for parking enforcement.
- *Bus operators* – plan and operate bus services, set fares, and provide timetable and other information. The Confederation of Passenger Transport (CPT) and Coach and Bus Association Cymru are the trade organisations representing most operators.
- *Community Transport operators* - plan and operate flexible community transport services. The *Community Transport Association* is the representative body for community transport operators and a designated body for the issuing of section 19 permits.
- *Network Rail* – maintain the majority of rail infrastructure in Wales (with the exception of the 'Core Valley Lines' north of Cardiff Queen Street).
- *Rail Operators* – operate rail services under a franchise award (in the case of TfW rail under direct award from Welsh Government as an 'Operator of Last Resort')
- *Traveline Cymru* – provides phone and web based public transport information.
- *Gwent and South Wales Police* – responsible for enforcing moving traffic offences (MTO) such as Bus Lane Contravention outside of Cardiff (the responsibility for MTO in Cardiff has been transferred to Cardiff Council).
- *User Groups (Bus Users Cymru* and *Passenger Focus)* – represent users and undertake satisfaction surveys

2.10 At the meeting of the CJC JOSC held on the 10th October 2024, Members received a report on the Regional Transport Plan: Case for Change (Transport for CCR) and Areas of Focus for a potential Working Group. Following consideration, and having scrutinised the contents of the report, Members endorsed the approach to a proposed thematic Working Group for Regional Transport Planning.

2.11 Subsequently, nominations were sought from the CJC JOSC for those Members who wished to sit on the Working Group, and it was agreed that the inaugural meeting would be held on the 14th November 2024.

2.12 Areas of Good Practice

Travel and transport hold the key to the successful expansion and development of our area. Producing joined up modes of travel that are accessible, easy to use, convenient, healthier and comfortable whilst also ensuring affordability are all elements that have equal rating of importance for any transport plans success.

Looking beyond Wales, there are models of integrated and efficient transport systems in cities such as Manchester, Barcelona and Amsterdam. These cities showcase transport infrastructures that effectively serve residents, commuters, and travellers.

2.13 Greater Manchester

Greater Manchester, for instance, is striving to create a comprehensive one-stop-shop for local travel, encouraging people to choose and use greener modes of transportation. The city region experiences approximately 5.6 million journeys daily across its roads, trains, trams, and buses.

2.14 Greater Manchester - Connecting People

- They are the first city region outside London to bring bus services under local control.
- They are working to bring eight local rail routes into the Network by 2028, with other lines joining by 2030.
- They own Greater Manchester's bus stations, stops and shelters, and invest in new, modern transport interchanges.
- They are working to make travel easier and more affordable through smarter travel information, lower fares and smart, integrated ticket systems.
- They manage the Key Route Network (nearly 400 miles) keeping traffic flowing on some of Greater Manchester's busiest roads.

2.15 Green and Lean

- Travel Affordability for everyone- Subsidise fares for children, older people and disabled people.
- Delivering walking and cycle routes in Greater Manchester that are green - and safe.
- cutting air pollution. As part of Greater Manchester's Low Emission Strategy and Air Quality Action Plan, we believe in a cleaner, greener and healthier place to live, work and play.
- Greater Manchester's drive - to be a place where everyone can live a good life, growing up, getting on and growing old in a greener, fairer more prosperous city region.
- Green City Region partnership and responsible for delivering the Greater Manchester Clean Air Plan.

2.16 Amsterdam

Amsterdam's public transport system is one of the most efficient and user-friendly in Europe. With its extensive network of buses, trams, metro lines, ferries, and airport connections, getting around the city is seamless. Transportation by car is generally discouraged, with steep parking fees and a great number of streets are closed off for cars in the city centre

The city is also known as the cycling capital of the world, with an impressive infrastructure of dedicated bike routes and storage facilities. Amsterdam aims for cycling to account for 35% of all trips made in the city by 2030 by building more lanes and parking for bicycles. In January 2023, Amsterdam unveiled two underwater garages, including one beneath the IJ river next to the city's main railway station that can house 7,000 bicycles. Amsterdam encourages multimodality by offering up to 24 hours of free bicycle parking in garages around the station.

