

MID WALES CORPORATE JOINT COMMITTEE – Transport Sub Committee

Date of Meeting – 16th May 2024

Purpose of Report	To provide the CJC Regional Transport Sub-Committee with an update on the progress of the work on the Regional Transport Plan
Decision Sought:	<p>A) To note the content of the report and tasks undertaken to deliver the development of a Regional Transport Plan for the Mid Wales CJC.</p> <p>B) To agree the RTP Case for Change, and Engagement Plan</p>
Report Author	Ann Elias, Regional Transport Lead, Ceredigion Council (on behalf of the CJC)
Finance Officer	Duncan Hall, Section 151 Officer
Legal Officer	Clive Pinney – Monitoring Officer

Introduction:

1. The Regional Transport Sub Committee is being updated on the work to deliver the Regional Transport as required by the regulations and subsequent guidance set by Welsh Government.

Background:

2. Since your last Committee on the 23rd October 2024 officers have been engaged in the process the of procuring and appointment of a delivery partner to work the Corporate Joint Committee to deliver the Regional Transport Plan.
3. As part of the joint working arrangements to support the committee Ceredigion County Council have appointed WSP consultants to work with the team to take forward the development of the plan in line with Welsh Government guidance.
4. We complied with the Welsh Government guidance and submitted the agreed

implementation plan. At the time of submission there were a number of unknown factors that were impossible to determine with the commissioning of WSP as the delivery partner.

5. We have now been able to update our Implementation Plan (**Appendix 1**) in line with the agreed programme (**Appendix 2**) to achieve submission of the Regional Transport Plan by 31st March 2025. Because of the challenging timelines identified by Welsh Government we will be unable to achieve their identified suggested timing within the guidance for the progress of the plan and therefore have needed to make the necessary adjustments to ensure a programme is able to achieve the aim of having a plan ready to be sent to government by the end of March 2025.
6. We are reassured that our approach is supported because Welsh Government sits on the project working group, therefore there will be nothing within our plan and identified processes that would not have been considered by them throughout the process of plan development, this joint working will enable the development of and agreement of the final plan to be seamless.
7. Also, in line with the guidance we have produced an Engagement Plan (**Appendix 3**) this sets out which groups of stakeholders are being engaged with and at what time during the plan development they will take part in.
8. As we take forward the production of the RTP there is a requirement to follow the Welsh Government's Transport Assessment process WelTAG Lite and to establish the "Case for Change" this work has now been completed (**Appendix 4**)
9. WSP will provide a short presentation on this work and will provide you with the opportunity to ask further questions regarding this work.

Presentation – Case for Change & Engagement Plan

10. While this work has been progressing there is also another statutory requirement which is the preparation and assessment of the Integrated Wellbeing Appraisal (IWBA) and the scoping for this process has now begun and will involve engagement with Welsh government and Natural Resources Wales.

Decisions Sought:

11. To note the content of the report and tasks undertaken to deliver the development of a Regional Transport Plan for the Mid Wales CJC.
12. To agree the RTP Case for Change, and Engagement Plan

Financial Impacts:

Funding has been made available from Welsh Government to assist with the process of delivery of the Regional Transport Plan and Strategic Development Plan as per grant award letter dated 10th January 2024 and presented to the CJC Board on the 9th May 2024

Integrated Impact Assessment:

13. The CJC is subject to the Equality Act (Public Sector Equality Duty and the socio-economic duty), the Well-being of Future Generations (Wales) Act 2015 and the Welsh Language (Wales) Measure, and must in the exercise of their functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Acts.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.
- Deliver better outcomes for those people who experience socio-economic disadvantage.
- Consider opportunities for people to use the Welsh language.
- Treat the Welsh language no less favourably than English.
- Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

14. The Well-being of Future Generations (Wales) Act 2015 mandates that public bodies in Wales must carry out sustainable development. Sustainable development means the process of improving the economic, social, environmental, and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the 'well-being goals.

The allocation of resources for the RTP would support the CJC in exercising its functions listed under the legislation above. The allocation of resources and the delivery the RTP & RTPDP, will require an integrated impact assessment as it will form policy. However, the Case for Change and Engagement Plan do not in themselves require an integrated impact assessment as it is not forming policy, it is part of the WelTAG lite assessment process.

Workforce Impacts:

15. The work on the RTP has a workforce impact across the 2 constituent authorities with a requirement for officers to join workstreams and engage with stakeholder forms and consultations. Currently there is no provision for re-charging their time to this CJC work.

16. There has not been any assessment of the cost associated with Annual Monitoring report requirements which will be an output of the RTP process and until these requirements are established costs cannot be assessed by their will be an impact on existing local authorities.

17. The cost estimated for the officer time to deliver the RTP are currently being seconded from Ceredigion County Council on the bases of two full time posts.

Legal Impacts:

18. None recognised at this time.

Risk Management Impacts:

19. The current risk the delivery of the RTP is whether the Welsh Government is able to undertake their review and assessment of the draft Regional Transport Plan during August as identified within the programme.

Consultation:

20. There is no requirement for consultation in respect of this report.