

## CJC - Regional Transport Planning Sub-Committee

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Meeting Venue  
**Via Zoom**

Meeting Date  
**Monday, 23 October 2023**

Meeting Time  
**4.00 pm**

For further information please  
contact  
**Katharine Flanagan Jones**



17/10/23

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Mae croeso i chi siarad yn Gymraeg neu yn Saesneg yn y cyfarfod. Rhowch wybod pa iaith rydych am ei defnyddio erbyn hanner dydd, ddau ddiwrnod gwaith cyn y cyfarfod.

You are welcome to speak Welsh or English in the meeting. Please inform us of which language you wish to use by noon, two working days before the meeting.

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### AGENDA

1.	<b>APPOINT CHAIR AND VICE-CHAIR</b>
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To elect a Chair and Vice-Chair for the ensuing year.

2.	<b>WELCOME AND INTRODUCTIONS</b>
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3.	<b>APOLOGIES</b>
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To receive apologies for absence.

Apologies for absence were received from:

4.	<b>DISCLOSURES OF INTEREST</b>
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To receive Declarations of Interest from Members relating to items to be considered on the agenda.

5.	<b>TERMS OF REFERENCE</b>
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To receive and consider the Terms of Reference.  
(Pages 3 - 6)

<b>6.</b>	<b>REGIONAL TRANSPORT PLAN IMPLEMENTATION PLAN</b>
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To receive and consider the RTP Implementation Plan.  
(Pages 7 - 26)

**6.1. Exempt Item**

To consider passing the following Resolution:

RESOLVED to exclude the public for the following item of business on the grounds that there would be disclosure to them of exempt information under category 3 of The Local Authorities (Access to Information) (Variation) (Wales) Order 2007).

The Monitoring Officer has determined that category 3 of the Access to Information Procedure Rules applies to the following item. His view on the public interest test (having taken account of the provisions of Rule 14.8 of the Council's Access to Information Rules) was that to make this information public would disclose information relating to the financial or business affairs of any particular person (including the authority holding that information).

These factors in his view outweigh the public interest in disclosing this information. Members are asked to consider these factors when determining the public interest test, which they must decide when considering excluding the public from this part of the meeting.

**6.2. Exempt Appendix 1**

To received and consider Exempt report: Appendix 1  
(Pages 27 - 28)



## Regional Transport Planning

### TERMS OF REFERENCE

#### General.

5.1 Subject to Rule 5.5 below, the CJC may arrange for the discharge of its function by:

- 5.1.1 A sub-committee;
- 5.1.2 A member of staff;
- 5.1.3 Any other corporate joint committee;
- 5.1.4 Any county or county borough council in Wales.

#### Membership

5.2 A sub-committee appointed by the CJC may include, or be wholly comprised of, persons who are not members of the CJC.

5.3 The functions of a sub-committee, the number of members of a sub-committee and the term of office of each member must be fixed by the CJC and the subcommittee may only exercise those functions as are delegated to it by the CJC.

#### Delegation

5.4 Subject always to Rule 5.5 below, the CJC delegates operational decisions on the discharge of its functions and anything that is required to facilitate or is conducive or incidental to the discharge of its functions as set out in the Section 7.

5.5 The CJC may not delegate any of the following to any other person or subcommittee:

- 5.5.1 Its function in relation to developing policies under the relevant provisions of the Transport Act 2000 (“Transport Policy Function”);
- 5.5.2 Its function in relation to preparing a Strategic Development Plan under the relevant provisions of the Planning and Compulsory Purchase Act 2004 (the “Strategic Development Plan Function”);
- 5.5.3 The decision to agree the CJC budgets and contributions of the Constituent Councils and the National Park;
- 5.5.4 The decision to establish CJC sub-committees; and
- 5.5.5 Other specific decisions and responsibilities set out in the Establishing Regulations.

### **Rules Applying to All Sub-Committees.**

5.6 The following Rules apply to all Sub-Committees:

- Rule 4.29 to 4.30 (Location of Meetings)
- Rules 4.31 to 4.35 (Notice of Meetings and Summons to attend),
- Rules 4.37 to 4.38 (Remote Attendance)
- Rule 4.40 (Closure Motions)
- Rule 4.41 (Point of Order)
- Rule 4.42 to 4.43 (Personal Explanation)
- Rule 4.44 to 4.46 (Declarations of Interest)
- Rules 4.47 to 4.49 (Access to Agenda and Connected Reports),
- Rules 4.50 to 4.52 and 4.54 to 4.55 (Minutes),
- Rule 4.60 (Filming, Audio Recording and use of Social Media during Meetings)

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Rules 4.62 (Inspection and Publication Of Minutes and Other Documents After Meetings), and

Rules 4.63 (Language and Translation ) apply to a meeting of a sub-committee of the CJC as they apply to a meeting of the CJC.

Rule 8.7 (Right for Public to Attend Meetings)

### **Quorum**

5.7 At least one quarter of the members of a Sub-Committee must be present at all meetings and the Brecon Beacons National Park Member must be present at:

- 5.7.1 meetings where the Strategic Development Plan is to be discussed; and
- 5.7.2 for decisions to change voting procedures in relation to the Strategic Development Plan.