3. MEMBERSHIP

3.1 The Scrutiny Working Group comprised the following Elected Members of the CJC JOSC:-

Robert Bevan (Chair)

Simon Griffiths Bridgend CBC

David Williams Torfaen CBC

Jan Butler Monmouthshire CBC

Ross Leadbeater Blaenau Gwent CBC

Allan Screen Newport CC

Pete Wong Cardiff CC

3.2 The Scrutiny Working Group undertook its work from November 2024 to February 2025 and met on five occasions during that period.

4. TERMS OF REFERENCE AND METHODOLOGY

4.1 Terms of Reference

At its first meeting of the Scrutiny Working Group, held on the 14th November 2024, a draft Terms of Reference was proposed and subsequently finalised and agreed:-

The Terms of Reference are established around three main themes, that aim to make sense of the requirement to produce a Regional Transport Plan and where Cardiff Capital Region can influence and support local issues.

4.2 **Discovery: Policy Landscape**

(1) To conduct an examination of Bus and Active Travel, considering the national, regional, and local policy context for transport, with a focus on the role and contribution played by the Regional Transport Plan;

(2) To consider 'Who does what' and the connections across CCR, Transport for Wales, Local Authorities and Welsh Government; and

(3) To provide recommendations on how to strengthen multi-level governance in respect of transport planning.

Deep Dive: Bus and Active Travel

(4) To consider how the Regional Transport Plan sets the context for effective Bus and local Active Travel policies and Road Transport Decarbonisation Pathways; and

(5) To examine opportunities for promoting bus and active travel benefits to economic wellbeing.

5. Methodology

5.1 First Meeting: The Scrutiny Working Group:

- Finalised and agreed the draft Terms of Reference

5.2 Second Meeting: The Scrutiny Working Group:

- Received a report from the Strategic Director of Policy, Impact and Partnerships And the CCR Transport & Energy Manager on Delivering Transport: Legislated Roles & Responsibilities – Policy Context which provided the information required for the Working Group to consider the legislative roles and responsibilities for planning, delivering and funding public transport and active travel provision in the Cardiff Capital Region (CCR), in order to review and make recommendations in respect of the emerging Regional Transport Plan (RTP), 'Transport for CCR'.

5.3 Third Meeting: The Scrutiny Working Group:

- Received a report from the Strategic Director of Policy, Impact and Partnerships And the CCR Transport & Energy Manager on Delivering Transport: Regional Bus which provided an overview of the roles and challenges of supporting bus services in the Cardiff Capital Region (CCR), including uncertainty regarding the implications of proposed changes to Welsh Bus Legislation. The meeting was also attended by CJC Constituent Council Transport Officers from Merthyr Tydfil CBC and Newport CC who provided context and input to discussions.

5.4 Fourth Meeting: The Scrutiny Working Group:

- Received a report from the Strategic Director of Policy, Impact and Partnerships

And the CCR Transport & Energy Manager on Delivering Transport: Active Travel & Integration which provided an overview of the roles and challenges of delivering Active Travel and Integration between transport modes in the CCR, including current practices when prioritising and delivering new infrastructure and the most recent report identifying the outcomes to date.

5.5 Fifth Meeting: The Scrutiny Working Group:

- Considered the discussion that had taken place during the course of the previous meetings and determined their draft recommendations.

5.6 The timescales for undertaking pre-scrutiny in relation to the plan have been tight, and have therefore narrowed the remit of our work. If more time had been available the Working Group would have welcomed hearing from relevant stakeholders and the public as to what they would like to see within the Regional Transport Plan, to ensure that the plan is achievable and works for all.

6. FINDINGS

6.1 Investment Structure and Funding

6.2 Current Public Transport Mode Usage

Members acknowledged the information provided, confirming that buses remain the primary public transport mode in the region, accounting for approximately three times the number of rail trips. However, the Covid-19 pandemic has significantly impacted revenue, leading to a substantial increase in costs. This revenue shortfall needs to be addressed to restore financial stability.

6.3 Funding Challenges

Officers highlighted that the Welsh Government is considering cash flat funding, which essentially translates to a reduction in services. This potential funding cut is a major concern for Members, as it would negatively affect residents, particularly young people who rely on public transport for accessing post-16 education and employment opportunities. Without readily available services, their options become severely limited.

