

CJC- Regional Transport Planning Sub-Committee 23rd 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 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, 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 Wales¹, and WTS transport data and trends supporting information². 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.

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

² <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**”³.”

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.**”

³ <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: -

- 31st October 2023 – CJCs to submit Implementation Plan to Welsh Government.
- 29th February 2024 – CJCs to submit RTP Case for Change including SMART objectives to Welsh Government
- 29th May 2024 – CJCs to submit initial draft RTP, IWBA and RTDP to Welsh Government BEFORE public consultation.
- 31st October 2024 – CJCs to submit final draft RTP, IWBA and RTDP to Welsh Government
- 29th March 2025 – CJCs to submit final RTP, IWBA and RTDP to Welsh Government
- 30th 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.