Cabinet Prifddinas Ranbarth Caerdydd | Cardiff Capital Region Cabinet

12 SEPEMBER 2019

REGIONAL TRANSPORT AUTHORITY DELEGATIONS

REPORT FROM CHAIR OF CARDIFF CAPITAL REGION TRANSPORT AUTHORITY

AGENDA ITEM 7

Reason for this Report

1. To provide members with an update on the strategic programme of the 10 'Future Mobility' Metro Plus Phase 1 projects that were approved in principle by Regional Cabinet on 18th February 2019.

2. To provide background and clarity to the current governance arrangements along with seeking specific approval from Regional Cabinet for delegated authority to be given to the Regional Transport Authority (RTA) to make decisions on the designated Metro Plus programme City Deal budget of up to £15m.

3. To provide an update on the work undertaken on the Common Assessment Framework (CAF) which sets out the 'City Deal Requirements' in respect of criteria for funding allocation. To further set out the timeframe and sequence for considering and approving the CAF by the Regional Transport Authority in order for delivery implementation to commence.

Background

4. A Strategic Outline Programme for Metro Plus Phase 1 (Programme of 'Future Mobility' Schemes) was agreed by Regional Cabinet on 18th February 2019. This approach established the principle of a programme of activity complementing and enhancing the proposed Metro and Metro Central investments, which has been badged as 'Metro Plus'. This concept is currently being developed and rolled out with the governance, co-ordination and leadership support of the RTA.

5. The outline programme for phase 1 seeks to catalyse the initial concept of Metro Plus, highlighting core elements and features which have been captured within a common assessment framework (CAF), which is underpinned by the

principles of the WelTAG and five-stage business case model. Details of the CAF are currently being considered by the RTA Board for approval and will be brought to a future Regional Cabinet meeting for information.

6. Further research has been undertaken to explore and identify complementary innovative transport led regeneration opportunities and planning across the region through the development of a Low Emission Vehicle Strategy, Infrastructure Income Modelling and a plan to provide electric charging infrastructure which will include facilities for taxis. Final reports will be brought to a future meeting once considered by the RTA Board.

7. The Capital Region submitted a bid to the Welsh Government Local Transport Fund (LTF) on 18 January 2019, to provide a co-investment mechanism for meeting a proportion of the costs for the Phase 1 proposal.

Issues

8. Positive feedback was received from WG with regards to the LTF bid. Merthyr CBC are acting as lead Authority and has been notified that the region has secured £3.5m of investment for 2019/20. This is a shortfall of £700k from the requested application, and dialogue and negotiations have commenced to bridge the gap. To coordinate delivery and maximise opportunity, programme management of the funds will be overseen through the Regional Transport Authority and the Officer working group, which will align to Merthyr's internal governance arrangements for overseeing the drawdown of the grant.

9. Metro Plus (Phase 1) is a programme of 10 transport related schemes, which are, or are intended to be part of the wider metro infrastructure. Metro Plus schemes should not be viewed as individual projects, but rather a programme of enabling infrastructure, to stimulate economic growth and regeneration across the region, supporting the sustainable mobility of people, and improving the way people make their economic contribution.

10. The initial schemes that make up the programme are:

    1. Pontypool and New Inn Park and Ride
    2. Severn Tunnel Junction Park and Ride
    3. Pyle Park and Ride
    4. Pentrebach Interchange
    5. Porth Transport Interchange
    6. Abertillery Transport Hub
    7. Caerphilly Interchange
    8. Barry Docks Interchange
    9. Cardiff East Bus Priority
    10. Newport to Cardiff Transport Priority

11. An overview of progress on each scheme and delivery timescales is presented in a summary spreadsheet in Appendix 1. There are potentially 5 schemes that could accelerate activity to enter the Investment Framework and draw down City Deal funding this financial year. These are:

    1. Cardiff BRT;
    2. Pontypool and New Inn Park & Ride;
    3. Porth Interchange;
    4. Severn Tunnel Park & Ride; and
    5. Barry Docks Interchange.