### **Voting**

5.8 Each person entitled to vote has one vote.

5.9 Any vote is to be decided by majority decision.

5.10 Where a vote is tied, the chairperson has the casting vote.

### **Regional Transport Planning Sub-Committee.**

5.13 The CJC shall appoint a Sub-Committee (known as the Regional Transport Planning Sub-Committee) to exercise the development of transport policies under sections 108(1)(a) and (2A)(a) of Part 2 of the Transport Act 2000.

5.14 The Terms Of Reference Of The Regional Transport Planning Sub-Committee are set out in Appendix B and those terms of reference may be amended by the CJC from time to time.

### **Regional Transport Planning Sub-Committee – Terms of Reference**

#### **B1. Introduction**

- B1.1 The Welsh Government has now brought forward The Corporate Joint Committees (**Transport Functions**) (Consequential Modifications and Transitional Provisions) (Wales) Regulations 2022 (the Transport Functions Regulations 2022)
- B1.2 The Transport Functions Regulations 2022 changes the responsibility of functions under Section 108 of the Transport Act 2000 moves the responsibility for delivering a transport plan from the local authorities to the Corporate Joint Committee and revokes the Regional Transport Planning (Wales) Order 2014.
- B1.3 The Constituent Councils established a joint committee to oversee and co-ordinate the discharge of the Councils obligations in relation to Regional Transport Planning.
- B1.4 The CJC will appoint the Regional Transport Planning SubCommittee to advise the CJC on its Regional Transport Planning function . The sub-committee will be responsible for making the necessary recommendations to the CJC in relation to the delivery of a Regional Transport Plan for the Constituent Councils.

#### **B2. Composition of the Regional Transport Planning**

- B2.1 The composition and functions of the Regional Transport Planning Sub-Committee will consist of 6 members, 3 from each of the Constituent Authorities. (to include members with responsibility for transport, highways and economic development)
- B2.2 The Chair of the Sub-Committee shall be elected from Members of the Constituent Authorities and rotated between Authorities on an annual basis.

#### **B3. Regional Transport Planning Sub Committee Recommendations**

- B3.1 The Regional Transport Planning Sub-Committee will make recommendations to the CJC in relation to the development of Regional Transport Planning. The CJC will then be asked to consider the recommendations. If the recommendations are not approved by the CJC, they may be referred to the Regional Transport Planning Sub-Committee for reconsideration and re-submission to the CJC.

#### **B4. Meetings**

- B4.1 The Regional Transport Planning Sub-Committee shall meet on at least a quarterly basis, or at such frequency as the Sub-Committee shall determine from time to time in order to fulfil its role.
- B4.2 The Regional Transport Planning Sub-Committee may invite such number of appropriate third parties to observe Regional Transport Planning Sub-Committee Meetings as it sees fit from time to time. Such third parties may include individuals or representatives of such organisations and private sector companies as the Regional Transport Planning Sub-Committee shall determine from time to time.

- B4.3 Any third parties invited to a Regional Transport Planning Sub-Committee Meeting shall be entitled to take part in such meeting but shall not be able to vote in respect of any decisions to be taken. Any third party in attendance at a Regional Transport Planning Meeting may be required by the Chairperson **not to attend some or any part of** a Regional Transport Planning Meeting
- B4.4 A Regional Transport Planning Sub-Committee Meeting may be held in accordance with Rules 4.29 to 4.30 (Location) and 4.37 to 4.38 (Remote Meetings).
- B4.5 Meetings will be held in public and arrangements for the publication of and access to documents will be the same as for meetings of the CJC as set out in Section 4.

### **B5. Quorum**

- B5.1 The quorum necessary for the Regional Transport Planning Sub-Committee Meeting shall be at **least two elected members** from the Constituent Councils or the appropriate deputies appointed.

### **B6. Voting**

- B6.1 At meetings of the Regional Transport Planning Sub-Committee each elected member or appropriate deputy appointed in attendance shall have one vote each. Decisions at meetings of the Regional Transport Planning Sub-Committee will be taken by a majority vote of a quorate meeting.

### **B7. Minutes**

- B7.1 Minutes of the proceedings of a Regional Transport Planning Sub-Committee meeting must be drawn up and recorded. The minutes must be approved by the person chairing the Sub-Committee meeting or the person chairing the next suitable such meeting by signing the minutes, or by electronically signifying approval.

### **B8. Proceedings of Meetings**

- B8.1 Rule 5.6 above will apply to the meetings of the Regional Transport Planning Sub-Committee.
- B8.2 Members of the Regional Transport Planning Sub-Committee shall be subject to the Code of Conduct for Members.
- B8.3 Meetings may be rearranged, cancelled or additional meetings scheduled with the agreement of the Chair.
- B8.4 Each meeting will be recorded through the production of notes which will be made available to the public online after the meeting with the exception of any exempt or confidential information. Notes of meetings will usually be brief, containing a summary of discussions, action points and recommendations.
- B8.5 The Regional Transport Planning Sub-Committee is not a decision-making body for delivery of a Regional Transport Plan and the Chair should aim to facilitate consensual agreement on matters under consideration. Where a consensus cannot be reached, the Chair shall present the split views of the committee to the CJC.
- B8.6 The Members' Code of Conduct in Section 9 will apply.

