

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 CJsCs, 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 31st October 2023 to be submitted to the Welsh Government (WG) which will set out how the RTP will be developed and submitted by 29th 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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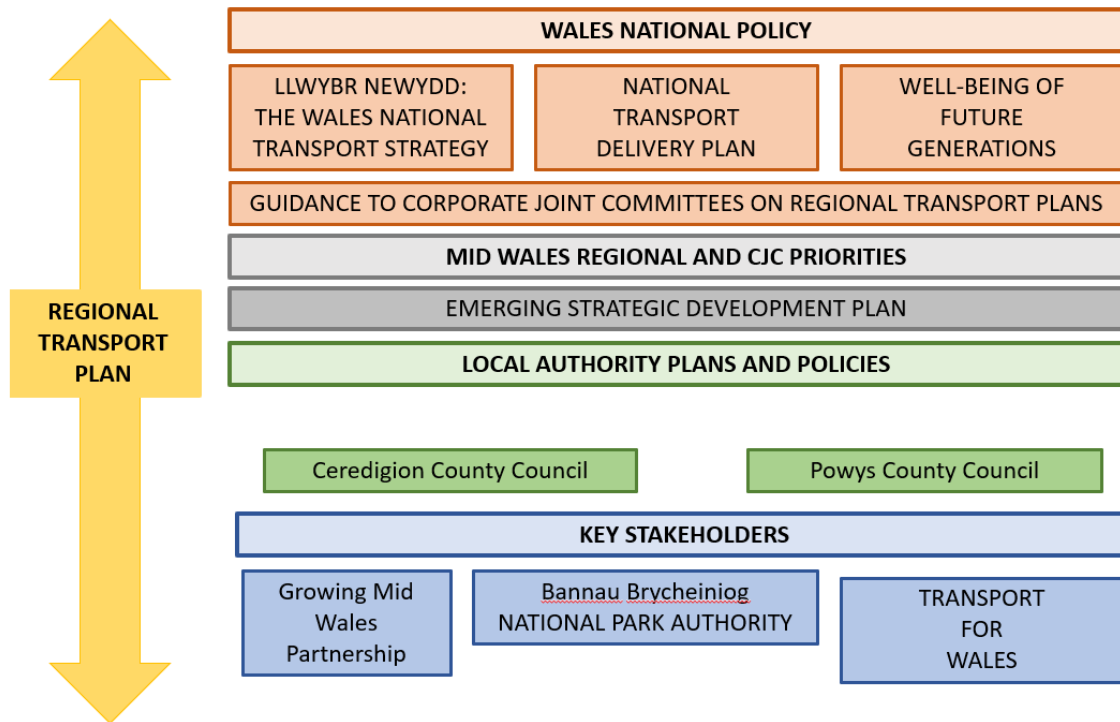


Figure 2: Policy Context for Regional Transport Plan

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
Developing the Case for Change			
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"> - Llywbr Newydd Welsh Transport Strategy and Delivery plan - National Development Plan and National Infrastructure Plan - Local development plans - Wellbeing Act - Regional Transport plan 2008 - Joint Local Transport plan 2014 - Local Authority Plans e.g. (Wellbeing) - Cross Border plans (Midland Connect; Marches LEP and DfT both Road and Rail) 	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"> - Rurality and access to services - Car dependency - Bus – improvements such as Bwcabus and 	Consultancy	

Work Package	Description	Lead Organisation	Key Dates
	<p>Fflecsi, Traws, opportunities from franchising and future plans</p> <ul style="list-style-type: none"> - Rail - opportunity for proposals and connections to across the network and links East-West and North-South - Road network: e.g. A482, A479, A486, A487, A44, A470, A40, A483, A458, - Walking and cycling - Housing and economic growth - Access to Bannau Brycheiniog - Supporting tourism - Supporting industry - Origin and destination of trips, and importance of Cross border movement 		
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"> - Access to employment, services and attractions 	RTP working Group - after discussion with LAs and stakeholders	

Work Package	Description	Lead Organisation	Key Dates
	<ul style="list-style-type: none"> - High quality active travel and public transport networks - Net Zero -Climate Change 		
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"> - Reduce carbon emissions. - Wellbeing - Support Mid Wales businesses. - Improving transport connectivity - Making public transport more affordable - Enhancing rail services and improving cross-border connectivity - Sustainable access to Bannau Brycheiniog National Park - Supporting the tourist economy - Supporting economic growth - Increasing active travel - Supporting / encouraging the take up of EVs. - Road Safety - Enhancing Freight connectivity and encourage more rail freight. 	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
Developing the Regional Transport Plan			
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"> 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. 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 	Constituency	<p>Draft BEFORE PUBLIC CONSULTATION to be submitted to WG by 29th May 2024.</p> <p>Risk this date will not be met.</p>

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	<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>		

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	<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"> 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. 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. 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. 4. Improved Safety and Security: The actual and perceived safety and security of travel by all modes will have been improved. 5. Benefits and Minimised Impacts on the Environment: The potential for transport improvements to reduce carbon emissions and improve the local 		

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.		
Developing the Local Authorities Regional Transport Delivery Plan			
Identify projects and schemes that deliver objectives.	<p>Considering:</p> <ul style="list-style-type: none"> - What business case development have been undertaken. - Identified how a scheme within programme be prioritised. - Ensuring Wellbeing objections are delivered. <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 29th May 2024.</p> <p>Risk this date will not be met</p>
Identify a methodology for prioritising schemes. Seek guidance and best practice	<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"> - Bring services to people in order to reduce the need for people to use their cars on a daily basis. - Accessible, sustainable and efficient transport services and infrastructure - Behaviour change 	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	
Develop the Integrated Well-being Assessment			
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 Welsh transport appraisal guidance (WelTAG) 2022 (gov.wales) <ul style="list-style-type: none"> - How will the programme or project benefit people and communities? - How will it benefit the environment? - How will it benefit places and the economy? - How will it benefit culture and the Welsh language? 	As above	Draft BEFORE PUBLIC CONSULTATION to be submitted to WG by 29 th May 2024. Risk this date will not be met
Step 3	When the draft RTP is published for consultation: it should be accompanied by a	CJC Transport lead	Prior to consultation

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	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 th March 2025 Risk this date will not be met
Public and Stakeholder consultation			
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>Risk – dates for consultation need to fit into a programme.</p>
Attend any drop in events	Staffing levels to be agreed by LAs	Staffing levels to be agreed by LAs	Risk associated with LA resources
Update Draft Plan			
WG feedback	Review and action WG feedback		Between May 2024 and 31 st Oct 2024
Consultation feedback	Review and action consultation feedback	Consultancy	Risk date cannot be met.
Monitoring and Evaluation Plan			
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

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	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
Equalities Impact Assessment			
Undertake EqIA	Consider impact on all protected characteristics	TBC	Guidance unclear on when EqIA needed – Risk to final delivery timeline
Environmental Impact Assessment and Habitats Regulation Assessment			
Undertake EIA and HRA	Consider all statutory requirements.	Consultants	Guidance unclear on when EqIA needed – Risk to final delivery timeline

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

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