

# Pecyn Dogfennau Cyhoeddus



- 1 CYDBWYLLGOR TROSOLWG A CHRAFFU BARGEN DDINESIG PRIFDDINAS  
RANBARTH CAERDYDD - DYDD IAU 7 Rhagfyr 2023 10.00am



**CYNGOR BWRDEISTREF SIROL**  
**RHONDDA CYNON TAF**  
**COUNTY BOROUGH COUNCIL**

**YOU ARE SUMMONED** to a meeting of the  
**CARDIFF CAPITAL REGION CITY DEAL JOINT OVERVIEW AND SCRUTINY**  
**COMMITTEE TO BE** held virtually on **THURSDAY, 7TH DECEMBER, 2023 at 10.00**  
**AM**

**Contact: Sarah Daniel - Principal Democratic and Scrutiny Officer**  
**(scrutiny@rctcbc.gov.uk)**

Non Committee Members and Members of the public may request the facility to address the Committee at their meetings on the business listed although facilitation of this request is at the discretion of the Chair. It is kindly asked that such notification is made by 4<sup>th</sup> December 2023 on the contact details listed above, including stipulating whether the address will be in Welsh or English.

**LIST OF ITEMS FOR CONSIDERATION**

**1. WELCOME AND APOLOGIES**

**2. DECLARATIONS OF INTEREST**

To receive disclosures of personal interest from Members in accordance with the Code of Conduct Note:

1. Members are requested to identify the item number and subject matter that their interest relates to and signify the nature of the personal interest: and
2. Where Members withdraw from a meeting as a consequence of the disclosure of a prejudicial interest they must notify the Chairman when they leave.

**3. MINUTES**

To receive for approval the minutes of the Cardiff Capital Region City Deal Joint Overview and Scrutiny Committee held on the 27 July 2023

**(Pages 3 - 6)**

**4. INVESTMENT ZONES & BUILDING REGIONAL CAPACITY FOR INNOVATION INVESTMENT**

To provide members of the Joint Overview and Scrutiny Committee with the opportunity to scrutinise and challenge the work completed to date in response to UK Government Investment Zone policy.

(Pages 7 - 28)

5. **SOUTH EAST WALES CORPORATE JOINT COMMITTEE:  
REGIONAL TRANSPORT PLAN & STRATEGIC DEVELOPMENT  
PLAN**

To provide the members of the Cardiff Capital Region City Deal Joint Overview and Scrutiny Committee the opportunity to scrutinise and challenge the work completed to date on the Regional Transport Plan and Strategic Development Plan

(Pages 29 - 80)

6. **URGENT ITEMS**

To consider any items, which the Chairman, by reason of special circumstances, is of the opinion should be considered at the meeting as a matter of urgency.



**Director of Democratic Services & Communication**

**Circulation:-**

**Councillors:** Circulation:-

Councillors: Councillor A Whitcombe (Chair), Councillor R Bevan (Vice-Chair), Councillor M Cross, Councillor P Davies, Councillor S Garratt, Councillor P Hourahine, Councillor D Isaac, Councillor S Lloyd Selby, Councillor P Wong, Councillor N Yeowell

**Deputy Members:** Councillor C Elsbury, Councillor J Aviet, Councillor O Jones, Councillor R Leadbetter, Councillor S Griffiths, Councillor L Dymock, Councillor J Turner, Councillor I Perry



**RHONDDA CYNON TAF**

## **RHONDDA CYNON TAF COUNCIL**

Minutes of the meeting of the Cardiff Capital Region City Deal Joint Overview and Scrutiny Committee held on Thursday, 27 July 2023 at 4.00 pm.

This meeting was recorded, details of which can be accessed [here](#)

### **County Borough Councillors – Cardiff Capital Region City Deal Joint Overview and Scrutiny Committee Members were present:-**

Councillor A Whitcombe (Caerphilly CBC) (Chair)	
Councillor R Bevan	Rhondda Cynon Taf CBC (Vice Chair)
Councillor P Davies	Bridgend CBC
Councillor P Hourahine	Newport CBC
Councillor S Perkes	Vale of Glamorgan CBC
Councillor P Wong	Cardiff Council
Councillor S Griffiths	Bridgend CBC

### **Officers in attendance**

Mr C Hanagan, Service Director of Democratic Services & Communication  
Ms S Daniel, Principal Democratic Services Officer

### **Apologies for absence**

Councillor M Cross	Blaenau Gwent CBC
Councillor S Garratt	Monmouthshire CC
Councillor D Isaac	Merthyr Tydfil CBC
Councillor N Yeowell	Torfaen CBC

## **1 Welcome and Apologies**

Apologies for absence were received from the following Local Authorities:

Torfaen  
Monmouthshire  
Merthyr Tydfil

## **2 Declarations of Interest**

In accordance with the code of conduct, no declarations were made pertaining to the agenda

## **3 Election of Chairperson**

County Borough Councillor A Whitcombe was nominated as the Chairperson for the 2023-24 Municipal Year

#### **4 Election of Vice Chairperson**

County Borough Councillor R Bevan was nominated as the Vice-Chairperson for the 2023-24 Municipal Year

#### **5 Minutes**

**RESOLVED:** To approve the minutes of the meeting held on the 20.3.2023 as a true and accurate record of the meeting.

#### **6 Draft Work Programme**

The Service Director Democratic Services presented the report to Members with the opportunity for them to review and agree its Work Programme for the 2023-24 municipal year

Members commented that holding the JOSC meetings on a virtual basis worked well for this Committee, given the geographical location of the members. Members acknowledged that meeting in person, once per year would be beneficial so members had the opportunity to engage with each other in person.

Following consideration of the report it was **RESOLVED** to:

1. Consider and determine any matters that members may wish to scrutinise over this period.
2. Determine if any items that the Joint Committee considered in the last Municipal Year should be added to the 2023-24 Work Programme for future monitoring and scrutiny.
3. Agree that the Work Programme be reviewed periodically to ensure the items identified for inclusion are relevant and that any additional referrals are incorporated, particularly where items are identified for matters of pre-scrutiny throughout the calendar year.

#### **7 Corporate Joint Committee - Proposed Scrutiny Arrangements**

The Service Director Democratic Services presented the report to Members which sets out a proposal for the future scrutiny arrangements of the South East Wales Corporate Joint Committee

Members were advised that the report sets out the statutory guidance that states the CJsCs will be subject to the same performance, governance and scrutiny requirements as Local Authorities. The guidance also sets out the core principles and values around how Corporate Joint Committees (CJsCs) should operate and the issues members will wish to consider when putting in place the constitutional and operational arrangements for their CJC. CJsCs will be public bodies, and an important part of the local

government family.

The Service Director continued that the report proposes that the current Joint Overview and Scrutiny Committee provides the Scrutiny arrangements for the CJC, as this current arrangement would best satisfy the Welsh Government's intention, as set out in the statutory guidance.

The Service Director concluded that if this proposal is endorsed by the South East Wales Corporate Joint Committee, the 10 constituent Local Authorities would need to formally appoint the Joint Overview and Scrutiny Committee as the Overview and Scrutiny Committee for the CJC

Members commented on the importance of the Scrutiny of the CJC's and stated that it was important that adequate funding is provided to support the Scrutiny function and this should include funding to provide training for Members.

Following discussion it was **RESOLVED** to:

1. Note the contents of the report attached at appendix 1
2. Provide comments on the proposed arrangements to be fed back to the South East Wales Corporate Joint Committee, prior to their consideration of the report at their meeting on the 31<sup>st</sup> July 2023

## 8 Urgent Items

**Councillor A Whitcombe  
Chair.**

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## **CARDIFF CAPITAL REGION CITY DEAL JOINT OVERVIEW AND SCRUTINY COMMITTEE**

**7 DECEMBER 2023**

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### **INVESTMENT ZONES**

#### **REPORT OF CLUSTER, SKILLS AND INNOVATION TEAM**

#### **1 PURPOSE OF THE REPORT**

- 1.1 To provide members of the Joint Overview and Scrutiny Committee (CCRCD JOSC) with the opportunity to review the work completed to date in response to UK Government Investment Zone policy.
- 1.2 For JOSC to scrutinise and challenge progress to date and take a view on the next steps set out in the report in order to take a view on whether these are deemed to be appropriate.

#### **2. RECOMMENDATIONS**

- 2.1 Review positioning paper (Item 8) presented to Regional Cabinet on 9 October 2023, attached at Appendix B.
- 2.2 Review the agreed position taken at Regional Cabinet on 9 October 2023.
- 2.3 Consider most recent updates presented to the Regional Cabinet briefing for discussion on attached at Appendix C.
- 2.4 Consider and determine any other matters that members may wish to scrutinise over the period from the initial Spring Budget announcement that an at least one Investment Zone would be located in Wales.

#### **3. BACKGROUND**

- 3.1 In March 2023 the UK Government (UKG) launched a refocused programme of Investment Zones (IZs) that aim to catalyse 12 high potential, knowledge-intensive growth clusters across the UK regions. Each of the chosen regions will drive growth of at least one of the UK's 'key future



sectors'; Green Industries, Digital Technologies, Creative Sector, Life Sciences and Advanced Manufacturing, further information at [Appendix A](#).

3.2A region will receive £160M in total value from UK Government for Investment Zones, split into two streams; (i) fiscal incentive, (ii) capital and revenue flexible spend. Estimated costs for 600-hectare tax site is c£125M and would be deducted from the total value of £160M. In this example, a 600ha tax site would leave c£35M for horizontal levers to embed benefits in the local economy and labour market through schemes such as skills packages, research and innovation grants, and accelerated site development initiatives. The policy is 10 years in length.

3.3A designated business rate retention area is available with a maximum of 600 hectares and across two different sites, for a period of 25 years that can be linked directly, indirectly, or not at all to the fiscal incentives site(s). This will be the WG contribution.

#### **4. PROGRESS TO DATE, AUTUMN STATEMENT 2023 AND NEXT STEPS**

4.1 Autumn Statement announcement states that the investment zones in Wales will be delivered by the Corporate Joint Committees. This complements the position taken by Regional Cabinet at its meeting on 9 October 2023.

4.2 Attached at [Appendix B](#) is the Regional Cabinet briefing paper outlining proposed next steps, see summary below points 3.3 to 3.7.

4.3 The development of the IZ will entail interrogating opportunities across and beyond CCR's priority clusters and will consider digital technology and data as enablers for growth.

4.4 We do not anticipate that the technical requirements for a proposal will differ dramatically from the proposal development process in England – possibly with a Welsh flavour reflecting the Innovation Strategy in Wales for example.

4.5 The CCR team is liaising with UKG and WG officials to understand the next steps of the process and give an interim report back to Regional Cabinet on 4 December.

4.6 The Investment Zone should also be considered as part of a wider set of opportunities. With the potential that exists around Fund 2, the prospect of additional R&D funding, and the opening of UKIB for investment in innovation infrastructure – Investment Zones should be viewed as seeds and catalysts for bolder, bigger, sustainable, and inclusive growth.

4.7 Aligned with this, is building the delivery capability of the region through the Corporate Joint Committee. This will advance the region's capacity and capability and achieve better co-ordination to leverage benefits through multi-level governance.

4.8 As the work continues in parallel on the Economic Review, consideration should also be given to the potential for CCR to be bold about its ambitions to lead a new brand of contemporary place-based industrial policy.

## **5. FINANCIAL IMPLICATIONS**

5.1 This report does not identify any additional financial implications. It sets out the background to and key principles in the development of a CCR based regional Investment Zone.

5.2 Any funding implications arising as a result of progress in this regard will be the subject of future reports to JOSC.

## **6. LEGAL IMPLICATIONS**

6.1 The report sets out proposals for further work to be carried out to develop proposals for the various projects referred to.

6.2 The report sets out proposals for further work to be carried out to develop proposals for the various projects referred to.

6.3 When developing proposals for individual projects, the provisions of the Joint Working Agreement in relation to the delivery of the Cardiff Capital Region City Deal ('the JWA').

6.4 In addition, the following should be considered generally as part of any proposals:

By way of example only, consideration will need to be given to;

- a) the legal powers available to the Councils and the Regional Cabinet to provide the various forms of investment proposed;
- b) the governance arrangements that should be put in place to administer the Funds (how and by whom decisions will be taken to award grants, loans, provide guarantees etc. at varying financial thresholds);
- c) the terms and conditions that should be attached to the various proposed funding arrangements; and,
- d) consideration of any planning law issues, state aid/subsidy control and procurement law implications.

**Appendices:**

Appendix A Investment Zone Guidance

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1142995/Investment\\_Zone\\_Policy\\_Prospectus.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1142995/Investment_Zone_Policy_Prospectus.pdf)

Appendix B Regional Cabinet Report and Appendices – 9 October 2023

Appendix C Regional Cabinet Briefing Note – 24 November 2023.

**END**

**9 OCTOBER 2023**

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## **INVESTMENT ZONES & BUILDING REGIONAL CAPACITY FOR INNOVATION INVESTMENT**

### **REPORT OF CARDIFF CAPITAL REGION DIRECTOR**

#### **AGENDA ITEM: 8**

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##### **Reason for this Report**

1. To set out background information and policy context in relation to a regional approach to preparing a submission for the forthcoming round of Investment Zones.
2. To establish some of the key considerations and formalise the approach of the Cardiff Capital Region (CCR) in developing a sufficient state of readiness.
3. To support this, in line with the commitments made in the Regional Economic and Industrial Plan, to assess, develop and enhance institutional capability for innovation in the CCR via convening a small group of stakeholders to begin scoping the landscape. This will seek to focus on the wider opportunities on the innovation horizon – in the UK and beyond – and will help ensure the CCR and its key research and private sector partners, adopt a comprehensive, coherent and strategic approach to innovation readiness.