**Implementation Plan**  
**Mid Wales Regional Transport Plan 2024/25**

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## 1. INTRODUCTION

The Governance of the Regional Transport Plan process is set out in the CJC regulations, and the formal regional transport sub-committee has been set up to provide research and development advice and guidance in order to provide recommendations to the CJC before making its decisions.

To further support the CJC Regional Transport Sub Committee there will be a local authority officer working group.

The corporate joint committee is required to undertake following regarding Regional Transport Planning, following its establishment in 2022.

- the function of developing policies under section 108(1)(a) and (2A)(a) of Part 2 of the Transport Act 2004(4) is, in respect of the area of each constituent council to be exercised by the Mid Wales CJC, and not be the constituent council.
- Part 2 of the Transport Act 2000 applies in relation to the Mid Wales CJC and its constituent councils subject to the modifications in the Schedule to the Corporate Joint Committees (Transport Functions) (Wales) Regulations 2021(5)

The purpose of the **Regional Transport Plan** (RTP) will be to deliver a regional transport by March 2025 as set out and in line with Welsh Government guidance, issued in July 2023

[Regional transport plans: guidance for Corporate Joint Committees | GOV.WALES](#)

Although the duty to produce a RTP sits with the CJs, the duty to deliver a programme of actions for the RTP sits with the local authorities. Despite this, it is expected that the local authorities in each CJC will collaborate on a single collective delivery plan, an RTDP, alongside the RTP process.

The Area of the regional transport plan covers the counties of Ceredigion and Powys, which also includes the majority of area of Bannau Brycheiniog National Park

*Area location Plan*



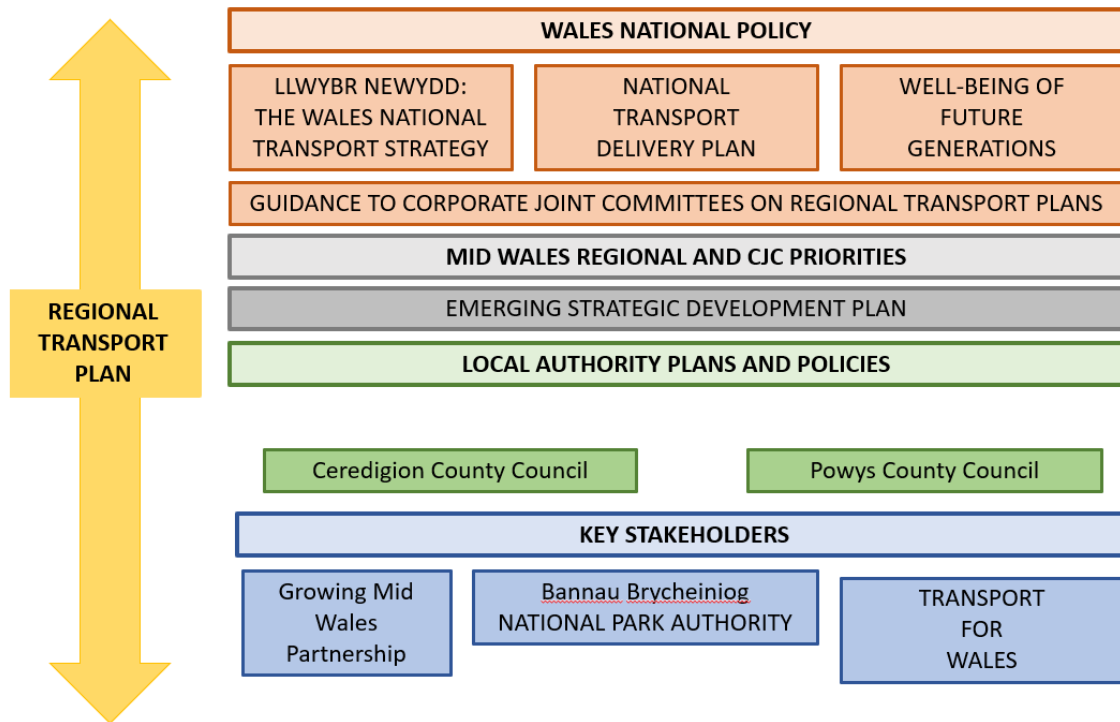


The Mid Wales Region has forged its strategic aim and objectives by engaging with The Growing Mid Wales Partnership (GMWP) who have identified the transport aims to grow the economy as: - ***“To drive economic growth and attract new investment we need to improve connectivity both to and within the region. We will build on our existing linkages to help deliver the transport network required to help grow the economy and raise productivity”***. It will be important to work with the wider transport stakeholders to ensure the Vision for the RTP takes account of both the GMWP and that it also supports delivery of the Welsh Government’s Welsh Transport Strategy.