Overview of Governance Arrangements

12. The terms of reference (ToR) for the RTA were approved by CCRCD Regional Cabinet at its meeting of 20.11.17 and for ease of reference a copy of the report is attached as Appendix 2 to this report.

13. As stated in the ToR the RTA shall not have any delegated decision making powers unless expressly granted by the Regional Cabinet.

14. Decision-making will be in accordance with the ToR. For delegated matters - as per the Regional Cabinet, decisions will be taken by majority vote; for avoidance of doubt each of the ten constituent Local Authorities is entitled to one vote only and it is agreed that the Chairperson shall not exercise his or her casting vote.

15. It is recommended that Regional Cabinet be requested to amend the Regional Transport Authority's Terms of Reference (under the paragraph headed 'Functions') to include the following additional functions and delegated authority:

    [A] Delegate authority to the Regional Transport Authority ('RTA') to make decisions as regards:

        (1) the allocation of City Deal monies to individual Metro Plus projects within the envelop of the approved budget of up to £15m and

        (2) all associated matters required to facilitate the implementation of the Metro Plus Projects within the envelop of the approved budget of up to £15m;

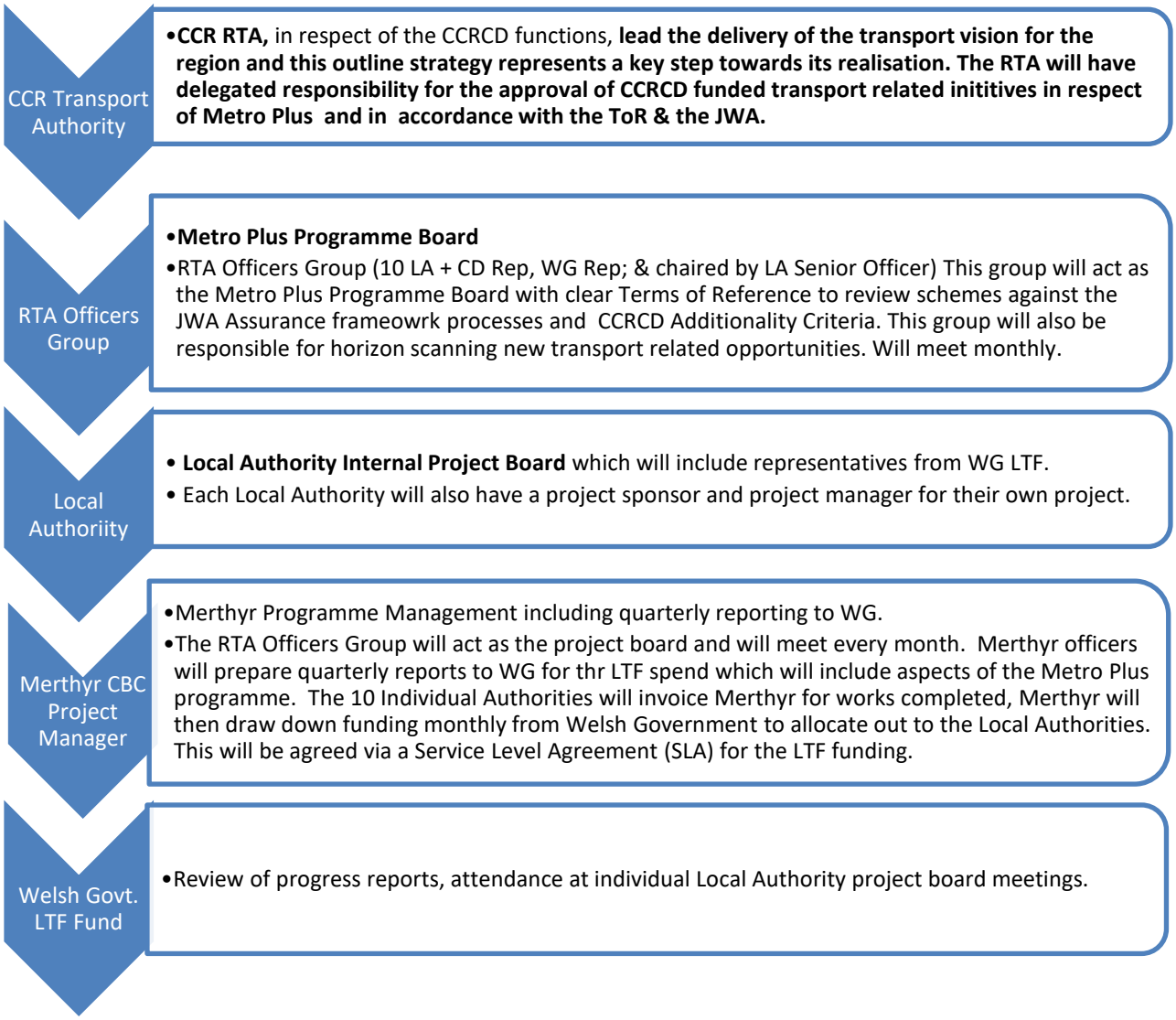
    [B] Delegate authority to the City Deal Programme Director in consultation with the Chair of the RTA (or in his absence the Vice Chair of the RTA), the Accountable Body S151 Officer and the local RTA Member to authorise spend on individual approved Metro Plus projects up to the sum approved by the RTA in respect of the Metro Plus project concerned (pursuant to the above delegation) and to deal with all associated matters required to facilitate the implementation of the Metro Plus Project PROVIDED Always that in exercising any delegated powers all decisions made should:

(i) consider the broader aims and objectives of the Common Assessment Framework (once approved)
(ii) be made in accordance with the requirements of the Joint working Agreement in relation to the delivery of the Cardiff Capital Region City Deal
(iii) be within approved budgets and comply with any legal requirement and
(iv) a full record (report) of the exercise of such powers shall be kept by the City Deal Programme Director in respect of each decision taken and update reports provided to the RTA outlining decisions taken.

16. The Metro Plus Phase 1 Programme has moved past the SIFT process as identified in the Investment and Intervention Framework (IIF) as Members have already approved the Strategic Outline Case (SOC) and therefore, is now subject to agreement by the Investment Panel.

17. The RTA will provide an annual performance report to the Regional Cabinet outlining activity and spend, along with a plan for future work considerations including the next phase of the Metro Plus.

18. The below image provides an overview of the Governance structure for the RTA.



19. Merthyr CBC are the financial host of the £3.5m LTF on behalf of the 10 local authorities in the region. Merthyr CBC is in the process of funding a Project Management post to manage the LTF and has circulated a draft Service Level Agreement to all Local Authorities.

20. Merthyr CBC will be responsible for reporting quarterly to WG on the LTF spend. Alongside this, it is essential that a robust monitoring of the progress of schemes to enable the drawdown of city deal funds be in place. The two will need to strongly align.

21. The CCRTA officer group, which includes City Deal representation, will perform the function of Programme Management Group that peer reviews schemes, including all additionality and added value – in line with the CAF. This will enable a monitoring and evaluating mechanism for compliance with the Investment Framework and to ensure that a suitable reporting mechanism to Members is achievable. Any reports provided to the CCRTA will then be captured in an update report to Regional Cabinet for noting.

Common Assessment Framework (CAF)

22. The CAF sets out criteria to achieve the mission and vision of the CCRCD Metro Plus programme, in respect of achieving the City Deal Requirements.

23. The detail and requirements set out in the CAF is currently being considered by the RTA. It is anticipated that in order to achieve draw down of City Deal funds in 2019/20, the CAF will need to be fully approved by the RTA at its meeting in November 2019.