##### **Background & Policy Context**

4. In March 2023 the UK Government (UKG) launched a refocussed programme of Investment Zones (IZs) that aim to catalyse 12 high potential, knowledge-intensive growth clusters across the UK regions. UKG has to date, designated ten prospective Investment Zone Regions (East Midlands, Greater Manchester, Liverpool City Region, Northeast, South Yorks, Tees Valley, West Midlands, West Yorks and Glasgow/Northeast Scotland), with a further two to be developed in Northern Ireland and Wales. It is anticipated that each of the 12 regions will drive growth of at least one of the UK's 'key future sectors' on the basis of demonstrating three main characteristics:
  - evidence of an existing strength aligned to national economic priorities (Green Industries, Digital Technologies, Creative Sector, Life Sciences and Advanced Manufacturing);
  - presence of a research institution with strong research credentials;

- strong local leadership and capacity (Combined Mayoral Authority's and City Deals).
5. Successful regions are deemed to have sufficient scale and critical mass along with the wider research-excellent capability and the knowledge concentrations to support levelling-up and boosting productivity, quality of life and growth.
  6. As well as direct funding to use across the chosen cluster(s) (capital and revenue flexible spend of c£35M), tax incentives and fiscal levers are also on offer, covering a maximum of 600 hectares across up to three different sites, all over a period of five years. In addition, a designated business rate retention area is available with a maximum of 600 hectares and across two different sites, for a period of 25 years.
  7. Funds can be invested to create packages of measures and incentives, including Research and Innovation grants; skills projects; business rates reliefs; accelerated development initiatives; NI reliefs; business rate retention; and site readiness activities.
  8. The selection criteria for successful bids states that places must demonstrate economic potential, innovation potential and a 'levelling-up need' – alongside clearly evidenced sectoral specialisms, research pedigree and regional leadership. A key requirement is the demonstration of purposeful partnerships at regional scale – bringing together research excellent universities, business and industrial leaders and the public sector.
  9. In relation to the development of propositions, the process for England involved partnership focussed on ensuring propositions are designed in a way that delivers value for money, ensures accountability to local stakeholders, and rooted in partnership. It is anticipated a similar methodology will apply to Wales.
  10. Proposals are based upon the principles of co-development allowing flexibility and autonomy to select best mix of interventions, partnership driven that are genuinely strategic and align with government and investment policy and have devolved delivery building on UK Gov's wider devolution and simplification of funding agendas. This is set against a core of agreed gateway stages of development (vision setting; sector and economic geography; governance structures; interventions; and delivery model) that are rooted in the evidence of what constitutes successful, sustainable clusters and strong local innovation ecosystems.
  11. To support shape propositions, a place level logic model has been produced that sets out a framework for developing Investment Zones:
    - current state of target cluster and setting out constraints or unrealised opportunities at selected geographic locations;
      - human capital – for example, skills available and the local labour market;

- physical capital – for example, access to appropriate specialist premises, transport infrastructure and need for new plant and equipment;
  - intangible capital – for example, opportunities to develop new technologies, equipment, processor or supply chains;
  - financial capital – for example, availability of foreign direct investment (FDI), bank finance, private equity finance.
- place inputs, such as funding and other resources that can support delivery;
  - place activities being delivered in selected geographic locations – that is, Investment Zone interventions alongside non-Investment Zone interventions;
  - place suggested outputs within the five-year timeframe;
  - longer-term place outcomes around the capitals;
  - place outcomes (impact);
    - boost productivity in the FEA;
    - increased real earnings for high and low skilled workers within the FEA;
    - Increased internationally competitiveness of companies within the cluster;
    - internationally demanded new technologies.

## **CCR Alignment & Approach**

12. The collaborative working and progress exhibited by CCR and the evidenced growth in regional competitiveness (UKCI 2023), alongside the transition to a standalone legal entity in the form of the Corporate Joint Committee, leaves CCR well placed to make a strong submission that meets all of the criteria set out.
13. The policy directly targets innovation led growth, providing flexible spend alongside fiscal incentives that will stimulate private investment and drive productivity. At its core, a regional opportunity for:
  - a catalytic industry investment to stimulate and leverage further investment in ‘investment-ready’ propositions;
  - connecting innovation across the region through investing in infrastructure (connectivity), innovation, and talent;
  - enabling innovation-led growth, which is tightly aligned with CCR’s Regional Economic and Industrial Plan, to prioritise investment into future industries; build on current industrial strengths; and increase capacity to deliver a more connected, competitive, and resilient region.
14. CCR has a unique and proven ability to bring forward regional propositions. In recent years, the approach to developing regional-scale priority sectors has accelerated with securing two Strength in Places programmes for compound semiconductors and the media industry, alongside co-investments with Welsh Government on Cyber Innovation Hub and Fintech Wales.
15. In addition, enhancements to the CCR eco-system (such as, the new £50M Innovation Investment Fund; the £50M Strategic Premises Fund; and a wider portfolio of investments in infrastructure, innovation and skills) equip CCR to demonstrate the growing potential of the region. Indeed, with the ‘lift and shift’ to

CJC that presents an enhanced set of levers, freedoms and flexibilities and the potential of evergreen funds to be recycled into a secondary investment fund, CCR has a compelling narrative to pitch into the Investment Zone process.

16. In recent times, CCR has a track record of supporting partners secure and deliver vibrant innovation led programmes and activities in the region, such as UK Shared Prosperity Funds (UKSPF) and UK Research & Innovation (UKRI) funded Impact Accelerators and a spoke of the Hartree Digital Innovation Centre. Alongside this, CCR investments in transport infrastructure have catalysed further public infrastructure investment such as Cardiff Crossrail. These all exhibit the potential to utilise CCR funds as leverage for new opportunities that can extend our reach and impact in the region and beyond.
17. In relation to the themes and pitch of an Investment Zone submission, potential exists around working at the interface of the set of priority sectors – particularly around the digital and data-led opportunity and in a way which optimises the advantages of existing innovation and infrastructure investments.
18. This could help drive a contemporary form of industrial policy that focuses on research translation and promotes, supports and maximises the impact of a small number of connected and highly powerful technologies.
19. The key objective has to be about maintaining focus on that which can be deliverable within the timeframes and in line with the criteria set out. As such, it makes sense to build upon the existing CCR investment platform, linked to other investments made through levelling-up and R&I funds, in order to demonstrate additionality, leverage and multiplier effects.
20. A decision is expected imminently on the process for developing an Investment Zone in Wales, and CCR has been engaged in discussion with UKG & WG on the process. It is unclear at this stage if SE Wales will be chosen for the development of an Investment Zone, but CCR is conducting preparatory research around potential propositions.

### **Building Wider Innovation Capability**

21. Whilst Investment Zones themselves clearly present a significant and timely opportunity for CCR to build on its innovation and impact – they have to be seen as part of a wider and more strategic ambition-set. One off projects and programmes present clear opportunities – however integrating them within a customised infrastructure of linked opportunities and aligned objectives, will help achieve more long-term, sustainable and impactful outcomes for the region.
22. A recent analysis of the ‘Innovation Horizon’ in the UK identifies a significant number of opportunities for CCR, not least around Innovation Accelerators, Innovation Districts, programmes such as UK Research Partnership Investment Fund (UKRPiF) and a range of new innovation competitions and opportunities that are starting to emerge from the new UKRI Strategy. Aligned to this, there are wider external investment opportunities; international knowledge exchange potential; and a multiplicity of international collaboration prospects to explore.

23. To realise all of this and ensure the CCR has a clear plan to target both tactical opportunity and more strategic long-term prospects – it is critical that thought is given to building institutional capacity for innovation.
24. The Regional Economic and Industrial Plan approved by Regional Cabinet in April 2023, makes clear the importance of regional innovation capability and suggests bringing together a small group of thought leaders to progress the concept of a Regional Innovation Board.
25. It is recommended that whilst the group needs to be formed with a broader focus but given the imminent arrival of the Investment Zones bidding process, that this should be a priority. It is envisaged that the portfolio holder for Research and Innovation will play a pivotal role in this and an update provided to Regional Cabinet in due course.

### **Reasons for Recommendations**

26. The reasons for the recommendations in this report are:
  - to set out key principles for a regional approach to building a case for a CCR-based Investment Zone;
  - to reinforce the need for convening a small group to begin the process of scoping the role and remit of a Regional Innovation Board. It should be noted that this has key synergies with the findings of the early review work on the Challenge Fund, which also identifies an opportunity to increase regional innovation capability and for which resource has been identified.

### **Financial Implications**

27. This report does not identify any additional financial implications. It sets out the background to and key principles in the development of a CCR based regional Investment Zone.
28. Any funding implications arising as a result of progress in this regard will be the subject of future reports to Regional Cabinet.

### **Legal Implications**

29. The report sets out proposals for further work to be carried out to develop proposals for the various projects referred to.
30. When developing proposals for individual projects, the provisions of the Joint Working Agreement in relation to the delivery of the Cardiff Capital Region City Deal ('the JWA').
31. In addition, the following should be considered generally as part of any proposals: By way of example only, consideration will need to be given to;
  - a) the legal powers available to the Councils and the Regional Cabinet to provide the various forms of investment proposed;



- b) the governance arrangements that should be put in place to administer the Funds (how and by whom decisions will be taken to award grants, loans, provide guarantees etc. at varying financial thresholds);
- c) the terms and conditions that should be attached to the various proposed funding arrangements and
- d) consideration of any planning law issues, state aid/subsidy control and procurement law implications.

### **Well-being of Future Generations (Wales) Act 2015**

32. In considering this matter regard should be had, amongst other matters, to:

- a) the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards;
- b) public sector duties under the Equalities Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties Councils must in making decisions have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are a. age; b. gender reassignment; c. sex; d. race – including ethnic or national origin, colour or nationality; e. disability; f. pregnancy and maternity; g. marriage and civil partnership; h. sexual orientation; i. religion or belief – including lack of religion or belief, and.
- c) the Well-Being of Future Generations (Wales) Act 2015. The Well-Being of Future Generations (Wales) Act 2015 ('the Act') is about improving the social, economic, environmental and cultural well-being of Wales. The Act places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language and is globally responsible. In discharging their respective duties under the Act, each public body listed in the Act (which includes the Councils comprising the CCRCD) must set and published wellbeing objectives. These objectives will show how each public body will work to achieve the vision for Wales set out in the national wellbeing goals. When exercising its functions, the Regional Cabinet should consider how the proposed decision will contribute towards meeting the wellbeing objectives set by each Council and in so doing achieve the national wellbeing goals. The wellbeing duty also requires the Councils to act in accordance with a 'sustainable development principle'. This principle requires the Councils to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

Put simply, this means that Regional Cabinet must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, Regional Cabinet must:

- look to the long term.
- focus on prevention by understanding the root causes of problems.
- deliver an integrated approach to achieving the 7 national well-being goals.
- work in collaboration with others to find shared sustainable solutions.
- involve people from all sections of the community in the decisions which affect them.

33. Regional Cabinet must be satisfied that the proposed decision accords with the principles above. To assist Regional Cabinet to consider the duties under the Act in respect of the decision sought, an assessment has been undertaken, which is attached at Appendix 2.

## **RECOMMENDATIONS**

34. It is recommended that the Cardiff Capital Region Joint Cabinet:

- (1) notes and endorses the key principles outlined above in respect of building a strong sense of readiness for delivering a regional approach to Investment Zones, including the convening of a small group to scope potential for the Innovation Board – as set out in the Regional Economic and Industrial Plan.

**Kellie Beirne**  
**Director**  
**Cardiff Capital Region**  
**9 October 2023**

### **Appendices**

Appendix 1 Investment Zone Guidance

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1142995/Investment\\_Zone\\_Policy\\_Prospectus.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1142995/Investment_Zone_Policy_Prospectus.pdf)

Appendix 2 Well-Being of Future Generations Assessment

# Future Generations Assessment Evaluation

(includes Equalities and Sustainability Impact Assessments)

<p><b>Name of the Officer completing the evaluation:</b></p> <p><b>Kellie Beirne</b></p> <p><b>Phone no:</b> 07826 919286 <b>E-mail:</b> kellie.beirne@cardiff.gov.uk</p>	<p><b>Please give a brief description of the aims of the proposal</b></p> <p>Setting out the key considerations and proposed CCR approach to UK Gov Investment Zone policy alongside building regional capacity to attract more innovation investment.</p>
<p><b>Proposal: Investment Zones &amp; Building Regional Capacity for Innovation Investment</b></p>	<p><b>Date Future Generations Evaluation form completed:</b></p> <p>9 October 2023</p>






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**1. Does your proposal deliver any of the well-being goals below?** Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal.

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p><b>A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>The report proposes key considerations and formalize CCR approach in developing a sufficient state of readiness for developing an Investment Zone proposition.</p>	<p>Proposal relates to supporting the region develop proposals to bring investment into the region to support the growth economy.</p>
<p><b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	<p>A key theme running through Investment Zone policy is a net zero agenda, it is expected proposals will deliver sustainability.</p>	<p>Increase awareness of existing investments in sustainability and bring forward propositions that further support.</p>

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<b>A healthier Wales</b> People's physical and mental wellbeing is maximized and health impacts are understood	N/A – albeit supporting economic prosperity and clean growth opportunities for people to reach their potential is at the heart of this proposal.	N/A
<b>A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected	Connectivity is a key theme with investment zone propositions required to support scheme that connect local workforce with strategic employment sites.	Any approach will consider connectivity at the heart of its proposal, engaging with stakeholders to ensure existing plans are considered and brought forward if applicable.
<b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Investment zones support develop internationally recognised clusters and therefore value that is wider than local.	Our approach will support establish critical mass and showcase CCR as investment-ready, across the value chain.
<b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	Promoting distinctive culture will be key part of offer.	.
<b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances	This proposal is key to elevating Wales' credentials on a world stage and creating more economic, energy-related and social opportunities for citizens.	ESG focus, ED&I and macro risk of climate change and climate reporting.

**2. How has your proposal embedded and prioritized the sustainable governance principles in its development?**

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Long Term</p> <p>Balancing short term need with long term and planning for the future</p>	<p>Proposals will forward ambitions to improve the short-term and long-term value of our regional innovation eco-system. Investment will support bring forward short-term incentives that can accrue longer term value through various fiscal levers.</p>	
 <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	<p>CCR approach will be to include key stakeholders and actors. A co-operation approach is required within policy context.</p>	
 <p>Involvement</p> <p>Involving those with an interest and seeking their views</p>	<p>Co-design and partnerships are integral for developing an investment zone proposition, it will involve local government, education and industry to put forward a sustainable, economically advantageous position.</p>	
 <p>Prevention</p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>Developing a sustainable proposition and building capacity for innovation will require resources from a range of key stakeholders. These will be commitments to a common goal/vision.</p>	
 <p>Integration</p> <p>Considering impact on all wellbeing goals together and on other bodies</p>	<p>At it's core, building innovation capacity in the region will disperse economic wellbeing, follow ESG and require net zero ambition.</p>	

**3. Are your proposals going to affect any people or groups of people with protected characteristics?** Please explain the impact, the evidence you have used and any action you are taking below.