The CJC is required to produce a Regional Transport Plan “**Implementation Plan**” by the 31<sup>st</sup> October 2023 to be submitted to the Welsh Government (WG) which will set out how the RTP will be developed and submitted by 29<sup>th</sup> March 2025, and what funding is required to undertake that task.

The Guidance issued by WG sets out the need for the plan to identify how it takes account of the National, Regional and Local Strategies and priorities.

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**Figure 2: Policy Context for Regional Transport Plan**

### 3. SCOPING THE KEY WORK PACKAGES

Table 1 below shows what are considered to be the key work packages that require completing to develop.

Work Package	Description	Lead Organisation	Key Dates
<b>Developing the Case for Change</b>			
Appoint a partner organisation	Commission to consultants to assist the CJC in delivery of the RTP	CJC	A.S.A.P following funding award from WG. November 2023
Member and key stakeholder engagement plan (to include actions and delivery)	Seek the views of portfolio holders and/or other Members, and key stakeholders about the issues to be captured in the case for change and the policies / schemes needed to address them.  Agree approach to engaging members and key stakeholders.  Produce materials – bilingual, clear and concise messaging etc.	Agreement between authorities needed.	Tight timescales suggest this stage is necessary very early in the process.  Nov/Dec 2023

Work Package	Description	Lead Organisation	Key Dates
	<p>Agree the required number of drop in events and the locations of these.</p> <p>Agree any arrangements and the approach for engaging elected members.</p> <p>Consider innovative way of engaging with hard to engage groups.</p>		
Undertake stage one WelTAG to identify Strategic Case for change	<p>Set out the regional impact of the following on the RTP and future transport:</p> <ul style="list-style-type: none"> <li>- Llywbr Newydd Welsh Transport Strategy and Delivery plan</li> <li>- National Development Plan and National Infrastructure Plan</li> <li>- Local development plans</li> <li>- Wellbeing Act</li> <li>- Regional Transport plan 2008</li> <li>- Joint Local Transport plan 2014</li> <li>- Local Authority Plans e.g. (Wellbeing)</li> <li>- Cross Border plans (Midland Connect; Marches LEP and DfT both Road and Rail)</li> </ul>	Consultancy	<p>Risk WG need to publish new WelTAG Guidance.</p> <p>Risk – WG need to publish Rural Pathway document.</p>
Transport for Wales Data	TfW to provide Mid Wales Transport Data set to consultants	TfW	
Review of Evidence and Identify Issues and Opportunities	<p>GIS mapping Both North and South-West and Mid Transport and Aberystwyth transport Models findings</p> <p>Consider:</p> <ul style="list-style-type: none"> <li>- Rurality and access to services</li> <li>- Car dependency</li> <li>- Bus – improvements such as Bwcabus and</li> </ul>	Consultancy	

Work Package	Description	Lead Organisation	Key Dates
	<p>Fflecsi, Traws, opportunities from franchising and future plans</p> <ul style="list-style-type: none"> <li>- Rail - opportunity for proposals and connections to across the network and links East-West and North-South</li> <li>- Road network: e.g. A482, A479, A486, A487, A44, A470, A40, A483, A458,</li> <li>- Walking and cycling</li> <li>- Housing and economic growth</li> <li>- Access to Bannau Brycheiniog</li> <li>- Supporting tourism</li> <li>- Supporting industry</li> <li>- Origin and destination of trips, and importance of Cross border movement</li> </ul>		
Identify RTP Vision	<p>Current LTP vision: Vision for Transport in Mid Wales the Mid Wales Local Authorities will plan for and deliver in partnership an integrated and affordable transport system in the region that facilitates economic development, ensures access for all to services and opportunities, sustains and improves the quality of community life, and makes an active contribution to the management of carbon and the quality of the environment.</p> <p>New Growing Mid Wales Vision (2023)</p> <p>Consider:</p> <ul style="list-style-type: none"> <li>- Access to employment, services and attractions</li> </ul>	RTP working Group - after discussion with LAs and stakeholders	

Work Package	Description	Lead Organisation	Key Dates
	<ul style="list-style-type: none"> <li>- High quality active travel and public transport networks</li> <li>- Net Zero -Climate Change</li> </ul>		
Identify RTP Smart Objectives	<p>Identify RTP higher level desired outcomes. Identified from GMWP vision document, and Local Authority Wellbeing Plans</p> <p>Consider:</p> <ul style="list-style-type: none"> <li>- Reduce carbon emissions.</li> <li>- Wellbeing</li> <li>- Support Mid Wales businesses.</li> <li>- Improving transport connectivity</li> <li>- Making public transport more affordable</li> <li>- Enhancing rail services and improving cross-border connectivity</li> <li>- Sustainable access to Bannau Brycheiniog National Park</li> <li>- Supporting the tourist economy</li> <li>- Supporting economic growth</li> <li>- Increasing active travel</li> <li>- Supporting / encouraging the take up of EVs.</li> <li>- Road Safety</li> <li>- Enhancing Freight connectivity and encourage more rail freight.</li> </ul>	Consultancy	
Governance	<p>Governance arrangements will be via the Mid Wales Corporate Joint Committee for development, sign off and adoption of plan. Supported by RTP Officer Working Group.</p>	CJC - RTP Officer	

