

MID WALES CORPORATE JOINT COMMITTEE – Regional Transport Planning Sub Committee

Date of Meeting –21st January 2025

Purpose of Report	To provide the CJC Regional Transport Planning 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 regarding the draft Regional Transport Plan and appendices.</p> <p>B) To Recommend that the draft Regional Transport Plan and appendices should go out for public consultation.</p>
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Legal Officer	Clive Pinney – Monitoring Officer

Introduction:

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

Background:

2. Since your last sub- Committee on the 30th July 2024 an outline draft Regional Transport Plan (RTP) was submitted to the Welsh Government under the requirements of the guidance as part of the key stages of engagement.
3. The Welsh Government provided the feedback on the outlined draft RTP and their comments and recommendations have been taken into account, this required some reworking of the plan and assessments in order to be able to finalise a draft RTP (Enclosure 1) and appendices (Appendices 1 to 9) for approval which has cause a delay with the production of the plan.

4. The RTP sets out the role of the Engagement Plan (Appendix 4) and Case for Change (Appendix 1) documents which have been updated since the July meeting and identifies the transport issues that affect the region with supported with evidence. It also highlights the opportunities and what the challenges are and the interdependencies between what needs to be delivered nationally by the Welsh Government, other stakeholders and what can be delivered by the local authorities. Therefore, it recognises that a partnership approach is needed to deliver the plan.

5. The plan moves on to the Vision: -

“An accessible, low-carbon, efficient, and well-connected rural transport system that supports sustainable economic growth, prosperous communities and a vibrant culture within the distinctive region of Mid Wales.”

6. Outcome-focused objectives are:

- To improve **access for all** to employment, education, healthcare, and other key services, including access to areas of recreation (such as National Parks) and improved links between communities, which recognises the importance of accessibility to social inclusion and social connection.
- To enable, encourage and make it easy for people to **choose more sustainable transport and travel options**, through increased knowledge, confidence, choice, availability, attractiveness, and public engagement.
- To improve **strategic transport connectivity** within and beyond Mid Wales to support sustainable economic growth, freight, and tourism.
- To achieve a **modal shift** to more sustainable modes of transport.
- To increase **levels of walking, cycling, and wheeling** within Mid Wales.
- To reduce the **environmental impacts of transport**, such as through a reduction in the use of fossil fuels, an increase in the use of ultra-low emissions vehicles and improved digital connectivity.
- To improve **resilience, safety and make better use** of the existing transport system.
- To improve **interchange and integration** between sustainable modes of transport within communities.

7. The plan then identifies the things that Welsh Government are responsible for the delivery of and that need to be done alongside the things that local authorities will plan to do. These are: -

- Development and delivery of rail improvements in the Mid Wales region.
- Development and delivery of regional bus service improvements (including future bus franchising).
- Development and delivery of active travel improvements on the SRN.
- Development and delivery of strategic road improvements.

8. Together with several other stakeholder interventions that also need to be taken forward from Key employers, private sector, local communities/community organisations/ schools, tourism and leisure (including community rail partnerships) and freight.

9. Section 6 - The plan then sets out our polices divided into sections:

- Land Use Planning
- Accessibility
- Behavior Change
- Strategic Connectivity
- Modal Shift
- Walking, Cycling and Wheeling
- Environmental
- Resilience, Safety and Making Better Use
- Interchange and Integration

10. Section 7 Statutory Checks

- Integrated Well-Being Appraisal (IWBA) (Enclosure 2) which is part of the new WeITAG process, and it has contained with it.
- Strategic Environmental Assessment (SEA) (Appendix 6)
- Habitats Regulations Assessment (HRA) Screening
- CJC's Integrated Impact Assessment (IIA) (Enclosure 3)

11. Section 8 - talks about the **Regional Transport Delivery Plan**. (RTDP) (Appendix 7) This is all the project/schemes that the two local authorities hope to see come forward for funding in future years. It has been necessary to assess their ranking in accordance with the Welsh Government's advisors Transport for Wales prioritisation tool (Appendix 8)

12. Schemes within the RTDP have been categorised as follows

- Strategic Connectivity (SC).
- Walking, Cycling and Wheeling (WCW).
- Public Transport and Integration (PTI).
- Road Safety (RS).
- Greener vehicles (GV).