6.4 Long-Term Strategic Investment

Members recognized the critical importance of adopting a long-term view and implementing multi-year strategies. The role of the working group in supporting the need for long-term strategic investment was emphasized. This approach aims to establish a robust standard for strategic investment cycles, ensuring sustainable growth and development of the transport network.

6.5 Local Authorities' Funding Uncertainty

Contributions from Local Authority Transport Officers highlighted the challenges faced by Local Authorities due to the uncertainty of funding levels for the upcoming year. This uncertainty hinders the ability to propose and implement significant transport schemes. Officers explained that the current one-year funding deals often result in the design of small, localized projects, which Members believe are insufficient to achieve the long-term modal shift needed to reduce car usage.

6.6 Role of the CJC and CCR

Members emphasized the importance of leveraging the role of the Corporate Joint Committee (CJC) and the Cardiff Capital Region (CCR) as lobbying voices with the Welsh Government. Highlighting the barriers posed by the current funding and investment structure, Members believe that a unified and strategic approach is necessary to advocate for the necessary changes and secure sustainable funding for the region's transport infrastructure.

6.7 In summary, Members highlighted the pressing need for long-term strategic investment and multi-year funding plans to ensure a sustainable and efficient transport system. Addressing the current funding challenges and leveraging the role of key regional bodies are essential steps towards achieving this goal.

7. Advanced Transport Networks in Metropolitan Areas

7.1 Benchmarking Best Practices from Other Metropolitan Areas

To develop an effective and efficient transport system, it is crucial to examine and learn from other metropolitan areas with advanced transport networks. Cities such as London and Manchester offer models of integrated transport systems that provide connectivity and accessibility. By engaging with representatives from these areas, we can identify best practices and innovative solutions that could be adapted and implemented to enhance the region’s transport infrastructure.

7.2 Importance of External Evidence

` While local evidence and data are valuable, it is equally important to look beyond our immediate surroundings to gather comprehensive insights. By considering successful transport systems from other regions, we can gain a broader understanding of effective strategies and avoid potential pitfalls. External evidence serves as a valuable resource that can guide the planning and delivery processes.

7.3 Integration of Transport Systems

An efficient transport system must enable easy access and seamless transfers between different modes of transportation. The integration of train and bus services is a critical aspect of this. Metropolitan areas such as Manchester and London have successfully implemented transport systems that allow passengers to switch between trains and buses with minimal hassle. This level of integration not only improves convenience for commuters but also enhances the overall efficiency and reliability of the transport network. Manchester's Five-Year Transport Delivery Plan serves as a valuable resource for understanding the strategic approach to developing a robust transport network. The plan outlines key initiatives and projects aimed at improving connectivity, accessibility, and sustainability.

8. Incorporating the use of Data and Consultation Exercises

8.1 Utilising Data and Consultation Responses

One of the key opportunities to enhance future transport projects lies in the effective utilisation of data and consultation responses. By gathering and analysing comprehensive data, along with insights from public consultations, we can gain a deeper understanding of the current transport landscape and identify areas for improvement. This approach ensures that transport projects are well-informed, targeted, and responsive to the needs of the community. Leveraging data and consultation feedback allows for evidence-based planning, leading to more effective and sustainable transport solutions.

8.2 Evidence for Achieving Modal Shift

Addressing the reliance on cars as the primary mode of transport requires evidence to support methods for achieving a modal shift. By examining successful strategies from other regions and gathering local data, we can identify and implement measures that encourage the use of public transport and active travel options.

8. 3 Understanding Passenger Preferences and Car Usage

To effectively promote public transport and active travel, it is essential to understand why individuals prefer cars over other options. This requires more information on passenger voice, including their concerns, preferences, and the barriers they face when considering alternative modes of transport. Understanding passenger preferences is crucial for designing a transport system that meets the needs of all residents.

8.4 Stakeholder Involvement

It is important to recognise that numerous stakeholders are integral to the improvement of bus services. To ensure effective collaboration and progress, facilitating a bus summit by the Cardiff Capital Region (CCR) presents a valuable opportunity. This summit would bring together all key stakeholders, enabling them to work collaboratively towards achieving a reliable and accessible bus service for everyone.