Work Package	Description	Lead Organisation	Key Dates
Approval Case for change by CJC		CJC, supported by local authority officers	Date to be confirmed
<b>Developing the Regional Transport Plan</b>			
Identifying the High-Level interventions and policies	<p>Identify the policies that will deliver the identified objectives that will support the delivery of the Welsh Transport Strategy.</p> <ol style="list-style-type: none"> <li>1. Employment and Tourism Access. Existing and planned out of centre employment sites may be poorly served by public transport. People without access to a car may be excluded from accessing some job, leisure and tourism opportunities. There is a lack of evening and weekend bus provision, which leads to difficulties in accessing employment opportunities and reliance on the private car. There is an increased need to travel and for longer distances to access job opportunities. The issues above of poor public transport access are acute in Mid Wales given its deep rurality and low population density.</li> <li>2. Inclusive Access to Services. Dispersed settlement patterns have implications for accessibility and access to key services, consequently there is a greater dependence on the private car. Lack of available affordable transport for some communities. Need to tackle the problems many people encounter in accessing work, education and healthcare. Changes in locations of key</li> </ol>	Constituency	<p>Draft BEFORE PUBLIC CONSULTATION to be submitted to WG by 29<sup>th</sup> May 2024.</p> <p><b>Risk this date will not be met.</b></p>

Work Package	Description	Lead Organisation	Key Dates
	<p>services such as health are likely to increase car travel and may isolate some communities. Ageing and in places declining population can result in the withdrawal of local services, reducing access to key services resulting in further depopulation. Opportunities through innovation and collaboration to improve rural transport delivery.</p> <p>3. Integration of Public Transport. Bus access to existing and emerging employment sites requires interchange and multiple operator trips making journeys more complex and less attractive. Access to rail stations by car, public transport, walking or cycling can be poor.</p> <p>4. Active Travel Potential. A high proportion of commuter trips within the key settlements are less than 5km and could potentially be undertaken by active travel modes. There are opportunities to increase mode share by active travel modes and to improve the health and well-being of the local community.</p> <p>5. Journey Time Reliability and Strategic Connections. Poor opportunities for passing pinch point and constraints on the strategic road network led to increased journey times and reduced journey time reliability for the movement of people and</p>		

Work Package	Description	Lead Organisation	Key Dates
	<p>goods. There are opportunities to better connect the area across borders.</p> <p>6. Freight Connections. Provision for freight vehicles inadequate on most key strategic highway corridors. Disproportionate impact of road freight on the existing sub-standard highway network. Opportunity for rail freight to reduce road transport of goods.</p> <p>7. Highway Condition and Road Safety. Poor condition of highways can have an impact on safety. There is an opportunity to continue to improve the road safety record.</p> <p>8. Resilience to Climate Change. Increased risks to the resilience of the network through impacts of climate change, including flood risk. Opportunities to improve the standard and resilience of the network. There are opportunities to increase mode share by active travel modes and reduce carbon impacts of transport.</p> <p>9. Availability and Sustainability of Funding. Significant constraints on both capital and ongoing reduce funding threatening the provision of even basic levels of access to markets, jobs and services. Significant reductions in the availability of funding threatening the resilience and reliability of the road network.</p>		



Work Package	Description	Lead Organisation	Key Dates
	<p>Outcomes from existing LTP:</p> <ol style="list-style-type: none"> <li>1. Access to Key Destinations and Markets: Economic growth in the region will have been supported, through an improvement in the efficiency, reliability, resilience, and connectivity of movement, including freight, within Mid Wales and to and from other key destinations and markets.</li> <li>2. Access to Employment and Services: Social equality and employability will have been promoted through inclusive, integrated and affordable access to employment and key health, education, social services, and play and recreation facilities, with a focus on tackling access to the Enterprise Zone and Local Growth Zones and those areas particularly deprived in terms of access to services.</li> <li>3. Improving Health and Well-being by Increasing Walking and Cycling: Levels of cycling and walking for both necessary active travel and recreation, by residents and visitors, will have been increased.</li> <li>4. Improved Safety and Security: The actual and perceived safety and security of travel by all modes will have been improved.</li> <li>5. Benefits and Minimised Impacts on the Environment: The potential for transport improvements to reduce carbon emissions and improve the local</li> </ol>		