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	The proposal is to develop regional innovation and an approach to investment zone policy that will have its own duties and commitments as per protected characteristics. CCR's role will ensure this is supported optimally and frameworks around Risk, Responsible Investing and EDI will be front and centre of this.	None arising at this time.	As the partnership develops and decisions are made regarding prospective funds, projects and partnerships – CCR will work to ensure its own aims and values are embedded as part of core processes.
Disability	As above	As above	
Gender reassignment	As above	As above	
Marriage or civil partnership	As above	As above	
Pregnancy or maternity	As above		
Race	As above		
Religion or Belief	As above		
Sex	As above .		
Sexual Orientation	As above		

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Welsh Language	As above	Not at this time but the situation will be kept under review.	

**4. Safeguarding & Corporate Parenting. Are your proposals going to affect either of these responsibilities?**

	Describe any positive impacts your proposal has on safeguarding and corporate parenting	Describe any negative impacts your proposal has on safeguarding and corporate parenting	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Safeguarding	Not directly relevant – however, building the future economy should have a profoundly positive impact on ability to safeguard the future of our residents.		
Corporate Parenting	Not directly relevant – however, building strength in the economy should create opportunities for all of the young people entrusted in our care.		

**5. What evidence and data has informed the development of your proposal?**

**6. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?**

*The main positives are to do with a more professional approach to risk and embedding key principles of ED&I, ESG and sustainability. This will be an ongoing approach but it is clear that as the city deal transitions into a city region – the approach needs to flex and develop to be fit for future requirements.*

**7. MONITORING: The impacts of this proposal will need to be monitored and reviewed. Please specify the date at which you will evaluate the impact, and where you will report the results of the review.**

<b>The impacts of this proposal will be evaluated on:</b>	<b>Via Quaterly reporting and any subsequent investment zone and innovation investment updates</b>
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24 NOVEMBER 2023

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## INVESTMENT ZONE FOR SOUTH EAST WALES

### BRIEFING NOTE

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#### Policy Introduction

1. In November 2023 the UK Government (UKG) launched a refocussed programme of Investment Zones (IZs) that aim to catalyse 13 high potential, knowledge-intensive growth clusters across the UK regions. Each of the chosen regions will drive growth of at least one of the UK's 'key future sectors'; Green Industries, Digital Technologies, Creative Sector, Life Sciences, and Advanced Manufacturing.
2. IZ policy focusses on building successful local economies through a partnership approach between businesses, innovators in universities and research institutes, and strong local leadership.
3. Regions will be deemed to have sufficient scale and critical mass, along with the wider research-excellent capability and the knowledge concentrations to support levelling-up and boosting productivity, quality of life, and growth.

#### Policy Model

4. The policy model is based upon four core pillars:
  - i. Spatial focus for tax and business rate retention sites with a focus on interventions that can; facilitate co-location of businesses, foster collaboration, drive innovation, and support planning for accelerating site developments;
  - ii. Collaboration between industry and research institutions;
  - iii. Wider cluster eco-system and how IZs will support component parts and functional economic area; such as, upskilling and introducing opportunities to work within the cluster; and,
  - iv. Strong local leadership that can pull levers available to them across skills, development, and infrastructure.

**Appendix 1** is an illustrative example of an Investment Zone provided by UK Government.

#### Updated Policy Offer November 2023

5. A region will receive £160M in total value from UK Government for Investment Zones, split into two streams; (i) **fiscal** incentive, (ii) capital and revenue **flexible** spend. Estimated costs for 600-hectare tax site is c£125M and would be deducted from the total value of £160M. In this example, a 600ha tax site would leave c£35M for horizontal

levers to embed benefits in the local economy and labour market through schemes such as skills packages, research and innovation grants, and accelerated site development initiatives. The policy is 10 years in length.

6. A designated **business rate retention** area is available with a maximum of 600 hectares and across two different sites, for a period of 25 years that can be linked directly, indirectly, or not at all to the **fiscal** incentives site(s). **This will be the WG contribution.**
7. The selection criteria for successful locations stated that places must demonstrate economic potential, innovation potential and a 'levelling-up need'.
8. Selection criteria used Travel To Work Areas (TTWAs) to define geographic benefits beyond the investment zone sites. A Cardiff and Newport focussed Investment Zone, using TTWA highlights how benefits extend to the wider region. Likewise, there will be supply chain; jobs; upskilling & reskilling; private sector engagement and leverage; infrastructure improvement and other benefits that will be realised across the region.
9. The process for developing the IZ will robustly interrogate the benefits that will be realised across the region.

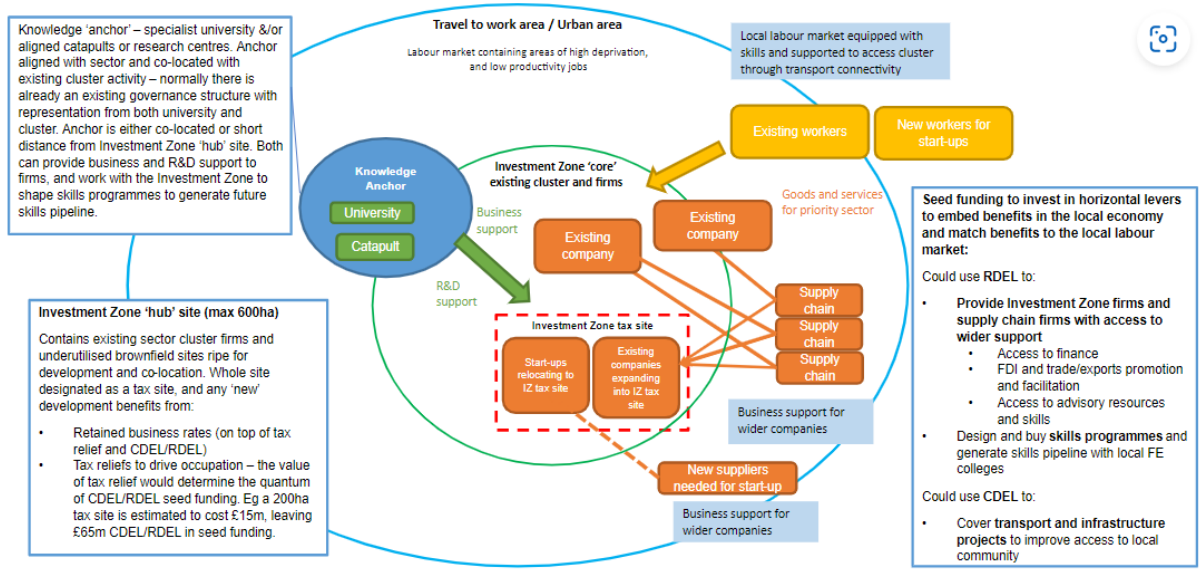
### **CCR Response and Updates**

10. The South Wales compound semiconductor cluster is nationally important and recognised worldwide as a leading cluster. A compound semiconductor (CS) is a physical component in digital technologies. It's an enabling technology that can drive innovation across the digital landscape with potential for new products and opening new markets across each of the UKG 'key future sectors'. Vaughan Gething, Minister for Economy, made a statement earlier in November endorsing compound semiconductors for inclusion in an Investment Zone in the CCR.
11. Designing, testing, and manufacturing digital technologies requires a highly skilled workforce. IZ policy can support the development of new skill and upskill in the foundational economy across CCR, whilst also attracting leading engineering talent to build on our universities' academic excellence and knowledge economy.
12. Digital technology and electronic devices require significant connectivity and cyber security expertise to integrate technology with usability and functional applications. The region has physical assets to support data and cyber requirements for digital tech. Local data assets and centres can act as enablers for innovation through the technology roadmap from concept to market.
13. IZ policy provides scope to build the blocks for a future regional economy in bleeding edge advanced manufacturing and product development. A skilled and talented region can drive innovation in this space to further enhance reputation, products, and productivity.
14. The development of the IZ will entail interrogating opportunities across and beyond CCR's priority clusters and will consider digital technology and data as enablers for growth.

## Expected Next Steps

15. Regions awarded an IZ in England were required to develop partnership driven proposals. We expect the process to be the same for Wales. The Autumn Statement announcement states that the investment zones in Wales will be delivered by the Corporate Joint Committees. This complements the position taken by Regional Cabinet at its meeting on 9 October 2023.
16. We do not anticipate that the technical requirements for a proposal will differ dramatically from the proposal development process in England – possibly with a Welsh flavour reflecting the Innovation Strategy in Wales for example. We expect this to include:
  - A suite of quantitative and qualitative evidence to identify the focus sectors/clusters;
  - analysis of the desired geographical locations to be the focus of the IZ fiscal benefits;
  - development of proposals for the allocation of the c.£35m flexible spend to delivery;
  - the IZ policy objectives – removing barriers to economic growth and attracting private sector investment; and,
  - development of partnership arrangements to oversee the development of the IZ delivery.
17. The CCR team will liaise with UKG and WG officials to understand the next steps of the process throughout late November and will give an interim report back to Regional Cabinet on 4 December.
18. The Investment Zone should also be considered as part of a wider set of opportunities. With the potential that exists around Fund 2, the prospect of additional R&D funding, and the opening up of UKIB for investment in innovation infrastructure – Investment Zones should be viewed as seeds and catalysts for bolder, bigger, sustainable and inclusive growth.
19. Aligned with this, is building the delivery capability of the region through the Corporate Joint Committee. This will advance the region’s capacity and capability and achieve better co-ordination to leverage benefits through multi-level governance.
20. As the work continues in parallel on the Economic Review, consideration should also be given to the potential for CCR to be bold about its ambitions to lead a new brand of contemporary place-based industrial policy.

# Appendix 1



## **CARDIFF CAPITAL REGION CITY DEAL JOINT OVERVIEW AND SCRUTINY COMMITTEE**

**7 DECEMBER 2023**

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### **REGIONAL TRANSPORT PLAN & STRATEGIC DEVELOPMENT PLAN**

#### **REPORT OF THE DIRECTOR**

#### **1 PURPOSE OF THE REPORT**

- 1.1 To provide the members of the Cardiff Capital Region City Deal Joint Overview and Scrutiny Committee (CCRCD JOSCD) with the opportunity to review the work completed to date on the Regional Transport Plan (RTP) and Strategic Development Plan (SDP), per the Regional Cabinet report of 9 October 2023 (**Appendix A**).
- 1.2 For JOSCD to scrutinise and challenge progress to date against the RTP and SDP.

#### **2. RECOMMENDATIONS**

It is recommended that Members of the JOSCD:

- 2.1 Review the paper presented to South East Wales Corporate Joint Committee (SEWCJC) on 9 October 2023, attached at Appendix A.
- 2.2 Review the agreed position taken at SEWCJC on 9 October 2023.
- 2.3 Consider and determine any other matters that members may wish to scrutinise over the coming period.

#### **3. BACKGROUND**

- 3.1 The LG and Elections (Wales) Act 2021 established Corporate Joint Committees (CJCs) 'more coherent, consistent, simplified and democratically controlled mechanism for regional working'. Welsh Government (WG) has a vision for a strategic approach to both land-use and transport planning in a more joined-up way than has previously been achieved, and aligned tightly to ambitions around economic development.

- 3.2 The subsequent statutory guidance for CJsCs (published on 25 January 2022), outlines new statutory powers for economic wellbeing, spatial planning and regional transport.
- 3.3 The guidance focussed on the statutory and constitutional arrangements for CJsCs, as opposed to specific detail on the functions to be exercised. To that end, the CJC is required to develop a Strategic Development Plan (SDP) and Regional Transport Plan (RTP) following the publication of separate guidance specifically for these non-concurrent duties.
- 3.4 CCR submitted a report to SEWCJC on 9 October with an overview of progress to date against these obligations, and an approach to resourcing with a view to the first milestones of each plan.
- 3.5 In the case of the RTP, there has been greater progress, given the relative regional maturity achieved through the work to date of the Cardiff Capital Region Transport Authority (CCRTA). Detailed RTP Guidance was received from WG on 13 July 2023, which contained a series of milestones for the RTP to be adopted by June 2025.
- 3.6 There is an obligation to achieve the first milestone of submitting a draft RTP Implementation Plan by 31 October 2023. CCR included in the report to Regional Cabinet an overview of proposed key dates and milestones. These were not in alignment with WG's proposed milestones, given the tight timescales. They do, however, align with the adoption date of June 2025.
- 3.7 The report requested that CCR be allowed to develop a draft Implementation Plan based on these high-level timelines and an associated resource plan detailing high-level costs, and a request for funding from WG for the current and subsequent financial year.
- 3.8** In terms of the Strategic Development Plan, this is a more significant undertaking. It is a long-term plan (with a minimum range of 25 years), and it is intended that the SDP will, ultimately, enable a more consistent, cost effective and efficient approach to land-use planning. The SDP will offer the opportunity to better plan and deliver regionally important, strategic growth in a coordinated, cross-border manner, aligned with the Regional Transport Plan.
- 3.9 A draft SDP Manual was issued to all Local Planning Authorities (LPAs) in autumn 2022. The Manual outlines in detail the context, core principles and SDP preparation process.
- 3.10 The full and final SDP Manual will not be issued until spring 2024, and it is not anticipated that the SDP will be adopted until 2029 earliest. In the interim Local

Development Plans (LDPs) must be kept up to date, ensuring, for example, that investment and sustainable development can continue to take place in a planned way.

- 3.11 To that end, there have discussions with LPA and WG colleagues, to ensure that there is a satisfactory dual track of SDP development and LDP review/renewal, allied to alignment with WG policy.
- 3.12 A report has been commissioned through the South East Wales Strategic Planning Group to demonstrate regional growth ambitions and conformity with the overarching policy framework, Future Wales 2040. The intention is that this will provide an evidence base to keep LDPs on track while the SDP is developed.
- 3.13 An official letter was issued to CJs on 13 January 2023 setting out Welsh Ministers' expectations in relation to the development of the SDP. This includes the first formal milestone - the submission of a Delivery Agreement (DA) to Welsh Ministers by March 2024, and that the CJC demonstrate the commencement of technical work on plan preparation.
- 3.14 The report details a resourcing approach for the first milestones of the RTP and SDP, which was approved by Regional Cabinet. For the RTP, this was to be detailed in the draft Implementation Plan with a request to WG for funding of the plan. For the SDP, the resourcing approach detailed in the report outlines an initial need for a part-time specialist secondment to CCR, in order to understand the resources required to develop the SDP.

