South East Wales Corporate Joint Committee

Cyd-bwyllgor corfforaethol De-Dwyrain Cymru

Report for:	ACTION
Contains Confidential or Exempt Information	NO

For Consideration By	South East Wales Corporate Joint Committee
Report Title	Regional Transport Sub-Committee Delegations
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Date to be Considered	8 June 2026
Implementation Date	8 June 2026
Affected Council Areas	All South East Wales local authority areas
Keywords / Index	Regional Transport Delivery Plan; Governance; Delegations

Report Summary

This report seeks approval from the South East Wales Corporate Joint Committee (SEWCJC) to establish appropriate governance and decision-making delegations to enable the effective and timely delivery of the Regional Transport Delivery Plan (RTDP).

It proposes that authority is delegated to the Regional Transport Sub-Committee (RTSC) to oversee aspects of programme management and to enable responsive decision-making relating to the reallocation of funding between schemes where required to maximise delivery within the funding period.

Recommendations

1. The SEWCJC is asked to:

I. Delegate authority to the Regional Transport Sub-Committee to oversee the management of the Regional Transport Delivery Plan funding and programme; and,

II. Delegate authority to the Chief Executive of the Corporate Joint Committee in consultation with the Chairs of the Regional Transport Sub-Committee and the Corporate Joint Committee, to amend the RTDP programme to reallocate

funding where necessary and in accordance with the terms and conditions of that funding, to ensure maximum programme delivery within funding timescales.

Reasons for Recommendations

2. Background & Context

2.1. Regulations made under the Local Government and Elections (Wales) Act 2021 impose upon Corporate Joint Committees (CJCs) statutory duties relating to regional economic wellbeing, spatial planning and transport planning.

2.2. In respect of regional transport 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.

2.3. The Act states that the CJCs will support the integration of transport and land use planning through their three broad functions, which are to prepare a Regional Economic Framework (this is reflected in the CCR Regional Economic & Industrial Plan); Strategic Development Plan (SDP); and Regional Transport Plan (RTP).

2.4. Although the duty to produce a RTP sits with the CJCs, the duty to deliver the RTP sits with the local authorities. 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). The RTDP sets out a prioritised list of projects and schemes that are proposed for delivery in CCR by the ten local authorities. Alignment with regional goals and the Wales Transport Strategy (WTS) is required, and is maintained through the Integrated Well-Being Appraisal (IWBA).

2.5. The RTP was approved by the Cabinet Secretary for North Wales & Transport (CSNWT) in September 2025 and the Regional Transport Delivery Plan (RTDP) was approved in March 2026, and the Regional Transport Fund allocation for 2026-27 agreed.

2.6. The funding will also include an element of funding for the CJC to coordinate the programme. The RTDP programme will need to continuously show how it is contributing to the goals, objectives and policies agreed within the RTP.

2.7. CCR has been meeting with Transport for Wales (TfW), WG and other key stakeholders to ensure a collaborative approach to development of the RTDP and alignment with national policy.

2.8. The Regional Transport Delivery Plan (RTDP) sets out a prioritised programme of schemes to deliver the outcomes and objectives of the approved Regional Transport Plan (RTP).

2.9. The delivery of this programme is subject to:

- Fixed funding allocations and timescales set by Welsh Government (WG);
- The need to demonstrate progress and expenditure within the financial year; and
- The inherent risk of scheme delay or slippage due to external factors including planning, procurement, and delivery constraints.

2.10. Given the scale and complexity of the programme, effective governance arrangements are required to ensure that:

- The programme remains deliverable within the available timeframe;
- Funding is fully utilised; and
- Regional outputs and outcomes are maximised.

2.11. At present, decisions relating to programme adjustments would require SEWCJC approval, which may introduce delays and reduce the ability to respond quickly to changing delivery conditions.

2.12. Given the scale and complexity of the programme, effective governance arrangements are required to ensure that: the programme remains deliverable within the available timeframe; funding is fully utilised; and regional outputs and outcomes are maximised.

2.13. Responsibility for oversight of the RTDP programme is delegated to the **Regional Transport Sub-Committee (RTSC)**. This reflects:

- Its existing role in developing and monitoring the RTDP;
- Its detailed understanding of the programme; and
- Its ability to provide more agile oversight of delivery.

2.14 To ensure timely decision-making, delegated authority is provided to the **Chairs of the RTSC and SEWCJC**, and the **Chief Executive of the Corporate Joint Committee** to approve amendments to the RTDP programme, specifically:

- Reallocation of funding between schemes;
- Substitution of schemes from a reserve list where delivery risks arise;
- Adjustments necessary to ensure compliance with WG funding conditions.

2.14. All such decisions will be:

- Reported to the RTSC and SEWCJC for transparency; and
- Undertaken in accordance with the terms and conditions of WG funding.

3. Comments of the Section 151 Officer

3.1. As set out in the main body of the report funding allocations are fixed and timescales are set by Welsh Government. While the financial risk associated with this programme does not therefore sit with CCR (in the sense that overruns / overspends are not a pressure on our cost which is capped at the funding level), it is important that decision making is as streamlined as possible to facilitate the maximisation of available funding for the region.

4. Comments of the Monitoring Officer

4.1. There are no direct legal implications arising from these delegations, but the Constitution will need to ne updated to reflect them.

5. Equality, Diversity, and Inclusion

5.1. The RTSC 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.

5.2. 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.”

5.3. 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.

6. Sustainability and Climate Considerations

6.1. Sustainability or climate change implications arising from preparing and delivering the RTDP are contained within the content of the RTP and assessed through the Monitoring & Evaluation Plan and Integrated Well-being Appraisal.

7. Welsh Language Implications

7.1. 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.

7.2. The Regional Transport Plan and, specifically, the Integrated Well-being Appraisal have considered implications of the Welsh Language in both the strategic planning and delivery of regional transport schemes, allied to national policy and delivery frameworks.

8. Well-being of Future Generations

8.1. 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 Integrated Well-being Appraisal for the Regional Transport Plan.

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