24. To summarise, its core components have regard for additionally around i) Digital; ii) de-carbonisation iii) electric charging infrastructure; iv) skills development; and v) enabling / opening access for broader regeneration. Discussions are taking place with WG and TfW to incorporate these principles into WelTAG briefs so as they become core assessment criteria moving forward.

25. Adoption and application of the CAF is a procedural requirement that needs to be sequenced ahead of assessment of individual projects and implementation of the Metro Plus programme.

26. Regional Cabinet will note that it gave an 'In-Principle' commitment to provide City Deal funding of up to £15 million for the Metro Plus Phase 1 Programme, subject to the approval of the Common Assessment Framework (CAF). This then allows projects to be considered through the Investment and Intervention Framework adopted by Cabinet in June 2019.

Local Member consultation (where appropriate)

27. All Members would have been consulted through their local mechanisms for local project approval and support. This report is the first in a series of updates on programme activity, whereby regional engagement will take place.

Reason for Recommendations

28. To ensure that schemes are considered and managed in accordance with relevant transport policies, the City Deal Investment and Intervention Framework and the CAF - all within a deliverable timescale.

29. To enable schemes to be delivered in a timely manner and in particular to accelerate progress in 2019/20 in respect of the identified schemes.

30. To enable a forward work programme of projects that deliver City Deal objectives as agreed within the JWA.

Financial Implications

31. The attached report provides an update in respect of the Metro Plus Phase 1 Programme of projects. In addition, the report seeks the necessary delegations in respect of the proposed governance arrangements that will oversee project

assessment, development and approval, including the allocation of City Deal funding.

32. In February 2019, Regional Cabinet gave an In-Principle approval to the Metro Plus Phase 1 – a programme of 10 projects with an anticipated value of £50 million and with a proposed funding package consisting of:

- £15 million Welsh Government Local Transport Fund (LTF);
- £15 million City Deal;
- £20 million funded locally by each partnering local authority

33. The Cardiff Capital Region (CCR) City Deal 5 year Business Plan contains capital and revenue funding allocations in respect of the WIF over the medium term. There are sufficient uncommitted resources available within the plan at this time, to meet the City Deal funding requirement outlined above.

34. In terms of programme co-ordination and delivery, it is understood that the former will be managed by Merthyr County Borough Council, as the nominated Lead Authority responsible for managing the LTF funding package on behalf of the Welsh Government. Metro Plus project development, delivery and operationalisation will be the responsibility of each Local Authority, detailed arrangements for which will be determined as part of the Weltag process (business case development process).

35. Regional Cabinet will note that it gave an 'In-Principle' commitment to provide City Deal funding of up to £15 million for the Metro Plus Phase 1 Programme, subject to the approval of the Common Assessment Framework (CAF). The Metro Plus Phase 1 Programme of projects will need to be assessed as part of the CCR City Deal Investment & Intervention Framework, which was approved by Cabinet in June 2019. The draft CAF was considered by the RTA at its meeting of the 1st August 2019 and it is intended to carry out further work over the summer to enable the RTA to finalise the CAF at its meeting in November 2019.

36. Members of the Regional Transport Authority (RTA) will note that the City Deal funding of up to £15 million earmarked by Regional Cabinet is on an In-Principle basis, subject to the approval of the Common Assessment Framework (CAF). In addition, the Metro Plus Phase 1 Programme of projects will need to be assessed as part of the CCR City Deal Investment & Intervention Framework, which was approved by Cabinet in June 2019. The Draft CAF was considered by the RTA on 1st August 2019 and it is intended to carry out further work over the summer to enable the RTA to consider the Draft final CAF at its meeting in November 2019.

37. The report's Recommendations seek a number of delegations in respect of the City Deal funding earmarked for the Metro Plus Phase 1 Programme. The governance arrangements that are finalised in this respect will need to ensure that appropriate safeguards are put in place to manage any risk exposure

associated with schemes which have multiple funding streams i.e. 'funding deliverability risk'.