Work Package	Description	Lead Organisation	Key Dates
	and global natural and built environment will have been maximised and negative impacts minimised, including adaptation to the effects of climate change.		
<b>Developing the Local Authorities Regional Transport Delivery Plan</b>			
Identify projects and schemes that deliver objectives.	<p>Considering:</p> <ul style="list-style-type: none"> <li>- What business case development have been undertaken.</li> <li>- Identified how a scheme within programme be prioritised.</li> <li>- Ensuring Wellbeing objections are delivered.</li> </ul> <p>The guidance requires schemes in the RTDP to 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”.</p>	Consultancy in discussion with RTP officers working groups	<p>Draft BEFORE PUBLIC CONSULTATION to be submitted to WG by 29<sup>th</sup> May 2024.</p> <p><b>Risk this date will not be met</b></p>
Identify a methodology for prioritising schemes.  <b>Seek guidance and best practice</b>	<p>Identify and agree a robust methodology for assessing schemes against impact on WTS priorities and sub priorities. Possibly 10-point system from -5 to +5 for scale of impact.</p> <p>WTS priorities are:</p> <ul style="list-style-type: none"> <li>- Bring services to people in order to reduce the need for people to use their cars on a daily basis.</li> <li>- Accessible, sustainable and efficient transport services and infrastructure</li> <li>- Behaviour change</li> </ul>	RTP officers working group before taking to RTP Transport Sub committee for approval	

Work Package	Description	Lead Organisation	Key Dates
Prioritise schemes	Prioritise schemes using the methodology identified above.  Assessment, and narrative around results, should be cognisant that different funding streams may have different priorities and requirements	To be agreed (working on the principle of collaboration)	
Agree Prioritised scheme list		CJC Transport sub-Committee	
<b>Develop the Integrated Well-being Assessment</b>			
Step 1	Review the Case for Change, undertake scoping to establish what specialist work packages may be needed to develop the IWBA including any supporting statutory impact assessments, and develop a brief/s to commission that work and ensure it is fed into the process of developing the RTP.	RTP Officer working group & stakeholder engagement? (Maybe GMWP workshop)	
Step 2	An integrated well-being framework should be developed and agreed with key partners. Options for policies or projects should be reviewed against that framework.  As set out in WelTAG guidance <a href="https://gov.wales/welsh-transport-appraisal-guidance-weltag-2022">Welsh transport appraisal guidance (WelTAG) 2022 (gov.wales)</a>  <ul style="list-style-type: none"> <li>- How will the programme or project benefit people and communities?</li> <li>- How will it benefit the environment?</li> <li>- How will it benefit places and the economy?</li> <li>- How will it benefit culture and the Welsh language?</li> </ul>	As above	Draft BEFORE PUBLIC CONSULTATION to be submitted to WG by 29 <sup>th</sup> May 2024.  <b>Risk this date will not be met</b>
Step 3	When the draft RTP is published for consultation: it should be accompanied by a	CJC Transport lead	Prior to consultation

Work Package	Description	Lead Organisation	Key Dates
	draft IWBA report showing how well-being has been taken into account and how the five ways of working have been followed.		
Step 4	When the final RTP is submitted to WG it should be accompanied by a final IWBA report taking on board any consultation responses.	CJC Transport lead	29 <sup>th</sup> March 2025 <b>Risk this date will not be met</b>
<b>Public and Stakeholder consultation</b>			
Plan proposed consultation period	<p>This will be identified with the stakeholder Engagement plan.</p> <p>Produce materials – bilingual, clear and concise messaging etc.</p> <p>Develop a feedback platform such as a focused questionnaire (Confirmation is required regarding what support TfW can give regarding this process.)</p> <p>A decision will need to be made regarding whether drop in events will take place across the region and if they are to take place what locations will be used?</p> <p>Make any arrangements for engaging elected members.</p>	TBC	<p>Consultation after submission of first draft to WG (late May2024).</p> <p>Need to avoid consultation in summer holidays but have next draft ready by late October.</p> <p><b>Risk – dates for consultation need to fit into a programme.</b></p>
Attend any drop in events	Staffing levels to be agreed by LAs	Staffing levels to be agreed by LAs	<b>Risk associated with LA resources</b>
<b>Update Draft Plan</b>			
WG feedback	Review and action WG feedback		Between May 2024 and 31 <sup>st</sup> Oct 2024
Consultation feedback	Review and action consultation feedback	Consultancy	<b>Risk date cannot be met.</b>
<b>Monitoring and Evaluation Plan</b>			
Contribution to National Priorities	Develop a MEP that monitors regional progress in achieving the national priorities and ambitions in the WTS will be	Consultancy withing with RTP officer	Guidance unclear on when MEP needed- The MEP will

Work Package	Description	Lead Organisation	Key Dates
	monitored, measured and evaluated. This must include the region's contribution to national decarbonisation and modal shift targets.	working group	need to ensure no duplication with WTS data collection.
Agree measures to monitor	Identify a set of measures with baseline information for each. The measures can include qualitative outcomes and quantitative measures. Note that CJs are required to record progress annually	Consultancy working with RTP officer working group	
	A comprehensive evaluation should be prepared after three years to assess whether the RTP is delivering its outcomes, providing value for money and whether there are any unintended consequences. This should follow published guidance and best practice on evaluation. The results of this comprehensive evaluation will feed into the subsequent RTP for each CJC, and the subsequent NTDP.	Consultancy working with RTP officer working group	This will take place After submission and approval of RTP
<b>Equalities Impact Assessment</b>			
Undertake EqIA	Consider impact on all protected characteristics	TBC	Guidance unclear on when EqIA needed – <b>Risk to final delivery timeline</b>
<b>Environmental Impact Assessment and Habitats Regulation Assessment</b>			
Undertake EIA and HRA	Consider all statutory requirements.	Consultants	Guidance unclear on when EqIA needed – <b>Risk to final delivery timeline</b>

## 5. AVAILABLE RESOURCES

Currently local authority resources available for RTP is very limited and to employ staff provides unnecessary administration and time delay therefore the favoured option is to engage a consultancy to work along side the CJC.