#### **4. PROGRESS UPDATE**

- 4.1 A key aspect of the discussion at Regional Cabinet was the potentially significant burden of developing the SDP, while observing that the relative maturity of regional transport governance would make the development of the RTP more achievable - albeit there is no surety on how schemes detailed in the plan would be funded in the medium-term. A need was identified for engagement of CCR Leaders with Welsh Ministers on sequencing and resource requirements for the development and delivery of the respective plans.
- 4.2 Per Regional Cabinet's approval, the draft RTP Implementation Plan was submitted on 31 October 2023 and contains a request to WG for £300k in financial years 2023-25 to develop the RTP. The draft Implementation Plan was approved by the Chair of the CCRTA (Councillor Huw David) and shared with the SEWCJC, CCRTA, other CJs, and the Welsh Local Government Association.



- 4.3 This request is dependent upon Transport for Wales' (TfW) ability to fulfil data and other service requirements as identified in the Plan. A detailed quarterly budget is being developed to manage phasing of the funding.
- 4.4 CCR await a formal response to the request (in terms of feedback and approval of funding) and this is anticipated in December 2023. If approved the final RTP Implementation Plan will be submitted to SEWCJC in January 2024.

## **5. FINANCIAL IMPLICATIONS**

- 5.1 Financial implications are detailed in the report. The CJC's 2024/25 Budget Strategy and Medium Term Financial Plan (MTFP) will highlight the challenges faced by Constituent Councils in balancing their local budgets in a sustained period of real term reductions and increasing demand for services.
- 5.2 The CJC is exploring the 'Options & Choices' available regarding the development of both plans. Central to this will be the ability to secure support from Welsh Government to help deliver the SDP and RTP requirements set out in the report. Therefore, careful planning and sequencing will be required in the coming months to ensure that any commitments the CJC enters into, can be met from within the resource envelope, which the CJC is a position to approve.

## **6. LEGAL IMPLICATIONS**

- 6.1 The report sets out the legal requirements generally with regards the RTP and SDP. S112 Transport Act 2000 provides that the CJC must have regard to any guidance issued by the Welsh Ministers concerning the content of regional transport plans and the preparation of such plans.

## **APPENDIX A: Regional Cabinet RTP & SDP Cover Report & Appendices**

9 OCTOBER 2023

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## **SOUTH EAST WALES CORPORATE JOINT COMMITTEE: REGIONAL TRANSPORT PLAN & STRATEGIC DEVELOPMENT PLAN**

### **REPORT OF THE INTERIM CHIEF EXECUTIVE**

#### **AGENDA ITEM: 9**

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#### **Reasons for Report**

1. To update the South East Wales Corporate Joint Committee (the CJC) on the requirements and timescales regarding the Regional Transport Plan (RTP) and Strategic Development Plan (SDP).
2. To seek approval from Members for the resourcing approach detailed in this report to enable CCR to achieve the first milestones of the RTP and SDP, noting the position set out in relation to the CJC's proposed 2024/25 Budget Strategy and Medium Term Financial Plan as set out in Paragraph 61.

#### **Background**

3. In 2021, the Senedd passed the LG and Elections (Wales) Act 2021 to drive 'more coherent, consistent, simplified and democratically controlled mechanism for regional working' by establishing Corporate Joint Committees (CJCs).
4. Welsh Government's vision is for a strategic approach to both land-use and transport planning in a more joined-up way than has previously been achieved, and aligned tightly to ambitions around economic development. To that end, CJCs are required via statutory instrument to promote economic wellbeing, spatial planning and regional transport planning.
5. Specifically, in the statutory guidance for CJCs (published on 25 January 2022), there is a recognition of concurrence of some new statutory powers. This applies in the case of economic wellbeing duties, where constituent councils and CJCs have broadly the same powers. In this case, the CJC, "would seek to agree a process with its constituent councils that sets out how the exercise of concurrent functions will be managed."
6. However, for the non-concurrent powers strategic development planning and regional transport planning, "delivery of functions at the local level will be dependent on the decisions made regionally by CJCs; that is in terms of the nature of the decision and the timing of when decisions are made."

7. The guidance focussed on the statutory and constitutional arrangements for CJsCs, as opposed to specific detail on the functions to be exercised. To that end, the CJC is required to develop a Strategic Development Plan (SDP) and Regional Transport Plan (RTP) following the publication of separate guidance specifically for these non-concurrent duties.
8. This paper outlines the delivery requirements and proposed timelines under the guidance that has since been published.

## **Regional Transport Plan**

### Policy Context

9. The requirement for local authorities to produce an Local Transport Plan is set out in the Transport Act 2000, as amended by the Transport (Wales) Act 2006. This duty was transferred to CJsCs on 30th June 2022 by the Local Government and Elections (Wales) Act 2021. Statutory guidance is set out in the Corporate Joint Committee Statutory Guidance. The Corporate Joint Committees (Transport Functions) (Wales) Regulations 2021 set out how CJsCs should prepare RTPs.
10. Although the duty to produce a RTP sits with the CJsCs, the duty to deliver 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, a Regional Transport Delivery Plan (RTDP).
11. A CJC must develop policies for local authorities to implement the Wales Transport Strategy (WTS). These policies must include transport facilities and services that are:
  - required to meet the needs of people living or working in the region, visiting or travelling through the region;
  - required for the transportation of freight; and,
  - facilities and services for pedestrians.
12. The delivery mechanisms to realise the ambitions of the WTS are the National Transport Delivery Plan (NTDP) and the RTPs. NTDP is prepared by Welsh Government and sets out Welsh Government's programmes, projects and policies to deliver the WTS vision, ambitions and priorities across Wales over a five-year period.
13. The WTS includes nine mini-plans that set out actions for specific transport modes. To encourage integrated transport planning across modes there are four cross-cutting pathways to track actions on rural delivery, decarbonisation, equality and integrated journey planning.
14. It also incorporates the five ways of working set out in the Well-being of Future Generations Act (Wales) 2015.

## Welsh Government Guidance

15. Detailed RTP Guidance was received from WG on 13 July 2023 and is attached at Appendix 1. The purpose of the Guidance is to set out the approach Welsh Government expects the CJsCs to take in preparing RTPs. This includes:

- the practical process to be followed in developing the RTPs;
- how Welsh Government aims to support RTP production; and
- the process to be followed to obtain approval from the Welsh Ministers.

CJsCs have a legal duty to take account of this guidance in the preparation of RTPs.

16. The Guidance includes 10 Key Points that must be taken into account when preparing the RTP, including a firm focus on modal shift; draw on existing analysis (including the work of Transport for Wales); and follow the five ways of working as set out in set out in the Well- being of Future Generations (Wales) Act 2015.

17. The Guidance also dictates that the RTP must be produced collaboratively across the CJC and not be written solely by consultants. There is an expectation that innovative approaches will be adopted in the production and implementation of the RTP.

### Requirement

18. The RTPs must consist of two concise elements - the RTP itself, incorporating the RTDP, and an Integrated Well-being Appraisal (IWBA) for the RTP.

19. The RTPs must include the following information:

- **context and background** to the plan, including the link to relevant national and regional strategic plans and policies;
- an **evidenced-based overview** of the current transport situation and likely changes over the plan period – closely tied to land use planning;
- a **vision for the transport network** by the end of the plan period with a series of clear SMART objectives linked to this;
- an overview of the **proposed policies and high-level interventions** and how they will achieve the vision, including a brief summary of how those options were chosen (including any consultation and appraisal);
- **RTDP**, listing the specific projects that will help to achieve the vision – ranked in order of priority;
- information about **how projects will be delivered** and plans for monitoring and evaluation.

20. Supporting information should be included for the RTP, including key background data; IWBA; statutory impact assessments; and monitoring framework and baseline data.

- 21. RTPs and RTDPs should be prepared and submitted to WG by the start of the 2025-26 financial year.
- 22. Within the Guidance, WG has identified 6 key milestones that they consider are required to produce the RTP within their set timescale (noted below):

31 October 2023	CJCs to submit Implementation Plan to WG
29 February 2024	CJCs to submit RTP Case for Change including SMART objectives to WG
29 May 2024	CJCs to submit initial draft RTP, IWBA and RTDP to WG
31 October 2024	CJCs to submit final draft RTP, IWBA and RTDP to WG
29 March 2025	CJCs to submit final RTP, IWBA and RTDP to WG
30 June 2025	WG decision on approval of RTPs

- 23. CJCs must submit their RTPs to WG for approval by the Welsh Ministers. If the Welsh Ministers do not approve an RTP, the CJC will receive a statement of the reasons for its refusal. The CJC must then submit another RTP to Welsh Government for its approval within the timescale specified by Welsh Government.
- 24. If the Welsh Ministers approve an RTP, it has effect from when approval is given. No additional or revised information will be accepted after the submission, unless approved or requested by Welsh Government.

Timeline

- 25. The CJC legislation identified above is explicit in its requirement to have regard for any Guidance produced by WG in preparing an RTP. The Guidance is also explicit in its timeframe for the preparation and adoption of the RTP.
- 26. Following thorough consideration of the Guidance and what is required to deliver the RTP, the milestones as identified within the Guidance are unachievable.
- 27. Therefore, attached at Appendix 2 is an illustrative set of milestones, along with the identified tasks required to prepare the Plan. The preparation of the Implementation Plan timescale and the approval of the Plan timescale have not been amended following conversations with WG officers who have advised that these timescales are non-negotiable.
- 28. Whilst there is minimal room for slippage, the proposed alternative milestones could be achievable, subject to the relevant resource, both staff and funding, being made available.

First Milestone: Implementation Plan

- 29. In accordance with the Guidance, and following discussion with WG officers, by 31 October 2023, each CJC must produce an Implementation Plan, setting out how the RTP will be developed including work packages that are needed, the

governance arrangements, the timetable and milestones. It should include an engagement plan for the development of the RTP.

30. The Guidance also identifies the data available to CJsCs from Transport for Wales (TfW), but also states that this is subject to discussion and agreement of scope with TfW. Any requests for data and analysis should be made to WG and TfW representatives working with CJsCs across each region. However, there is no clear understanding as to whether this service is being offered free of charge. Furthermore, there are concerns that the current data is pre-covid data and post COVID data will not be available until March 2024 at the earliest.

#### Governance

31. The Guidance states that as well as a wider engagement process, CJsCs will need a formal governance process for preparing the RTP. This ensures that key partners have the opportunity to be involved in, and formally agree, the RTP.
32. A review group should be established involving key staff from the authorities in the CJC. This group should ensure that CJsCs have taken into account relevant information, including priorities plans and budgets. Other members should include representatives from Welsh Government and TfW. The regulations allow for others to be co-opted into the process such as partners from outside the region where there are shared interests.

### **Strategic Development Plan (SDP)**

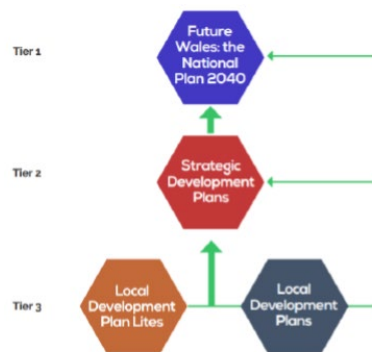
#### Policy Context

33. The statutory duty to prepare both a Local Development Plan (LDP) and an SDP is set out in the Planning and Compulsory Purchase Act 2004 (as amended). SDP Regulations were made (February 2022) enabling Corporate Joint Committees (CJsCs) to prepare an SDP. The process for preparing an SDP will broadly mirror that of an LDP. Two Advisory Notes were issued in August 2021 covering governance and the plan preparation process.
34. 'Future Wales – The National Plan 2040' (FW2040) was published in February 2021 comprising part of the statutory development plan. All SDPs and LDPs have to be in general conformity with Future Wales, including any subsequent revision. This will be tested through the examination process.
35. FW2040 sets out the approach that CJsCs should follow, with Policy 19 being clear about the scope and focus of matters to be addressed. These are the same as LDPs, albeit on a more strategic scale. It is important that LDP reviews do not undermine the longer-term direction of development, as they will essentially be the short to medium term component on an SDP.
36. As a long-term plan (with a minimum range of 25 years), it is intended that the SDP will, ultimately, enable a more consistent, cost effective and efficient approach to land-use planning. The SDP will offer the opportunity to better plan

and deliver regionally important, strategic growth in a coordinated, cross-border manner, aligned with the Regional Transport Plan.

### SDP Manual & Alignment with LDPs

37. A draft SDP Manual was issued to all Local Planning Authorities (LPAs) in autumn 2022. The Manual outlines in detail the context, core principles and SDP preparation process.
38. An informal consultation period has taken place and responses for CCR LPAs were collated by the South East Wales Planning Officers Group. The full and final Manual will be published in spring 2024. The Manual details a National Development Framework (NDF, see figure below) with the hierarch of plans, including 'Local Development Plan Lites', which should not formally commence until the SDP is adopted.



39. It is not anticipated that the SDP will be adopted until 2029, and Local Development Plans (LDPs) must be kept up to date, ensuring, for example, that investment and sustainable development can continue to take place in a Plan-led way, providing confidence to all stakeholders including investors, developers and our communities. It also provides a safeguard against speculative development proposals, for example, the loss of key employment sites to other types of development.
40. To that end, there have been discussions with LPA and WG colleagues, to ensure that there is a satisfactory dual track of SDP development and LDP review/renewal, allied to alignment with WG policy. As LDPs are developed, WG requires evidence that the region's LDPs align and that the region's growth assumptions for homes and jobs are complementary across the region and are in general conformity with Future Wales.
41. An agreement has been reached at a regional officer level (and tabled with WG officers) that a report will be commissioned demonstrating and evidencing regional growth ambitions and their general conformity with FW2040. It is anticipated this will be delivered in early 2024. The report is being funded through the South East Wales Strategic Planning Group (SEWSPG).