Legal Implications

36. The report to Regional Cabinet of 20.11.17 (attached as Appendix 2 to this report) sets out the background to the creation of the Regional Transport Authority ('RTA') and details the RTA's terms reference, including the functions currently delegated to it. It is a matter for Regional Cabinet to determine which of its functions it wishes to delegate to the RTA. This report is therefore structured such that it requests the Regional Cabinet to delegate further powers to the RTA (and to an officer), in respect of the allocation of City Deal monies for Metro Plus Projects and to make ancillary decisions in respect thereof. The RTA should take appropriate legal and other professional advice in respect of any proposed decision it wishes to make as regards matters delegated to it.

37. The report refers to other elements of funding that may be relied upon to fund the schemes proposed, including Welsh Government's Local Transport Fund ('LTF') and Capital contributions from Councils. As will be appreciated, decisions as regards the allocation of such third party funding will be a matter for the bodies concerned and to be taken in accordance with their respective decision-making processes. Put another way such functions cannot be delegated to the RTA.

38. The body of the report refers to a governance structure and makes reference to a number of officer groups (Metro Plus Project Board). Legal Services are instructed that these officer groups will not be decision-making groups and no further delegation of decision making to such groups is sought.

39. As regards the LTF it will be a matter for Merthyr Tydfil County Borough Council (as the lead bid authority) and the Councils concerned to agree appropriate arrangements as regards decision making in respect of the LTF secured.

40. To the extent that any decision of the RTA as regards Metro Plus projects is dependent upon third party funding (LTF contribution, Council contributions or otherwise) then it should be ensured that such funding is secured and can be used for the purpose intended prior to any City Deal commitment being made .

Well-Being of Future Generations (Wales) Act 2015

41. 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 well being objectives. These objectives will show how each public body will work to achieve the vision for Wales set out in the national well being goals. When exercising its functions, the Regional Cabinet should consider how the

proposed decision will contribute towards meeting the 'well being duty' and in so doing assist to achieve the national well being goals.

42. The wellbeing duty also requires Councils to act in accordance with a 'sustainable development principle'. This principle requires 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 the Regional Cabinet must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the 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 seven 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.

43. The Regional Cabinet must be satisfied that the proposed decision accords with the principles above.

44. To assist the Regional Cabinet to consider the duties under the Act in respect of the decision sought an assessment has been undertaken, which is attached as an Appendix to this report (Well–being of future generations assessment) for Member's consideration.

45. In preparing reports due regard must be given to the Statutory Guidance on the Act issued by the Welsh Ministers, which is accessible using the link below:

http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en

Equality Act 2010

46. In considering this matter, regard should be had, amongst other matters, to the Councils' duties under the Equality Act 2010. Pursuant to these legal duties the Regional Cabinet 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:

- Age
- Gender reassignment
- Sex
- Race – including ethnic or national origin, colour or nationality
- Disability
- Pregnancy and maternity
- Marriage and civil partnership
- Sexual orientation
- Religion or belief – including lack of belief

RECOMMENDATIONS

It is recommended that the Cardiff Capital Region Joint Cabinet:

1 Note the updates on the Metro Plus Programme and the 10 projects in scope;

2 Notes and supports the need for the Regional Transport Authority to finalise and approve the CAF at its November meeting in order to establish the framework against which the requested delegations can apply;

3 Amend the Regional Transport Authority's Terms of Reference (under the paragraph headed 'Functions') to include the following additional functions and delegated authority:

[A] Delegate authority to the Regional Transport Authority ('RTA') to make decisions as regards:

(1) the allocation of City Deal monies to individual Metro Plus projects within the envelop of the approved budget of up to £15m and
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i. consider the broader aims and objectives of the Common Assessment framework
ii. be made in accordance with the requirements of the Joint working Agreement in relation to the delivery of the Cardiff Capital Region City Deal
iii. be within approved budgets and comply with any legal requirement and
iv. a full record (report) of the exercise of such powers shall be kept by the City Deal Programme Director in respect of each decision taken and update reports provided to the RTA outlining decisions taken .