## 5. RISK IDENTIFICATION

At this early stage, the high-level risks associated with delivering a Regional Transport Plan for Mid Wales are considered to be:

- Political agreement on policies and high-level outcomes.
  - o To be mitigated through engagement and discussion throughout the process
- Regional agreement on prioritised RTDP schemes list
  - o To be mitigated through the development of a robust and impartial scoring methodology
- Challenging timescales for submission and adoption of the RTP
- If the RTP is linked to Transport funding from April 2025, it may be necessary to seek an early approval process from Welsh Government to ensure schemes and projects identified within the RTP receive funding.

## 6. Timeline and Key Dates

<b>31<sup>st</sup> October 2023</b>	<b>CJC to submit implementation plan to WG</b>
<b>29<sup>th</sup> February 2024</b>	<b>CJC to submit RTP Case for Change including SMART objectives to WG</b>
<b>29<sup>th</sup> May 2024</b>	<b>CJC to submit initial draft RTP, IWNA and RTDP to WG BEFORE public consultation</b>
<b>31<sup>st</sup> October 2024</b>	<b>CJC to submit final draft RTP, IWBA and RTDP to WG</b>
<b>29<sup>th</sup> March 2025</b>	<b>CJC to submit final RTP, IWBA and RTDP to WG</b>
<b>30<sup>th</sup> June 2025</b>	<b>Welsh Government decision to approve RTP.</b>

# CJC- Regional Transport Planning Sub-Committee 23<sup>rd</sup> October 2023

TITLE:	Regional Transport Plan
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## Background

The Governance of the Regional Transport Plan process is set out in the CJC regulations, and the formal regional transport sub-committee has been set up to provide research and development advice and guidance in order to provide recommendations to the CJC before making its decisions.

To further support the CJC Regional Transport Sub Committee there will be a local authority officer working group.

The corporate joint committee is required to undertake following regarding Regional Transport Planning, following its establishment in 2022.

- the function of developing policies under section 108(1)(a) and (2A)(a) of Part 2 of the Transport Act 2004(4) is, in respect of the area of each constituent council to be exercise by the Mid Wales CJC, and not be the constitute council
- Part 2 of the Transport Act 2000 applies in relation to the Mid Wales CJC and its constituent councils subject to the modifications in the Schedule to the Corporate Joint Committees (Transport Functions) (Wales) Regulations 2021(5)

The purpose of the **Regional Transport Plan** (The Plan) will be to deliver a regional transport by March 2025 as set out and in line with Welsh Government guidance, issued in July 2023

[Regional transport plans: guidance for Corporate Joint Committees | GOV.WALES](#)

Although the duty to produce a RTP sits with the CJCs, the duty to deliver a programme of actions for the RTP sits with the local authorities. Despite this, it is expected that the local authorities in each CJC will collaborate on a single collective delivery plan, an RTDP, and this would be undertaken alongside the RTP process.

## Action required

The Area of which the RTP will cover is the two counties of Ceredigion and Powys, the CJC will need to seek agreement as to whether they intend to undertake a joint regional transport delivery plan (RTDP).

The processes which are required to be undertaken are resource intensive and timeline restrictive, the guidance suggests the following is undertaken: -

1. **Implementation Plan** which sets out how and when the following processes are to take place, these agreed timelines, and actions to get the CJC to an RTP, will be scrutinised by Welsh Government by requiring and undertake **two Gateway reviews** of the plan process against the implementation plan

The implementation plan will need to plan the following tasks: -

2. **Review of existing Joint Regional Local Transport Plan** “An evidenced-based overview of the current transport situation and likely changes over the plan period – closely tied to land use planning. This should include opportunities and barriers to addressing the priorities in the Welsh Transport Strategy (WTS) and fit with the National Transport Delivery Plan (NTDP). To support this, information is produced by Welsh Government and available via the Well-being of Future Generations Future Trends Report Mobility in Wales<sup>1</sup>, and WTS transport data and trends supporting information<sup>2</sup>. Datasets, analytics and regional modelling is available via TfW -the key background data and research used to inform the issues and opportunities (this might include data from previous studies, modelling information, or land use planning information);

- more detailed statutory impact assessments, technical studies, consultation and engagement summaries, or other information that have been used to inform the development of the RTP or integrated Well-Being Appraisal (IWBA).”

The local authorities will need to be able to understand the significance of the data, and interpret this in regard to what it means for Mid Wales, rather than for the whole of Wales.

3. Write **Engagement Plan**. This plan will set out how the engagement with stakeholders and consultation on the draft RTP will be undertaken. (this will include setting out the “Chase for Change”) as well as establishing what the problems are and policies that will be required to affect change. “A vision for the transport network by the end of the plan period with a series of clear SMART objectives linked to this. These should be linked back to the WTS. We expect CJs to use creative ways of reaching people whose behaviour we want to change to achieve modal shift.”