## Requirement

42. Per the Manual, SDPs must set out an overall vision and strategy for the plan area and identify a clear settlement hierarchy and strategic locations/places for future growth and change. They should also provide strategic guidance to LPAs through the articulation of sub-regional strategies and preferred strategy. A key purpose for SDPs is to plan across local authority boundaries, reflecting how people live and work.
43. Fundamental components of LDPLs, such as placemaking, the strategy, scale of homes/jobs, identification of key settlements and core issues must be clearly set out in the SDP. This must be evidence-based and tested through a public examination.
44. The content of the adopted SDP includes, but is not restricted to:
  - plan period;
  - regional and sub-regional strategies;
  - LDPL Framework Policies;
  - Regional Development Management Policies;
  - strategic sites policies;
  - Monitoring Framework.

## Timeline

45. As a long-term endeavour, the timeline for the adoption of an SDP will vary, given the scale of the task for CCR. An indicative timetable is detailed below:

Key Stage		Timescales
<b>Definitive</b>		
Stage 1	<b>Delivery Agreement</b> Preparation and submission	Up to 4 weeks for WG approval (Usually shorter)
Stage 2	<b>Pre-Deposit</b> Preparation and involvement	Approximately 3 years
Stage 3	<b>Preferred Strategy</b> Public consultation	
Stage 4	<b>Deposit plan</b> Public consultation	Approximately 1 year
Stage 5	<b>Submission</b>	
<b>Indicative</b>		
Stage 6	<b>Examination</b>	Approximately 12 months in accordance with Planning Environment Decisions Wales (PEDW) Procedural Guidance
Stage 7	<b>Inspector's Report</b>	
Stage 8	<b>Adoption</b>	
		<b>Total plan preparation time</b> <b>5 YEARS</b>

### First Milestone: Delivery Agreement

46. An official letter was issued to CJs on 13 January 2023 setting out Welsh Ministers' expectations in relation to the development of the SDP. This includes the submission of a Delivery Agreement (DA) to Welsh Ministers by March 2024, and that the CJC demonstrate the commencement of technical work on plan preparation.



47. The Delivery Agreement (DA) marks the formal start of the plan preparation process. Per the manual, “The CJC must consider the aims, scope and priorities for the SDP and use the most effective and efficient forms of involvement, that are meaningful and sensitive to the scale of plan being prepared. The Welsh Government does not prescribe what methods to use when involving the community and stakeholders. This is a matter for the CJC to consider, reflecting on local knowledge and experience set in the context of staffing and financial resources available to prepare the SDP.”
48. Work is currently being undertaken to understand the resources required to meet the first milestone. There are two stages to the Delivery Agreement:
  1. preparation, including SDP timetable and Community Involvement Scheme (CIS);
  2. Approval, Agreement & Publication.

### Governance

49. The Delivery Agreement process, allied to the establishment of CJC Governance, will establish proposals for governance around SDP development and adoption. This will cover the scale of elected Member involvement, such as the relationship between the CJC, plan preparation sub-committee, thematic working groups and officer technical team.

### Resources for the Development of the RTP & SDP

50. There is work ongoing in CCR and with local authority officers to understand the resources required to deliver the SDP & RTP, both in regard to the first milestones as detailed and the year 2024-25 and beyond.
51. In regard to the first milestones, upon submission of an RTP Implementation Plan and appropriate Delivery Agreement Plan for the SDP, WG Ministers will make available £125k. This will be supplemented by £50k from current year CCR budget. By end of October 2023 there will be clarity on any further in-year resources requirements.
52. The CCR Infrastructure team will be charged with delivery of the RTP, working closely with the RTA and local authority officers. In regard to the SDP, it is recommended that expressions for a part-time secondment to lead this work is offered through the South East Wales planning fora (SEWSPG & SEWPOS).
53. For the financial year 2024-25, there is potential for follow-on funding from WG but this is unlikely to be sufficient to cover both the finalisation of the RTP and the commencement of the Pre-Deposit stage of the SDP. As part of the exercise detailed above, there will be further investigation of funding options.
54. The obligations are the same for all CJCs and, as such, they anticipate that they will also meet the first milestones for each. However, it is worth noting that the challenge of scale is significant for CCR, in terms of the number of local authorities and population.

55. CCR engage regularly with colleagues from other CJs and will seek to, wherever possible, seek efficiency through cooperative working.

### **Reason for Recommendations**

56. As noted above, strategic spatial and regional transport planning are non-concurrent statutory powers with associated duties. WG guidance has made clear the obligations of CJs to enact these duties.
57. The RTP & SDP are critical in relation to CCR's strategic ambitions, as outlined in the Regional Economic & Industrial Plan, approved by Regional Cabinet in early 2023.

### **Financial Implications**

58. At its meeting of the 9 October 2023, the CJC will be considering its Month 04 Budget Monitoring Update and Proposed 2024/25 Budget Strategy. That report sets out that at Month 04 the CJC is on target to fully spend its approved budget for the current year, which includes a sum of £50,000 in respect of the SDP and RTP work detailed in this report.
59. In addition, this report outlines Welsh Government's intention to make available grant funding of £125,000 to supplement the CJC budget above. In accepting such funding, the CJC will need to satisfy itself that it can meet the terms and conditions of the funding offer, for example the funding 'Purpose', the 'Terms for funding drawdown', etc. these will be key, as any restrictions imposed in this regard may act as a barrier to the CJC's ability to access and fully drawdown the funds.
60. The CJC's 2024/25 Budget Strategy and Medium Term Financial Plan (MTFP) highlights the challenges faced by Constituent Councils in balancing their local budgets in a sustained period of real term reductions and increasing demand for services. The report sets out the proposed strategy for addressing the CJC's 2024/25 budget requirement and includes three options in terms of the potential growth requirements identified at this time.
61. The CJC will be exploring these options in further detail over the autumn period in-light of the 'Options & Choices' available, however, central to the CJC's preferred way forward will be ability to secure funding from Welsh Government as part of a 'mixed funding' package to help deliver the SDP and RTP requirements set out in this report. Therefore, careful planning and sequencing will be required in the coming months to ensure that any commitments the CJC enters into, can be met from within the resource envelope, which the CJC is a position to approve.

## Legal Implications

62. There are no direct legal implications regarding the proposed production of the SDP set out in this report. The report sets out the legal requirements generally with regards the RTP and SDP.
63. S112 Transport Act 2000 provides that the CJC must have regard to any guidance issued by the Welsh Ministers concerning the content of regional transport plans and the preparation of such plans.

## Well-being of Future Generations (Wales) Act 2015

64. In considering this matter regard should be had, amongst other matters, to:
  - a) the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards;
  - b) public sector duties under the Equalities Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties authorities must in making decisions have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are: a. age; b. gender reassignment; c. sex; d. race – including ethnic or national origin, colour or nationality; e. disability; f. pregnancy and maternity; g. marriage and civil partnership; h. sexual orientation; i. religion or belief – including lack of religion or belief, and;
  - c) the Well-being of Future Generations (Wales) Act 2015. The Well-being of Future Generations (Wales) Act 2015 ('the Act') is about improving the social, economic, environmental and cultural well-being of Wales. The Act places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language and is globally responsible. In discharging their respective duties under the Act, each public body listed in the Act (which includes the CJC) must set and publish wellbeing objectives. These objectives will show how each public body will work to achieve the vision for Wales set out in the national wellbeing goals. When exercising its functions, the CJC should consider how the proposed decision will contribute towards meeting the wellbeing objectives set by each Council and in so doing achieve the national wellbeing goals. The wellbeing duty also requires the Councils to act in accordance with a 'sustainable development principle'. This principle requires the Councils to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

Put simply, this means that CJC must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, they must:

- look to the long term;
- focus on prevention by understanding the root causes of problems;
- deliver an integrated approach to achieving the 7 national well-being goals;
- work in collaboration with others to find shared sustainable solutions;
- involve people from all sections of the community in the decisions which affect them.

65. The CJC must be satisfied that the proposed decision accords with the principles above. To assist the CJC to consider the duties under the Act in respect of the decision sought, an assessment has been undertaken, which is attached at Appendix 3.

## **RECOMMENDATIONS**

66. It is recommended that the South East Wales Corporate Joint Committee:

- (1) notes the statutory powers, associated duties and obligations in relation to spatial planning and regional transport as detailed in LG and Elections (Wales) Act 2021; and,
- (2) approves the resourcing approach detailed in this report to enable CCR to achieve the first milestones of the RTP and SDP, noting the position set out in relation to the CJC's proposed 2024/25 Budget Strategy and Medium Term Financial Plan as set out in Paragraph 61.

**Kellie Beirne**  
**Interim Chief Executive**  
**South East Wales Corporate Joint Committee**  
**9 October 2023**

## **Appendices**

Appendix 1: RTP Guidance

Appendix 2: Implementation Plan Development table

Appendix 3: Well-being of Future Generations Assessment



Llywodraeth Cymru  
Welsh Government

[www.cymru.gov.uk](http://www.cymru.gov.uk)

# **GUIDANCE TO CORPORATE JOINT COMMITTEES ON REGIONAL TRANSPORT PLANS**

**2023**



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Mae'r ddogfen hon ar gael yn Gymraeg hefyd / This document is also available in Welsh

Rydym yn croesawu gohebiaeth a galwadau ffôn yn Gymraeg / We welcome correspondence and telephone calls in Welsh

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# 1 Introduction

## 1.1 Purpose

1.1.1 This guidance sets out the approach Welsh Government expects the Corporate Joint Committees (CJCs) to take in preparing Regional Transport Plans (RTPs).

1.1.2 The purpose of this guidance is to set out:

- the practical process to be followed in developing the RTPs;
- how Welsh Government aims to support RTP production; and
- the process to be followed to obtain approval from the Welsh Ministers.

1.1.3 CJCs have a legal duty to take account of this guidance in the preparation of RTPs.

## 1.2 Key Points

1. **We DO want the RTPs to be firmly focused on achieving modal shift.**
2. **We DO NOT want overly long documents written solely by consultants.**
3. **We DO want evidence of clear outcome-focused thinking.**
4. **We DO want you to use innovative approaches and technology in both developing and implementing the RTP.**
5. **We DO want you to draw on existing analysis and plans, including the work of the Transport for Wales (TfW) Geospatial and Strategic Transport Analysis unit (G-STAT).**
6. **We DO want you to work together as a CJC to produce the RTP.**
7. **We DO want you to follow the five ways of working set out in the Well-being of Future Generations (Wales) Act 2015.**
8. **We DO want you to use creative ways to engage people to achieve modal shift.**
9. **We DO want you to include disincentives for car use as well as incentives for more sustainable travel.**
10. **We DO want the Strategic Development Plans and the Regional Transport Plans to be developed together.**



### 1.3 Overview

- 1.3.1 Llwybr Newydd – The Wales Transport Strategy (WTS)<sup>1</sup> – sets out a vision for an accessible, sustainable, and efficient transport system in Wales.
- 1.3.2 The delivery mechanisms to realise these ambitions are the National Transport Delivery Plan (NTDP) and the Regional Transport Plans (RTPs).
- 1.3.3 The NTDP is prepared by Welsh Government and the RTPs are prepared by each CJC. The RTPs set the policies for implementing the WTS at a regional level.
- 1.3.4 The RTPs must include Regional Transport Delivery Plans (RTDPs) setting out how local authorities in Wales will deliver the policies set out in the RTPs.
- 1.3.5 RTPs must be approved by the Welsh Ministers. This approval will form part of the assessment process for local authorities to access Welsh Government grant funding for both local and regional transport schemes.
- 1.3.6 The existing Local Transport Plans (LTPs) remain live until the new RTPs are approved. There is no longer a duty for local authorities in Wales to produce LTPs.
- 1.3.7 A list of regional contacts to support the CJCs and LAs in the development of their RTPs and RTDPs is provided at Annex 1.

### 1.4 Statutory requirements and duties

- 1.4.1 The requirement for local authorities to produce an LTP is set out in the Transport Act 2000, as amended by the Transport (Wales) Act 2006.
- 1.4.2 This duty was transferred to CJCs on 30th June 2022 by the Local Government and Elections (Wales) Act 2021. Statutory guidance is set out in the [Corporate Joint Committee Statutory Guidance](#)<sup>2</sup>. The [Corporate Joint Committees \(Transport Functions\) \(Wales\) Regulations 2021](#)<sup>3</sup> set out how CJCs should prepare RTPs.
- 1.4.3 Although the duty to produce a RTP sits with the CJCs, the duty to deliver 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.
- 1.4.4 A CJC must develop policies for local authorities to implement the WTS. These policies must include transport facilities and services that are:

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

<sup>2</sup> [Corporate Joint Committee: statutory guidance summary | GOV.WALES](#)

<sup>3</sup> [The Corporate Joint Committees \(Transport Functions\) \(Wales\) Regulations 2021 \(legislation.gov.uk\)](#)

- Required to meet the needs of people living or working in the region, visiting or travelling through the region;
- Required for the transportation of freight; and
- Facilities and services for pedestrians.

1.4.5 RTPs must consider the transport needs of disabled persons (within the meaning of the Equality Act 2010<sup>4</sup>) and of persons who are elderly or have mobility problems, and more widely consider overcoming barriers.

1.4.6 In doing so, CJsCs must comply with their other statutory duties, including:

- [Wales Act 2017](#)
- [Conservation of Habitats and Species Regulations 2017 \(Habitats Regulations\) Environment \(Wales\) Act 2016](#)
- [Well-being of Future Generations \(Wales\) Act 2015](#)
- [Active Travel \(Wales\) Act 2013](#)
- [Welsh Language \(Wales\) Measure 2011](#) and [Welsh Language Standards](#)
- [Equality Act 2010](#)
- [Rights of Children and Young Persons \(Wales\) Measure 2011](#)
- [Air Quality \(Wales\) Regulations \(2000\), as amended by the Air Quality \(Wales\) \(Amendment\) Regulations 2002\) and Air Quality \(Wales\) Regulations \(2010\)](#)
- [Environmental Assessment of Plans and Programmes \(Wales\) Regulations 2004 \(SEA Regulations\)](#)

## 1.5 Approval

1.5.1 CJsCs must submit their RTPs to Welsh Government for approval by the Welsh Ministers. The Welsh Ministers may only approve the RTP if they consider that:

- The RTP is consistent with the WTS;
- The policies contained in the RTP are adequate for the implementation of the WTS<sup>5</sup> within the region; and
- The RTP has taken account of this guidance.