Kellie Beirne
Director, Cardiff Capital Region
12 September 2019

Appendices
Appendix 1 Metro Plus Scheme Summary

Appendix 2 CCRCD Regional Cabinet report dated 20 November 2017, 'Regional Transport Authority Terms of Reference'
Appendix 3 Future Generations Assessment Evaluation

The following background paper has been taken into account:

- CCRCD Regional Cabinet report dated 18 February 2019, 'Strategic Outline Programme for Metro Plus – Phase 1 – Programme of Local 'Future Mobility' Schemes'

Local Authority	Site Reference	Scheme Summary	Current Project Phase WelTAG (April 2019)	Timeframe for completion of current WelTAG phase?	Start of Construction	Overall project build completion date	Actual 2019/2020 LTF/CCRCD Allocation funding			Project Delivery Risk	Opportunity for Additionality?	Opportunity for Leverage	NOTES
							2019/20 LTF	2020/2021 Estimated	2021/2022 Estimated				
Merthyr	Pentrebach P&R	New station & P&R potentially embedded in the centre of regeneration area; mixed use housing & business development	**WelTAG Stage 1** Part of a review of the whole Hoover Site	**Mar-20**	**Apr-21**	**Mar-23**	£150,000 (LTF)	£500,000 (LTF) £500,000 City Deal	£1,850,000 £850,000 LTF, £1,000,000 CCRCD	High until land is secured by WG (but feedback is imminent confirmation of purchase)	High	High	Once land is secured this scheme could power ahead.
Torfaen	Pontypool and New Inn	Park and ride	**WelTAG Stage 2 / 3** OBC / Detailed Design and Full Business Case	**October 2019** Full Business Case Completion and planning secured	**Oct-19**	**Mar-21**	£625,000 (LTF)	£875,000 LTF and £1,500,000 CCRCD Build phase COMPLETED		As the project stands, there is low risk to deliverability.	Medium - Low	Medium - Low (TfW in consultation)	Meeting with TfW to accertain any of their plans for inclusion into the scheme. Potential for TfW funding to be discussed.
Blaenau Gwent	Abertillery Spur	Modal link to be determined from Abertillery to Ebbw Valley Line	**WelTAG Stage 1** Being delivered by TfW as part of Ebbw Valley review	**Jun-19**	**Unknown at this stage**	**Unknown at this stage**	£265,000 (LTF) BG Metro+ progress will be aligned to the conclusions of the EVR WelTAG (Mott Mac for TfW) due end of July 19	£600,000 LTF £635,000 City Deal Will depend on recommended mode of transport in TfW study - potentially this might fall outside of the LTF	TBC £635,000 LTF, £865,000 City Deal	High as awaiting options appraisal.	High - Medium	Medium - Low	WG study to be completed by end July. Need to await outcome before proposing next steps.
Vale of Glamorgan	Barry Docks Interchange	New bus station	**WelTAG Stage 1 & 2** Location proposed	**Mar-20**	**2020/2021** (Estimate)	Meeting arranged with TfW for 10th July to discuss forward plan	£85,000 opportunity to spend CCR funding. Awaiting proposal in next few weeks	Potentially £300,000 LTF, £300,000 City Deal	TBC, Potentially £1115,000 LTF, £1,200,000 City Deal	There are factors that could influence **timely delivery** such as affordable housing development	High - Medium	Medium	Potential for affordable housing scheme to be delivered as part of the project.
Caerphilly	Caerphilly Bus Interchange	New rail/bus interchange	**WelTAG Stage 1** Feasibility Part of a detailed Mott Mcdonald commission to review Caerphilly town	**September 2019** Report to cabinet on options	Stage 2 WelTAG: Sept 2019 onwards; April 2020 start Design phase	**2023** (But transport element might be longer)	£180,000 (£120,000 VTF, £20,000 WG, £40,000 CCBC) (£0 from LTF)	Await completion of studies and proposals that come from them Potentially £300,000 LTF, £300,000 City Deal	TBC Potentially £1,200,000 LTF, £1,200,000 City Deal	A scheme will be delivered but the scope and **timescale** is yet to be determined	High	High	NB High priority for the LA and want an iconic design
Newport	Priority bus route (PBR)	Bus priority corridor between Newport and Cardiff Concentrating on St Mellons to Quinn Radiators site for both bus and Active Travel as phase 1. Further phase includes 600 space p&r at old LG site. Linked to accessibility to IQE. Opportunity for electric buses, congestion free bus corridor, dark fibre, realtime, etc	**WelTAG Stage 1 and part of 2** (Some design work) - Capita current engaged and procurement imminent for WelTAG work	WelTAG 1 to be comissioned in July to be completed by **Jan 2020**	Jan or April 2021 and want option for phasing	**2022**	£105,000 (LTF)	Potentially £ 645,000 LTF, £750,000 City Deal	£750,000 LTF, £750,000 City Deal	A scheme will be delivered and high opportunity for additionality thinking to be incorporated in the scope of work for WelTAG1. M4 study will take 6 months minimum.		Medium	