The government has asked the CJC to use “creative way of reaching people whose behaviour they want to change to achieve modal shift”. This is very ambiguous because what the region may consider to be an appropriate level of engagement and creative may not be acceptable by Welsh Government! Therefore, it would seem far more effective and less time resource if Welsh Government were to set out what they expect the region to do when undertaking engagement. *We have seen in the past that the Welsh Government have been unsatisfied with the type of engagement undertaken for Active Travel, which lead to unnecessary delays to the plan process.* The process of engagement is an expective part of the RTP process and therefore there must be proportionality of costs incurred for engagement balanced against the value of the funding being made available for delivery.

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<sup>1</sup> <https://gov.wales/llwybr-newydd-wales-transport-strategy-2021-mobility-wales>

<sup>2</sup> <https://gov.wales/sites/default/files/consultations/2020-11/supporting-information-transport-data-and-trends.pdf>



4. **Undertake a WellTAG Lite assessment to establish the case for change-** “A vision for the transport network by the end of the plan period with a series of clear SMART objectives linked to this. These should be linked back to the WTS.”

#### 5. **Draft Regional Transport Plan**

The Plan will include “Context and background to the plan, including the link to relevant national and regional strategic plans and policies.

We must undertake a **evidenced-based** overview of the current transport situation and likely changes over the plan period – closely tied to land use planning. This should include opportunities and barriers to addressing the priorities in the WTS and fit with the NTDP. To support this, information there is produced by Welsh Government and available via the Well-being of Future Generations a “**Future Trends Report**”<sup>3</sup>.”

6. **Drafting of the plan and undertaking of an Integrated Wellbeing Appraisal (IWBA)** “an IWBA showing how well-being has been taken into account in developing the RTP including the five ways of working and the four WTS well-being ambitions;” **The plan will provide high-level interventions** “For each high-level intervention identified in the RTP, the RTDP should set out the specific schemes proposed to deliver them. These should **only** include proposals for schemes that are within a local authority’s remit and should not, for example, include schemes relating to the rail or trunk road network.” **However, it will be necessary to set out what the National Network is for Mid Wales within the RTP and also how this network need to provide and support the Regional Growing Mid Wales Vision. It will also need to work alongside the local network delivery programmes. For Example, the county highway network intersects the SRN and Rail interchanges and therefore both need to realise the same ambitions to achieve the interventions.**
7. **Monitoring and Evaluation Plan** “Information about how projects will be delivered and plans for monitoring and evaluation. These **must** align with the WTS monitoring framework - a monitoring framework and set of baseline data”
8. **Regional Transport Delivery Plan** – “A Regional Transport Delivery Plan (RTDP), listing the specific projects that will help to achieve the vision – ranked in order of priority (in terms of greatest impact in meeting WTS priorities) and sequenced for delivery. This can be in the form of a detailed table.
9. **Submitting the draft RTP and draft IWBA** to Welsh Government for review
10. **Publishing the revised RTP and IWBA** for public consultation
11. **Submitting the revised final RTP, IWBA** and consultation report to Welsh Government for approval by the Welsh Ministers
12. When approved **Publishing the approved RTP and IWBA.**”

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<sup>3</sup> <https://gov.wales/future-trends-2021>

The Guidance indicates that the CJC should develop its RTP “in-house” wherever possible, and consultants and specialists are only brought in where needed.

The two local authorities from the of the Mid Wales CJC, do not have the capacity or skills to undertake the tasks set out above in order to deliver the RTP and RTPDP. They do have the option to undertake a recruitment process to employ temporary staff. However, this would unnecessary financial and time risk to the CJC and its ability to deliver the process withing the timeline outline by the Welsh Government Guidance. The delivery of the RTP is relative short (18months) and will require very specialist skills therefore, the only viable option available is for the CJC is to engage a consultancy to support them, and thus ensure they able to undertake the processes needed in order to be compliant to guidance as well as delivering within the required timeline.

Key Dates identified within Guidance: -

- 31<sup>st</sup> October 2023 – CJCs to submit Implementation Plan to Welsh Government.
- 29<sup>th</sup> February 2024 – CJCs to submit RTP Case for Change including SMART objectives to Welsh Government
- 29<sup>th</sup> May 2024 – CJCs to submit initial draft RTP, IWBA and RTDP to Welsh Government BEFORE public consultation.
- 31<sup>st</sup> October 2024 – CJCs to submit final draft RTP, IWBA and RTDP to Welsh Government
- 29<sup>th</sup> March 2025 – CJCs to submit final RTP, IWBA and RTDP to Welsh Government
- 30<sup>th</sup> June 2025 – Welsh Government decision on approval of RTPs

## Appendix 1

### EXEMPT ITEMS

The Appendices below is 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 parts 4 and 5 of Schedule 12A to the Local Government Act 1972 and in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

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By virtue of paragraph(s) 14 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

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