- Community Transport (CT).
- Behaviour Change (BC).

13. There is also discussion regarding the levels of funding that the Mid Wales Region received over previous years of only 4% and that in to deliver this RTP the region would need more funding but not only capital but also revenue. This is particularly important because Welsh Government is currently undertaking a transport grant modernization assessment, and this plan provides the evidence why there is a requirement to provide more funding to the region.
14. Section 9 – Monitoring and Evaluation (Appendix 9)
15. Again, this is a requirement of the guidance to ensure the plan delivers its expected outcomes, and it suggests in year 3 a review is undertaken in addition to national monitoring and evaluation.
16. The proposal is to take these final draft documents to public consultation between 1st February and 31st March 2025.

Decisions Sought:

Recommendation

To agree to recommend the approval of the draft Regional Transport Plan and appendices for public consultation.

Financial Impacts:

17. The CJC has an approved the budget for 2024/25 to take account of the work to undertake the Regional Transport Plan. Additional funding has been made available to undertake the required CJC Integrated Impact Assessment as required by legislation, but there will need further approval of additional funding to conclude the RTP progress because of the additional work needed because of the need to address the Welsh Governments and officers' further comments.
18. 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.

19. 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 acting, in accordance with the sustainable development principle, aimed at achieving the 'well-being goals'.

The allocation of resources for the RTP is approved of by the CJC in exercising its functions listed under the legislation above. The allocation of resources and the delivery the RTP & RTPDP, has required the CJC's to undertake an Integrated Impact Assessment, which is attached can be seen at (Enclosure 3)

Workforce Impacts:

20. 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.
21. 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 the costs cannot be assessed but there will be an impact on existing local authorities.
22. 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:

23. Noncompliance with the requirement to undertake a SEA and HR for the RTP could result in a legal challenge to the RTP if not undertaken. Therefore, these can be seen at (Enclosure 2 & Appendix 6)

Climate and Nature Implications:

24. The work on the RTP has considered and undertaken the delivery of its objectives, policies and delivery plan to take account of the requirement of the effects of climate change and its effects on nature, as such the supporting documentation contained in Enclosure 2, which has within it the Strategic Environmental Assessment(SEA) (Appendix 6) takes account of the Regional Transports Plan Integrated Well Being Assessment (Enclosure 2) and the CJC's Integrated Impact (Enclosure 3).

Risk Management Impacts:

25. The current risk to the delivery of the RTP is whether the Welsh Government is able to undertake in a timely way, their review and assessment of the final Regional Transport Plan, following public consultation. To try and mitigate this, we should consider making funding available to undertake fortnightly meetings with Welsh Government to jointly consider representations from the public consultation during the public consultation period rather than waiting to the end of the process, in order to reduce the time.

Consultation:

26. All of these documents attached to this report will go out as part of the of public consultation during February and March 2025

List of Enclosures and Appendices.

Implementation Plan	Enclosure 4
Draft Integrated Impact Assessment IIA	Enclosure 3
Integrated Well Being Assessment	Enclosure 2
Draft Regional Transport Plan	Enclosure 1
Chase for change	Appendix 1
Origin- destination Maps for Key Towns	Appendix 2
National, Regional and Local Policies	Appendix 3
Engagement plan	Appendix 4

Appraisal of objectives	Appendix 5a
Appraisal of objectives	Appendix 5b
SEA Scoping Report	Appendix 6
Regional Transport Delivery Plan	Appendix 7
Prioritisation Tool note	Appendix 8
Monitoring and Evaluation plan	Appendix 9