Bridgend	Pyle Park and Ride	2 P&R schemes north and south of the station including Active Travel links, including digital infrastructrie and EV infrastructure. Bus p&r to Porthcawl included in brief	**WelTAG 1 & 2**	Mar-20	Apr-21	Sep-21	£245,000 LTF	£204,500 LTF, £200,000 City Deal	£1,050,500 LTF, £1,300,000 City Deal	Opportunity for additionality in relation to Porthcawl tourism, local industial estate and raising opportunities for local community	High	Medium - High	
RCT	Porth Interchange	Transport Hub, which will house a seven bay bus interchange, taxi rank and cycle racks, and have direct, adjacent, access to the station platforms and the existing and (phase 2 out of scope) Park and Ride.	**WelTAG STAGE 2** (Redstart consultants carrying out WelTAG)	Aug-19	Autumn 2019 for p&r and 01/04/2020 for rest of scheme. Land purchase and site clearance this financial year.	Apr-21	£820,000 (LTF) Mainly for enabling works this year ie demolition and site clearance. Opportunity to spend additional £300k City Deal funding this financial year.	£680,000 LTF, £500,000 City Deal	£700,000 City Deal	A scheme will be delivered and high opportunity for additionality as the drivers fo this scheme align with CCRCD drivers.	High	High	Opportunity to accelerate allocation of CCRCD funding this year to value of £300k for delivery of p&r.
		30 space park & ride approved for planning June 2019 and deliverable within 2019/20 financial year. Opportunity to spend £300k additional funding from CCR in 2019/20. P& R to commence delivery Qtr 3 and be complete by end qtr 4.											
Cardiff	East Cardiff Bus Priority & Cycle Super Highway	The City Centre East project will incorporate a series of sustainable and active travel packages that will enable improved bus connections in Cardiff City Centre, improved active travel infrastructure and pedestrian safety improvements.	**WelTAG STAGE 2 / 3**	Dec-19	Apil - Sept 2020	Autumn 2021	£425,000 (LTF) Potential to spend minimum £85,000 City Deal this financial year	£740,000 LTF, £750,000 City Deal	£335 LTF £665,000 City Deal	Confident this scheme will be delivered and high opportunity for additionality around digital and LEV infrastructure.	High	High	May be opportunity to accelerate allocation of CCRCD funding this year. Awaiting confirmation of how much hadditional funding could be utilised this financial year. Public consultation anticipated Spring 2020. Timescale for delivery needs to be programmed with other works being delivered around Cardiff.
Monmouth	STJ South Side P&R (Phase 1)	150-200 P&R spaces to the South of the station. The existing North Side station car park will then be reconfigured to provide more than 40 additional bike and ride spaces along with safer walking and cycling access and a revamped bus-rail interchange, EV charging spaces and potentially an improved station building.	**WelTAG Stage 1 & 2** being delivered by TfW. Masterplan being prepared by TfW for all car parks in vicinity and TfW including their land and resources within the scheme to maximise benefits. Design of South car park already prepared but TfW looking to maximise use with rest of car parking in area.	WelTAG 1 & 2 and Masterplan to be completed by end Sept 2019	South Side car park could be built within this financail year, however, results of masterplan will inform delivery.	01/03/2020 (For the South side Car Park) depending on masterplan completion and recommendations.	£615,000 (LTF)	£400,000 LTF, £485,000 City Deal	£485,000 LTF, £1,015,000 City Deal, £106,000 MCC, £250,000 TfW (MINIMUM)	A standard P&R could be delivered quickly, but would not meet objectives as a stand alone scheme. Awarded contract to Amey (TfW) to prepare Masterplan and carry out WelTAG 1 & 2 by end September 2019. Four car park sites within the boundary, including Network Rail (North), Community Council (North), Country Park (East) and South (MCC). Footbridge over track to be included within scheme to maximise accdability and Active Travel also to be delivered. Ongoing additionality opportunities (renewable energy, fibre etc), this can be maximised by collaborating with TfW to remove restrictions in terms of land ownership and GRIP process.	High	High	