9. **Governance Arrangements**

9.1 To promote accountability in strategic transport infrastructure decisions, it is essential to establish suitable governance arrangements. These arrangements should ensure that local democratic engagement and accountability are maintained, developed, and regularly reviewed.

10. RECOMMENDATIONS

10.1 Through its initial findings the Working Group have developed a range of recommendations which will assist in improving and enhancing the ambition for transport in the region.

10.2 It has identified the following 11 recommendations. The Working Group believes that the outcome of these recommendations will support a view of transport as a means to achieve the strategic goals of being a Competitive, Connected and Resilient region,

creating the conditions for inclusive growth and shared prosperity across the ten local authority administrative areas.

10.3 Subject to approval of the recommendations the Working Group will look to review the progress of the implementation of the recommendations in order to provide the JOSC with an evaluation of any outcomes resulting from the work of the Working Group.

Recommendation 1:

To recognise the fact that Bus remains the primary public transport mode in the region, noting concern in respect of the disparity in funding between Bus and Rail services. It is therefore imperative that the Regional Transport Sub-Committee (RTSC) lobby Welsh Government to ensure funding is enhanced for bus services, rail services and active travel opportunities to address concerns and to aspire for all modes of travel to be considered on an equal basis with both rail and bus services requiring continued investment.

Recommendation 2.

To request that the CJC and RTSC engage in the work that TfW is commencing in the Summer which includes a wide-reaching transport survey that will be carried out annually during the RTP period, ensuring engagement with stakeholders / sectors / public, to provide a holistic view of current public transport patterns and data habits and consider this detail as part of wider potential public transport and transport infrastructure projects, including in monitoring and evaluating the success of the RTP.

Recommendation 3:

The Working Group stresses the need for the facilitation of a 'bus summit' to provide an important opportunity for all key stakeholders to come together to work collaboratively on achieving a reliable bus service accessible to all and that this summit is undertaken at the earliest opportunity to allow the discussions and deliberations to form part of the Regional Transport Plan consultation consideration, which closes on the ****19th May 2025.

Recommendation 4:

To recognise and aspire to the good practices of other Metropolitan areas in relation to transport systems and to facilitate conversations with representatives from those regions to identify good practice for adoption in Southeast Wales. In doing so progress and champion a more strategic approach to integrated transport developments moving forward, recognising the independency of all transport modes

Recommendation 5:

Committee acknowledges the rationale being progressed by Welsh Government to reduce cars journeys and promote public transport. However, the Committee urges that a holistic approach to travel is taken, which acknowledges that different transport modes suit different parts of the region. It is therefore intrinsic that Welsh Government ensure that all appropriate transport infrastructure, including bus, rail and active travel services connect areas of the region to employment, education and Leisure Activities as a priority.

Recommendation 6:

To ensure that suitable governance arrangements are in place to promote accountability for strategic transport infrastructure decisions, and ensure local democratic engagement and accountability is maintained, developed and reviewed. The Working Group requests that the three tiers of government are involved at all levels of decision making.

Recommendation 7:

To utilise all available data and data sources to enable better understanding of challenges and opportunities.

Recommendation 8:

Although the Committee recognise that there are legislative barriers that may prevent achieving the desired outcomes across all areas, there needs to be a flexibility of standards / guidance where appropriate, particularly with delivering Active Travel. We therefore challenge and encourage Welsh Government to review such barriers.

Recommendation 9:

The Committee strongly supports the need for establishing and promoting consistent branding for active travel routes across the region, to ensure public recognition of the investments made.

Recommendation 10:

The Committee requests the need for long term commitment and strategic investment for bus, rail and active travel services, and the need for Strategic investment cycles as the ideal standard to achieve.

Recommendation 11:

Draft Regional Transport Plan Consultation Engagement – The Working Group agree with the importance of undertaking wide reaching and meaningful consultation on the Draft Regional Transport Plan and encourage a variety of methods to have the opportunity to reach residents. The Working Group endorse the exploration of utilising Council Tax annual notice inserts as a potential marketing method.