1.5.2 If the Welsh Ministers do not approve an RTP, the CJC will receive a statement of the reasons for its refusal. The CJC must then submit another RTP to Welsh Government for its approval within the timescale specified by Welsh Government.

1.5.3 If the Welsh Ministers approve an RTP, it has effect from when approval is given.

1.5.4 No additional or revised information will be accepted after the submission, unless approved or requested by Welsh Government.

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<sup>4</sup> <https://www.legislation.gov.uk/ukpga/2010/15/contents>

<sup>5</sup> The Corporate Joint Committees (Transport Functions) (Wales) Regulations 2021 sets out the requirements associated with preparation and approval of RTPs.

## 2 Strategic Context

### 2.1 Llwybr Newydd: The Wales Transport Strategy

2.1.1 The WTS sets out our vision to provide an accessible, sustainable and efficient transport system that is fit for future generations and places people and tackling climate change at the heart of decision making.

2.1.2 The vision is supported by four long-term ambitions with supporting objectives. These are to deliver a transport system that is good for:

- people and communities (equality, health, and safety and confidence)
- the environment (transport emissions, biodiversity and waste)
- places and the economy (place making and innovation)
- culture and the Welsh Language

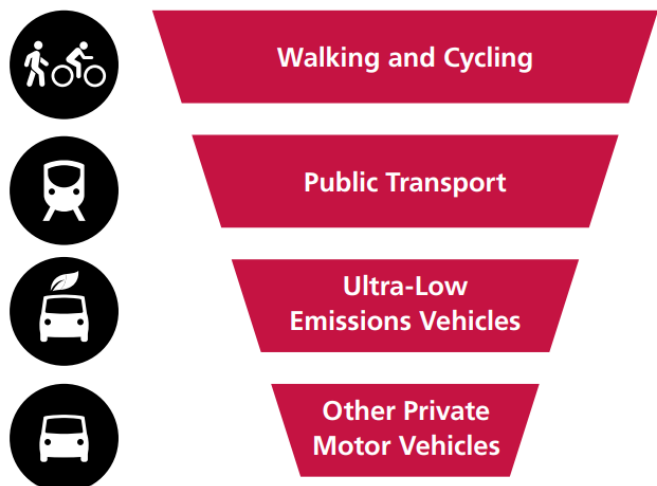
2.1.3 The four ambitions are supported by three short-term priorities:

- bring services to people in order to reduce the need to travel;
- allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure; and
- encourage people to make the change to more sustainable forms of transport.

2.1.4 **The RTPs must include policies to support the vision and ambitions of the WTS, with an emphasis on the three short term priorities. The RTDPs must include actions to deliver these.**

2.1.5 The RTPs and RTDPs must include policies and actions to make best use of existing transport infrastructure by maintaining and managing it well, adapting it to a changing climate and upgrading it to support modal shift.

2.1.6 Where new infrastructure is needed, the RTPs and RTDPs must follow the Sustainable Transport Hierarchy.



2.1.7 **The RTPs must identify barriers to sustainable travel for different groups of people, using the COM-B model of behaviour change.**

2.1.8 The COM-B model states that to do a behaviour, an individual must have the **Capability** to do it, the **Motivation** to do it, and external factors must provide them with an **Opportunity** to do it. The RTPs and RTDPs must include policies and actions to give people:

- the Capability to use sustainable transport;
- the Opportunity to make sustainable transport choices; and
- the Motivation to shift away from private car use.

2.1.9 **RTPs and RTDPs must include policies and actions for a range of behaviour-change projects** to encourage people to make smarter travel choices to reduce congestion and increase use of sustainable modes of transport.

2.1.10 The WTS includes nine mini-plans that set out actions for specific transport modes. To encourage integrated transport planning across modes there are four cross-cutting pathways to track actions on rural delivery, decarbonisation, equality and integrated journey planning.

2.1.11 **The RTPs must include policies to support the mini-plans and cross-cutting pathways. The RTDPs must include actions deliver these.**

2.1.12 The WTS Monitoring Framework sets out measures to track progress against the WTS. These are based on the four ambitions in the WTS and the 7 goals set out in the Well-being of Future Generations (Wales) Act 2015.

2.1.13 **RTP policies and RTDP actions must maximise contribution to the measures in the WTS Monitoring Framework.**

2.1.14 The WTS incorporates the five ways of working set out in the Well-being of Future Generations Act (Wales) 2015.

2.1.15 **RTPs and RTDPs must be developed using five ways of working of the Well-being Act:**

- **Long term** – balancing short-term needs with the need to safeguard the ability to also meet long-term needs.
- **Prevention** – identifying root causes of problems and considering how to prevent them occurring or getting worse.
- **Integration** – considering how the public body’s well-being objectives may impact upon each of the well-being goals, on their other objectives, or on the objectives of other public bodies.
- **Collaboration** – acting in collaboration with any other person (or different parts of the body itself) that could help the body to meet its well-being objectives.

- **Involvement** – involving people with an interest in achieving the well-being goals and ensuring that those people reflect the diversity of the area which the body serves.

## 2.2 The National Transport Delivery Plan

- 2.2.1 The National Transport Delivery Plan (NTDP<sup>6</sup>) sets out Welsh Government’s programmes, projects and policies to deliver the WTS vision, ambitions and priorities across Wales over a five-year period.
- 2.2.2 **The RTPs and RTDPs must align with the NTDP.**
- 2.2.3 Given the overlapping publication cycles, it is expected that RTPs will inform subsequent versions of the NTDP. The current NTDP is due to be revised in 2027.
- 2.2.4 **The RTPs must draw on work already undertaken for other transport policies and plans in the region**, including Metro programmes, South Wales Transport Commission, North Wales Transport Commission and Bws Cymru.
- 2.2.5 Transport for Wales (TfW) is developing Metro programmes and associated business cases on behalf of Welsh Government and in collaboration with local government. Where they exist, Metro programmes will provide context for the RTPs in those regions to build on.
- 2.2.6 The Active Travel (Wales) Act 2013 **requires** CJsCs to have regard to the Integrated Network Maps for active travel when formulating RTPs.
- 2.2.7 **RTPs and RTDPs must align with Welsh Government’s response to the Roads Review recommendations and principles for future road investment.**
- 2.2.8 Annex 2 provides a list of modal plans and strategies that all RTP policies and RTDP projects must align with.

## 2.3 Strategic Development Plans

- 2.3.1 Transport is a key element in place-making, so it is important that RTPs and SDPs for each CJC are closely aligned.
- 2.3.2 The first WTS priority is ‘to bring services to people to reduce the need to travel’. This involves planning ahead for better physical and digital connectivity, more local services, more home and remote working and more active travel to reduce the need for people to use their cars on a daily basis.

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<sup>6</sup> [National transport delivery plan: 2022 to 2027 | GOV.WALES](#)

2.3.3 Both [Planning Policy Wales](#) and [Future Wales](#) include guidance on taking transport issues into account in land use planning including having regard to WeITAG and adopting the sustainable transport hierarchy.

2.3.4 **RTPs will provide a good platform for better integration with land use planning. RTPs must take account of:**

- Future Wales: the National Plan 2040<sup>7</sup> which sets the direction for development in Wales;
- Planning Policy Wales;
- the Wales Infrastructure Investment Plan<sup>8</sup>; and
- work undertaken to produce existing and new Local Development Plans (LDPs) and emerging work on their Strategic Development Plans (SDPs). LDPs and SDPs must take account of RTPs.

## 2.4 Other Policies and Plans

2.4.1 **CJCs must take account of other policies and plans, including:**

- Local Authority well-being assessments and well-being plans
- Regional Economic Frameworks<sup>9</sup>
- Net Zero Wales<sup>10</sup>
- A Healthier Wales<sup>11</sup>
- Clean Air Plan for Wales: Healthy Air, Healthy Wales<sup>12</sup>
- Noise and Soundscape Action Plan<sup>13</sup>

2.4.2 The RTPs should clearly demonstrate how they will enable access to, and deliver benefits in relation to, other local government and public services such as education and health.

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<sup>7</sup> <https://gov.wales/sites/default/files/publications/2021-02/future-wales-the-national-plan-2040.pdf>

<sup>8</sup> <https://gov.wales/wales-infrastructure-investment-plan-project-pipeline-2021>

<sup>9</sup> [Regional economic frameworks | GOV.WALES](#)

<sup>10</sup> <https://gov.wales/net-zero-wales>

<sup>11</sup> <https://gov.wales/healthier-wales-long-term-plan-health-and-social-care>

<sup>12</sup> [Clean Air Plan for Wales: Healthy Air, Healthy Wales | GOV.WALES](#)

<sup>13</sup> [noise-and-soundscape-action-plan.pdf \(gov.wales\)](#)

## 3 Form and Content of Regional Transport Plans

### 3.1 Format

#### 3.1.1 The RTPs **must** consist of two elements:

- The RTP itself, incorporating the RTDP; and
- An Integrated Well-being Appraisal (IWBA) for the RTP.

#### 3.1.2 The RTP and IWBA **must** both be **easy to read and concise**. Please consider:

- What information **MUST** the reader have to understand the issues and options? **Include it.**
- What information **SHOULD** the reader have to improve understanding of the issue and options? **Be selective.**
- What information **COULD** the reader have, which would be nice to know, but not necessary to understand the issues and options? **Leave it out.**

#### 3.1.3 Keeping the RTP concise is very important. You may use annexes, but these must also be concise and kept to a minimum.

#### 3.1.4 Visuals such as diagrams and plans should illustrate the style, format and content of RTPs to a range of stakeholders and be easy to understand.

#### 3.1.5 RTPs **must** be available in accessible formats, including an Easy Read version. The purpose of an Easy Read document is to give people access to information who have difficulty doing so from documents produced in a standard format.

#### 3.1.6 RTPs, RTDPs and IWBA **must** be available in Welsh and English.

### 3.2 Content

#### 3.2.1 The RTPs **must** include the following information:

- Context and background to the plan, including the link to relevant national and regional strategic plans and policies.
- 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 WTS and fit with the NTDP. To support this, information is produced by Welsh Government and available via the Well-being of Future Generations Future Trends Report<sup>14</sup>,

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<sup>14</sup> <https://gov.wales/future-trends-2021>



Mobility in Wales<sup>15</sup>, and WTS transport data and trends supporting information<sup>16</sup>. Datasets, analytics and regional modelling is available via TfW (Annex 3).

- 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.
- An overview of the proposed policies and high-level interventions and how they will achieve the vision, including a brief summary of how those options were chosen (including any consultation and appraisal).
- 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. An example can be found in Annex 4 of this document.
- Information about how projects will be delivered, and plans for monitoring and evaluation. These **must** align with the WTS monitoring framework.

### 3.3 Supporting information

3.3.1 The supporting information for an RTP can include (but not be limited to):

- 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);
- 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;
- 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 IWBA; and
- a monitoring framework and set of baseline data.

### 3.4 Scope

3.4.1 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.

3.4.2 Where a local authority considers an intervention or scheme to have a sub-regional or regional impact, this should be identified in the RTP.

<sup>15</sup> <https://gov.wales/llwybr-newydd-wales-transport-strategy-2021-mobility-wales>

<sup>16</sup> <https://gov.wales/sites/default/files/consultations/2020-11/supporting-information-transport-data-and-trends.pdf>



## 4 How to Develop the Regional Transport Plan

### 4.1 Case for Change

- 4.1.1 Before starting work on developing the RTP, the CJC should develop a 'Case for Change'. This should set out the aim of the RTP and core SMART objectives. It should draw on the WTS and other current strategic plans, as well as on existing knowledge of issues and opportunities including previous plans.

### 4.2 Engagement

- 4.2.1 As part of the Case for Change, CJC's should develop an Engagement Plan showing who will be involved in developing the RTP and how they will be involved, including details of the formal consultation process and other engagement and involvement mechanisms.
- 4.2.2 RTPs should be developed collaboratively, drawing on knowledge and experience of previous local and regional transport plans. CJC's should also be in dialogue with each other during the process to share knowledge and avoid duplication.
- 4.2.3 The key partners will be each of the local authorities in the CJC. Other partners should include TfW, Welsh Government, and transport groups and operators in the private and third sectors across different transport modes. CJC's must engage with the public, using creative and innovative means of involving a diverse range of people.
- 4.2.4 There should be a formal governance process in place to involve key partners and agree the RTP (see below). There should also be a wider engagement process involving activities such as working groups, forums, face to face meetings and formal consultations.
- 4.2.5 **We expect CJC's to use creative ways of reaching people whose behaviour we want to change to achieve modal shift.**
- 4.2.6 It is particularly important that there is effective engagement with land-use planning colleagues developing Strategic Development Plans. The CJC should also seek to engage with stakeholders from other policy areas including education, health and well-being, such as through inviting colleagues to workshops to develop options.
- 4.2.7 The RTP should summarise the engagement process and show how the results of that engagement have informed the development of the RTP. The Integrated Well-being Appraisal (IWBA) should show how engagement across different sectors and policy areas has informed the social, environmental, economic, place-based and cultural impacts of the RTP.

### 4.3 Governance

- 4.3.1 As well as a wider engagement process, CJsCs will need a formal governance process for preparing the RTP. This ensures that key partners have the opportunity to be involved in, and formally agree, the RTP.
- 4.3.2 A review group should be set up involving key staff from the authorities in the CJC. This group should ensure that CJsCs have taken into account relevant information, including priorities plans and budgets. Other members should include representatives from Welsh Government and TfW. The regulations allow for others to be co-opted into the process such as partners from outside the region where there are shared interests.
- 4.3.3 The CJC should appoint a Secretariat to co-ordinate basic administration, such as meeting arrangements, and a Project Manager to be responsible for and oversee the plan's production, including securing decision making/ approvals.
- 4.3.4 Welsh Government check-ins should be held at least twice during the development of a CJC's RTP to help ensure progress is being made and to raise any issues at an early stage. This could, for example, take place at draft and final plan stages prior to the submission of the RTP to the Welsh Government for approval. The Check-in approach should be agreed at the start of the RTP planning process with Welsh Government officials.
- 4.3.5 Details of the governance process should be included in the Implementation Plan.

### 4.4 Scoping and Implementation Plan

- 4.4.1 RTPs and RTDPs should be prepared and submitted to Welsh Government by the start of the 2025-26 financial year.
- 4.4.2 Following the publication of this guidance, CJsCs should consider it, review previous work to ensure it is aligned, scope the likely work required and consider the resources needed to prepare their RTP.
- 4.4.3 By the end of October 2023, each CJC **must** produce an Implementation Plan and discuss it with Welsh Government transport officials and Transport for Wales.
- 4.4.4 The scoping exercise should identify the work packages needed to develop the RTP and supporting information including the IWBA.

#### 4.4.5 The work packages could include:

- Background data and research including technical data from transport models, and baseline data on key WTS monitoring measures including air quality or noise.
- Initial advice on scheme development and options, including technical modelling of options including carbon emissions and air quality.
- Preparation of an initial IWBA to inform the choice of options and a final IWBA showing how well-being has been taken into account in the final RTP.
- More specific regulatory impact assessments such as Environmental Impact Assessment, Habitats Regulations Assessment, Equalities Impact Assessment, Welsh Language Impact Assessment and Heritage impact assessment as needed to inform the IWBA.
- Assistance with engagement and consultation.
- Assistance with drafting the plan and incorporating the results of more detailed work packages including the IWBA.

#### 4.4.6 The milestones should include target dates for completing the following steps:

1. Drafting the initial Case for Change, mobilisation and scoping
2. Submitting the Implementation Plan to Welsh Government
3. Finalising the Case for Change and engaging with statutory bodies and others on the IWBA
4. Developing and refining proposals
5. Submitting the draft RTP and draft IWBA to Welsh Government for review
6. Publishing the revised RTP and IWBA for public consultation
7. Submitting the revised RTP, IWBA and consultation report to Welsh Government for approval by the Welsh Ministers
8. Publishing the approved RTP and IWBA.

#### 4.4.7 Annex 5 provides key milestones.

#### 4.4.8 The Implementation Plan should set out how the RTP will be developed including what work packages are needed, the governance arrangements, the timetable and milestones. It should include an engagement plan for the development of the RTP.

## 4.5 The Planning Process

- 4.5.1 Once the Case for Change has been established and the Implementation Plan has been agreed, the next step is for the CJs to develop the regional policies and high-level interventions to achieve the vision and objectives of the RTPs.
- 4.5.2 These policies and high-level interventions will set the framework for the projects and programmes in the RTDPs. This will ensure that what we are delivering directly contributes to regional and national priorities.
- 4.5.3 It is important that RTPs are developed in-house wherever possible, and consultants and specialists are only brought in where needed.
- 4.5.4 It is also important not to duplicate work and make best use of existing information and knowledge.
- 4.5.5 Engagement and review are essential parts of the planning process and will help make sure that the policies, programmes and projects maximise well-being.
- 4.5.6 Modelling can be used to test the effectiveness of policies and interventions at meeting our objectives against a do nothing or do minimum scenario. Any modelling must be proportionate to the funding available to deliver the RTPs.

## 4.6 Regional Transport Delivery Plans

- 4.6.1 RTPs must set out both policies for transport in the region and more specific information about how those policies will be delivered by local authorities in its Regional Transport Delivery Plan (RTDP).
- 4.6.2 The RTDP should take the form of a list of schemes and 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.
- 4.6.3 The RTDP must set out how local authorities will meet the revenue consequences of the capital investment.
- 4.6.4 As well as using their own resources, CJs and local authorities are encouraged to be creative in seeking additional funding for transport investment. This could include private sector financing or funding from other funders.
- 4.6.5 Where Welsh Government funding is made available for local authority schemes once RTPs are in place, we would expect any schemes proposed for support to be identified and prioritised in the approved RTDP.

## 4.7 Monitoring and Evaluation Plan

- 4.7.1 The RTP must include a Monitoring and Evaluation Plan showing how regional progress in achieving the national priorities and ambitions in the WTS will be monitored, measured and evaluated. This must include the region's contribution to national decarbonisation and modal shift targets.
- 4.7.2 The Monitoring and Evaluation Plan should include a set of measures with baseline information for each. The measures can include qualitative outcomes and quantitative measures.
- 4.7.3 The measures should be based on the framework of measures used in the IWBA and updated if needed, drawing on the WTS Monitoring Framework adapted for regional needs. Transport for Wales published baseline data for the WTS Monitoring Framework and are reviewing and updating this on an ongoing basis.
- 4.7.4 CJsCs must submit annual performance reports on RTPs to Welsh Government each year.
- 4.7.5 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.
- 4.7.6 The results of this comprehensive evaluation will feed into the subsequent RTP for each CJC, and the subsequent NTDP.

## 5 Integrated Well-being Appraisal

- 5.1.1 RTPs **must** be supported by an Integrated Well-being Appraisal (IWBA). Current guidance on IWBA is set out in the new draft WelTAG guidance. This should be used until the final guidance is published.
- 5.1.2 An IWBA shows how well-being has been considered in the plan including social, environmental, economic and place based and cultural well-being, and the five ways of working. It should also show how the RTP will contribute to other outcomes such as NetZero and equality.
- 5.1.3 IWBA is not new. Welsh Government publish Integrated Impact Assessments for new policies and programmes and public bodies are required to consider well-being. Strategic Environmental Assessments (SEAs) are used for plans that set the framework for development consents.
- 5.1.4 The IWBA simply tailors that process to the needs of transport policies, programmes and projects in Wales by aligning it with the WTS and the Well-being of Future Generations (Wales) Act 2015. It includes considerations relevant to transport services including equalities impact assessment, Welsh Language impact assessment and impact on NetZero ambitions.
- 5.1.5 Public Service Boards already publish well-being plans and report against well-being targets. Those documents will provide a useful starting point for developing the RTP and assessing the impact of RTPs on well-being.
- 5.1.6 Providing the IWBA identifies, describes and evaluates the “likely significant effects on the environment of implementing the plan and reasonable alternatives, taking into account the objectives and geographical scope of the plan”,<sup>17</sup> there may be no need for a separate Strategic Environmental Assessment.
- 5.1.7 In accordance with the Equalities Act 2010, the IWBA should summarise the foreseeable impacts of the RTP on people who share protected characteristics (including disabled people and people with limited mobility) and how any potentially negative impacts have been mitigated or avoided. They should also show how the RTP has addressed the [socio-economic duty](#).
- 5.1.8 The IWBA should use an Integrated Well-being Appraisal Framework which incorporates the four well-being ambitions in the WTS and the measures in the WTS Monitoring Framework, including modal shift and decarbonisation targets.

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<sup>17</sup> Environmental Assessment of Plans and Programs (Wales) Regulations 2004

5.1.9 These can be supplemented with regional ambitions and measures drawing on, for example, Public Sector Board Well-being Plans or Regional Strategic Plans.

5.1.10 The IWBA should also show how the RTP has used five ways of working set out in the Well-being of Future Generations (Wales) Act 2015.

5.1.11 The IWBA should not be prepared after the RTP is drafted. Instead, well-being should be considered each stage in developing the RTP including the Case for Change, exploring options, the choice of final proposals and plans for monitoring and evaluation.

5.1.12 The four main steps in preparing and IWBA for a RTP are:

**Step 1 before work commences:** the project manager should 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.

**Step 2 During the process of developing the RTP:** an integrated well-being framework should be developed and agreed with key partners. Options for policies or projects should be reviewed against that framework.

**Step 3 when the draft RTP is published for consultation:** it should be accompanied by a 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.

5.1.13 CJs may wish to commission specialist impact assessments to explore particular topics in Schedule 2 of the environmental impact regulations or in relation to equality or Welsh language. They may also need specialist advice on calculating projected carbon emissions or health impacts. Information from these should be summarised in the IWBA which should take an integrated approach.

## Annex 1: Regional Contacts

### Transport Planning

For help with transport planning including RTP development and application of WeITAG:

	Welsh Government	Transport for Wales
<b>North Wales</b>	Corinna James* <a href="mailto:transportplanning@gov.wales">transportplanning@gov.wales</a>	Ruth Wojtan <a href="mailto:Ruth.wojtan@tfw.wales">Ruth.wojtan@tfw.wales</a>
<b>Mid Wales</b>	Matt Jones <a href="mailto:transportplanning@gov.wales">transportplanning@gov.wales</a>	Tracy Kearns <a href="mailto:Tracy.kearns@tfw.wales">Tracy.kearns@tfw.wales</a>
<b>South West Wales</b>	Matt Jones <a href="mailto:transportplanning@gov.wales">transportplanning@gov.wales</a>	Ben George <a href="mailto:Ben.george@tfw.wales">Ben.george@tfw.wales</a>
<b>South East Wales</b>	Corinna James <a href="mailto:transportplanning@gov.wales">transportplanning@gov.wales</a>	Rob Jones <a href="mailto:Rob.jones@tfw.wales">Rob.jones@tfw.wales</a>  Amy Nichols (Cardiff) <a href="mailto:Amy.nichols@tfw.wales">Amy.nichols@tfw.wales</a>

\*Temporary contact whilst a north Wales transport planner is appointed

### North Wales Transport Commission

In developing north Wales transport policies, programmes and projects, the north Wales CJC and LAs must take account of the following documents:

- North Wales Transport Commission Interim Report  
<https://www.gov.wales/sites/default/files/publications/2023-06/north-wales-transport-commission-interim-report-june-2023.pdf>

Key Contact:

Welsh Government
Lea Beckerleg <a href="mailto:Lea.beckerleg@gov.wales">Lea.beckerleg@gov.wales</a>



## Annex 2: Modal Plans and Strategies

### Active Travel

In developing Active Travel policies, programmes and projects, including Safe Routes in Communities, CJs and LAs must take account of the following documents:

- Active Travel Act Guidance [Active Travel Act guidance \(gov.wales\)](#)
- [Each local authority's Active Travel Network Map, as submitted on DatamapWales, Active Travel Network Maps | DataMapWales \(gov.wales\)](#) and its associated scheme prioritisation schedule

Key Contacts:

Welsh Government	Transport for Wales
Natalie Grohmann	Matthew Gilbert
<a href="mailto:activetravel@gov.wales">activetravel@gov.wales</a>	<a href="mailto:activetravel@tfw.wales">activetravel@tfw.wales</a>

### Public Transport

In developing Public Transport policies, programmes and projects, CJs and LAs must take account of the following documents:

- Bws Cymru [Bws Cymru connecting people with places \(gov.wales\)](#)
- Bus reform white paper [One network, one timetable, one ticket: planning buses as a public service for Wales | GOV.WALES](#) and any subsequent legislation
- A Railway for Wales: Meeting the needs of future generations [a-railway-for-wales-the-case-for-devolution.pdf \(gov.wales\)](#)

Key Contacts:

Welsh Government	Welsh Government
Joe Doohar	Jodye Kershaw / Jon Travis
<a href="mailto:bus@gov.wales">bus@gov.wales</a>	<a href="mailto:rail@gov.wales">rail@gov.wales</a>

## Road Safety

In developing Road Safety policies, programmes and projects, CJs and LAs must take account of the following documents:

- Road Safety Strategy for Wales [Written Statement: Road Safety Strategy \(15 December 2022\) | GOV.WALES](#)

We are developing a new Road Safety Strategy for Wales to align with the Wales Transport Strategy and Net Zero. We plan to launch the new strategy in early 2024.

We will provide a copy of the Road Safety Strategy for Wales once it is published.

Key Contacts:

Welsh Government
Ian Bradfield <a href="mailto:transportplanning@gov.wales">transportplanning@gov.wales</a>

## Ultra-low Emission Vehicles

In developing Ultra-low Emission Vehicle policies, programmes and projects, CJs and LAs must take account of the following documents:

- Electric Vehicle Charging Strategy for Wales [Electric Vehicle Charging Strategy \(gov.wales\)](#)
- Electric Vehicle Charging Strategy for Wales Action Plan [Electric vehicle charging strategy for Wales: action plan \(gov.wales\)](#)

Key Contacts:

Welsh Government	Transport for Wales
Karine Boucher <a href="mailto:transportplanning@gov.wales">transportplanning@gov.wales</a>	Steve Ward <a href="mailto:steve.ward@tfw.wales">steve.ward@tfw.wales</a>

## Roads

In developing Road policies, programmes and projects, CJs and LAs must take account of the following documents:

- Welsh Government response to the Roads Review [Welsh Government response to the Roads Review | GOV.WALES](#)

Key Contacts:

<b>Welsh Government</b>
Alison Thomas <a href="mailto:transportplanning@gov.wales">transportplanning@gov.wales</a>

## Freight

In developing Freight policies, programmes and projects, CJs and LAs must take account of the following documents:

- Freight & Logistics Plan for Wales

We are developing a new Freight & Logistics Plan for Wales. The plan will be developed through joint working and consultation with key stakeholders such as The Rail Freight Group, Road Haulage Association and Logistics UK. We intend to launch the plan by 2024.

We will provide a copy of the Freight & Logistics Plan for Wales once it is published.

Key Contacts:

<b>Welsh Government</b>
Jonathan Moody <a href="mailto:aviationportsandlogistics@gov.wales">aviationportsandlogistics@gov.wales</a>

## Annex 3: Data to inform Regional Transport Plans

### Data available to CJs from Transport for Wales

Subject to discussion and agreement of scope with Transport for Wales, the following data and analysis can be provided for use by CJs. Requests should be made to Welsh Government and Transport for Wales representations working with CJs across each region, who may engage with the Geospatial and Strategic Transport Analysis Unit (G-STAT)<sup>18</sup>.

#### Datasets

- Public Sector Geospatial Agreement (PSGA) data from OS, such as mapping tiles and AddressBase – note that this information can be supplied to CJs if they (or their legally accountable body) are signed up to the PSGA and can use their own OS licence number on maps that are produced when they use this data.
- Bus route coverage / bus stop mapping, updated to Q3 2022.
- GPS-based journey time data for main road links and corridors (up-to-date and historic) – note that permission will need to be granted by the Welsh Government before Transport for Wales can release this data to CJs.
- Summary annual rail demand for specific stations or specific rail corridors based on ticket sales data contained within MOIRA1, updated to year ending March 2022 – note that permission may need to be sought from GWR, Cross County or Avanti if CJs wish to publish information for rail lines/stations served by those operators.
- Origin-destination mobile network data summary mapping at the MSOA census level, from summer 2018 / spring 2019 (pre-pandemic). More recent datasets (for summer/autumn 2022) will be available spring 2023.
- High level GB National Trip End Model (NTEM) forecasts from the DfT's TEMPro.

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<sup>18</sup> Email: [gstat@tfw.wales](mailto:gstat@tfw.wales)

## Analytics

- Journey time accessibility isochrone mapping for public transport, walk, cycle access to specific destinations, by time of day. Similarly, journey time accessibility mapping for walk or cycle access to the public transport network. Based on Q3 2022 public transport networks.
- Catchment analyses, for populations within certain distances / times of bus stops and/or rail stations, using 2020 mid-year population estimates.
- Trip numbers and mode share estimates (2019) for each region.

## Strategic transport modelling

- Base year travel demand matrices by time period (AM peak, inter-peak, PM peak), by mode (car, public transport) and by journey purpose (commute, business, other):
  - South East Wales Transport Model (SEWTM): 2015 base year (2022 version to be available mid-2023)
  - South West & Mid Wales Transport Model (SWMWTM): 2019 base year
  - North Wales Transport Model (NWTM): 2019 base year
- Scenario modelling / forecasts, following scoping discussions with Transport for Wales:
  - SEWTM: 2026/2036 (later forecast years to be available mid-2023)
  - SWMWTM: 2027/2042
  - NWTM: 2027/2042

Further information on the Wales Regional Transport Models is available at: [Wales Regional Transport Models | TfW](#)

## Llwybr Newydd Wales Transport Strategy Monitoring Framework

Information on the national Wales Transport Strategy Monitoring Framework is available at: [Wales Transport Strategy Monitoring | Transport for Wales \(tfw.wales\)](#)

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## Annex 4: Regional Transport Plan Framework

### **1. Introduction**

#### **1.1 Plan Coverage and Period**

Provide a brief introduction. Attach a location plan of area covered.

#### **1.2 Links to Welsh Government Priorities**

Provide information about links to priorities.

#### **1.3 Review of Regional Transport Plan and Studies**

Provide an overview of plans and studies reviewed.

#### **1.4 Review of Policies and Other Plans**

Provide a brief overview of documents reviewed.

### **2. Issues, Opportunities and Interventions**

Issues and opportunities should relate to meeting the WTS priorities and targets for decarbonisation and modal shift, considering the well-being outcomes.

The interventions should focus on turning the WTS into action at a regional level. Whilst it will be the responsibility of local authorities to deliver the interventions in any approved RTP, the CJsCs should answer key questions as part of the RTP process pertinent to affordability, deliverability and management.

In line with WeITAG, an evidence-based approach should be applied, considering each issue, opportunity and outcome in the context of the current and future trends.

The five ways of working set out in the Well-being of Future Generations (Wales) Act should be followed to help ensure CJsCs think more about the long-term, work better with people and communities and each other, look to prevent problems and take a more joined-up approach. CJsCs should refer to the relevant guidance published by the Future Generations Commissioner for Wales<sup>19</sup>.

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<sup>19</sup> <https://gov.wales/well-being-future-generations-wales-act-2015-guidance>

RTPs should include a Regional Transport Delivery Plan, using the format below. This should provide a reference number alongside relevant evidence, issues, opportunities and interventions.

Ref	Evidence	What is the issue or opportunity?	What do we want to achieve? (Well-being outcomes)	How do we intend to achieve this? (Affordability, deliverability, and management)	When do we intend to achieve this? (Timescale)

The WTS identifies **four** key areas critical to the delivery of Welsh Government priorities and ambitions – decarbonisation, equality, integrated journey planning and rural. These cut across the different modes and sectors.

There are a wide range of commitments relating to each of these throughout the WTS. Annex 3 of the NTDP provides a summary of the main NTDP initiatives that will be key to delivering each pathway.

The RTP should include a summary of the main RTP initiatives that will be key to delivering each pathway.

### **3. Statutory Checks**

CJC should provide details of screening undertaken and summarise any necessary statutory checks.

An IWBA should accompany the RTP.

### **4. Engagement**

CJCs should provide details of who has been consulted, summarise feedback and explain how comments have been taken into account. This should be based on an Engagement Plan completed as part of the RTP Implementation Plan, and recorded in a Consultation Report, to be undertaken and satisfied as part of the WeITAG and IWBA process.

### **5. Monitoring and Evaluation**

A Monitoring and Evaluation Plan will be required which describes how each intervention and its impacts will be monitored. This should follow WeITAG guidance as appropriate.



## Annex 5: Key Milestones

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

**Implementation Plan Timetable** - *The Implementation Plan should set out how the RTP will be developed including what work packages are needed, the governance arrangements, the timetable and milestones. It should include an engagement plan for the development of the RTP.*

Tasks required to develop and deliver the RTP	Timescale
1. Set up Governance arrangements via CJC Board	11 <sup>th</sup> Oct 2023
2. Provide secretariat for admin	Oct 2023
3. Provide Project Manager for RTP	11 <sup>th</sup> Oct 2023
4. Set up a Review group to include LAs / WG / Tfw / other partners	Dec 2023
5. Prepare Case for Change	Feb 2024
6. Prepare Draft Implementation Plan to be submitted to WG by 31 <sup>st</sup> Oct 23 (to be discussed with WG & Tfw)	31 <sup>st</sup> Oct 2023
7. Seek approval from CJC Board to submit Draft Implementation Plan to WG by the deadline of 31 <sup>st</sup> Oct 2023	Oct 11 <sup>th</sup> 2023
8. Prepare a set of weighted criteria to prioritise against	Feb 2024
9. Seek approval from CJC Board to adopt criteria	Feb 2024
10. Prepare set of policies, objectives and interventions aligned with all of the Plans	Feb/Mar 2024
11. Provide set of baseline data that the Plan will be measured against	May 2024
12. Prepare draft IWBA	May 2024
13. Finalise Case for Change and engage statutory bodies on draft IWBA	May / June 2024
14. Seek more specific regulatory impact assessments such as EIA, HRAEIA, Welsh Language IA and Heritage IA as needed to inform the IWBA.	May - Sept 2024
15. Prepare Engagement Plan	Feb 2024
16. Prepare Monitoring & Evaluation Plan	May 2024

Tasks required to develop and deliver the RTP	Timescale
17. Prepare RTP content	May 2024
18. Seek approval from CJC Board to adopt draft IWBA	May 2024
19. Prepare RTDP content, including list of projects, funding mechanisms and timescales for delivery	Until Jun 2024
20. Model proposed interventions against evidence data and models	Jun - Sept 2024
21. Assess draft RTDP against agreed criteria and IWBA	Jun – Sept 2024
22. Submit Draft Plans to Governing Board for approval	Sept 2024
23. Check in session with WG as required	Sept 2024
24. Submit draft RTP and IWBA to WG for Review	Sept 2024
25. Seek approval from CJC Board for public consultation	Oct 2024
26. Publish bilingual and ‘easy to read’ revised RTP and IWBA for public consultation	Oct 2024
27. Revise RTP and IWBA following public consultation	Dec 2024 – Feb 2025
28. Check in session with WG as required	Feb 2025
29. Seek approval from CJC Board to submit final Plans to WG Ministers for approval	Mar 2025
30. Submit final RTP, RTDP and IWBA to WG for approval by Welsh Minister	March 2025
31. Publish approved RTP, RTDP and IWBA	June 2025

# Future Generations Assessment Evaluation

## (includes Equalities and Sustainability Impact Assessments)

<p><b>Name of the Officer completing the evaluation:</b></p> <p>Kellie Beirne</p> <p><b>E-mail:</b> kellie.beirne@cardiff.gov.uk</p>	<p><b>Please give a brief description of the aims of the proposal:</b></p> <ol style="list-style-type: none"> <li>1. To update the South East Wales Corporate Joint Committee (the CJC) on the requirements and timescales regarding the Regional Transport Plan (RTP) and Strategic Development Plan (SDP).</li> <li>2. To seek approval from Members to establish the resources required to reach the first milestones of the RTP and SDP.</li> </ol>
<p><b>Proposal:</b> South East Wales Corporate Joint Committee: Regional Transport Plan &amp; Strategic Development Plan</p>	<p><b>Date Future Generations Evaluation form completed:</b> 9 October 2023</p>






**1. Does your proposal deliver any of the well-being goals below?** Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal.

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p><b>A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>The report and appendices set out a progressive approach for driving prosperity within the region as it regards developing regional transport and strategic planning</p>	<p>CJC must work closely with WG to ensure the RTP &amp; SDP are delivered</p>
<p><b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	<p>The proposal takes forward the SEWCJC approach to regional transport and strategic spatial planning</p>	<p>This will allow the opportunity for SEWCJC to greatly enhance regional infrastructure</p>
<p><b>A healthier Wales</b> People's physical and mental wellbeing is maximized and health impacts are understood</p>	<p>Inclusion is a core theme of the approach and balancing a focus on levelling up the region with other regions in the UK to ensure CCR accesses all of the opportunities available to it – thus supporting</p>	<p>ESG and equality and diversity focus to ensure emphasis on societal and community needs.</p> <p>CJC will develop its own corporate policies in response to key duties in respect of WFG Act</p>

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Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	not just sectors and industries but communities and people.	Wales, Equality and Human Rights and Nature and Biodiversity
<b>A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected	Putting in place a framework for regional cohesion whilst enhancing localism will support delivery of scale projects that make a difference across the geography, in tandem with local policies and levers that ensure citizens can benefit.	The plans address connectivity challenges that are barriers to inclusion across the region including the Northern Valleys and will continue to be a key theme of CJC work – as will the emphasis on distributed, inclusive and resilient growth.
<b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	The principles look outward and focus on the FDI and international opportunities, which are particularly important post-EU exit.	Proposal for eventual radical decentralization of business functions and units currently operating at national level.
<b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	The document represents a distinctive regional strategic approach to developing the economy.	CJC will develop its own corporate policies in response to key duties in respect of WFG Act Wales, Equality and Human Rights and Nature and Biodiversity
<b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances	The approach focuses on economic inclusion, levelling-up and a mission-driven approach capable of not just tackling economic problems – but societal ones too.	The CJC will begin to produce its own policies for equality and diversity and ensuring these are not just factors in assessing impact – but become central to the task of increasing productive capacity and inclusive growth in the first place.

**2. How has your proposal embedded and prioritized the sustainable governance principles in its development?**

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Balancing short term need with long term and planning for the future</p> <p>Long Term</p>	<p>The plans are long-term (the SDP is 25 years in duration) however in the short-a focus on development is required</p>	<p>This will be subject to the first phases of work and the transition plan as well as the proposed interim first phase of operation.</p>
 <p>Working together with other partners to deliver objectives</p> <p>Collaboration</p>	<p>The principles of the structure recommended situate partnerships and the building of new institutional capacity at the heart of the new framework.</p>	<p>As work commences on immediate duties around the Strategic Development and Regional Transport Plans – consultation and engagement processes will be developed accordingly.</p>
 <p>Involving those with an interest and seeking their views</p> <p>Involvement</p>	<p>The RTP &amp; SDP will be backed by a wider comms plan which has already included meeting with the various CCR Partnership groups.</p>	
 <p>Putting resources into preventing problems occurring or getting worse</p> <p>Prevention</p>	<p>The mission-driven/ challenge-led approach embedded will be a key means of experimenting in the prevention space</p>	<p>At project and programme level – there are a number of options the CJC will be looking at in quick time, regarding regional bus services and transport demand management. There is also work moving forward on Local Area Energy Planning to ensure prevention is prioritized.</p>
 <p>Considering impact on all wellbeing goals together and on other bodies</p> <p>Integration</p>	<p>The proposed impact assessments will give a comprehensive and ongoing overview of benefits, costs and results. Outcome focused reporting and accountability will be key to this.</p>	<p>This can be further reinforced in the CJC budget setting and when Cabinet and partners have access to greater freedoms and flexibilities and the full 'lift and shift' CJC model.</p>

**3. Are your proposals going to affect any people or groups of people with protected characteristics? Please explain the impact, the evidence you have used and any action you are taking below.**

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	Not relevant in this context since the principles, approach and ways of working apply to all prospective interests and stakeholders	As projects and programmes develop under the CJC, each will be subject to comprehensive assessments against the plans and procedures put in place to protect certain characteristics.	<p>A full ESG agenda and diversity and inclusion reviews into partnerships and groups will help ensure this agenda is embedding in ways of working and the culture that is created.</p> <p>A full training and development programme will also be devised in order to embed and 'bring to life' such considerations – not just as part of project assessments, but in seeking to address such concerns and issues as part and parcel of project business cases that are developed.</p>
Disability	As above	As above	As above.
Gender reassignment	As above	As above	As above.
Marriage or civil partnership	As above	As above	As above.
Pregnancy or maternity	As above	As above	As above.
Race	As above	As above	As above.
Religion or Belief	As above	As above	As above.
Sex	As above	As above	As above.
Sexual Orientation	As above	As above	As above.
Welsh Language	As above	As above	As above.

**4. Safeguarding & Corporate Parenting. Are your proposals going to affect either of these responsibilities?**

	<b>Describe any positive impacts your proposal has on safeguarding and corporate parenting</b>	<b>Describe any negative impacts your proposal has on safeguarding and corporate parenting</b>	<b>What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?</b>
Safeguarding	Not directly relevant –however, building the future economy should have a profoundly positive impact on ability to safeguard the future of our residents		This is dependent upon the brief for regional education consortia and whether or not, it is intended to be grouped within CJsCs.
Corporate Parenting	Not directly relevant – however building strength in the economy should create opportunities for all of the young people entrusted in our care and makes a direct contribution to wellbeing.		

**5. What evidence and data has informed the development of your proposal?**

As above.

**6. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?**

As above, the main implications will be in the delivery of this work.

**7. MONITORING: The impacts of this proposal will need to be monitored and reviewed. Please specify the date at which you will evaluate the impact, and where you will report the results of the review.**

<b>The impacts of this proposal will be evaluated on:</b>	Scrutiny by the CJC and quarterly performance – Lift and Shift anticipated to take place in 2023/24
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