CARDIFF CAPITAL REGION CABINET

JOINT CABINET MEETING 20 NOVEMBER 2017

REGIONAL TRANSPORT AUTHORITY TERMS OF REFERENCE

REPORT OF CARDIFF CAPITAL REGION PROGRAMME DIRECTOR

AGENDA ITEM: 9

Reason for this Report

1. To agree the Terms of Reference for the Cardiff Capital Region Transport Authority; and

2. To establish the Cardiff Capital Region Transport Authority as a sub-committee of the Regional Cabinet.

Background

3. The JWA, in relation to the delivery of the Cardiff Capital Region City Deal, was signed and the Regional Cabinet established on March 1st, 2017. The JWA defines the City Deal as "*the agreement between the Welsh Government, the UK Government and the Councils dated 15 March 2016*", known as the Heads of Terms.

4. The Heads of Terms (schedule 7 to the JWA) paragraph 24 states:

   "In addition to this investment [Metro] the Cardiff Capital Region will establish a new non-statutory Regional Transport Authority to co-ordinate transport planning and investment, in partnership with the Welsh Government. The Cardiff Capital Region Transport Authority will be responsible for:

   - *pooled local transport resources;*
   - *regional planning for the local transport network;*
   - *working with Transport for Wales to ensure objectives for transport investment are aligned;*
   - *exploring the creation of a single integrated ticketing platform for public transport across the Cardiff Capital Region;*
   - *working in partnership with Welsh Government to define the priorities of the South East Wales Metro concept and to support its delivery; and*
   - *working in partnership with the Welsh Government to promote the development of integrated aviation routes from Cardiff Airport and St Athan Enterprise Zone, to deliver economic benefit."*

5. Related to the establishment of sub-committees and the delegation of powers the JWA states:

10.18 Joint Committee May Delegate

10.18.1 The Joint Committee may delegate any of the powers which are conferred on them under this Agreement:

(a) *to such person, sub-committee or group;*
(b) *to such an extent;*
(c) *in relation to such matters; and*
(d) *on such terms and conditions, as they think fit from time to time.*

10.18.2 The Joint Committee may allow that such delegation shall automatically authorise further delegation of the Joint Committee's powers by any person to whom they are delegated provided that the Joint Committee specifically states this within such delegation authority.

10.18.3 The Joint Committee may revoke any delegation in whole or part, or alter its terms and conditions at any time.

10.19 Sub-Committees

10.19.1 The Joint Committee shall establish as soon as reasonably practicable the following sub-committees or groups:

(e) *Programme Management Office;*
(f) *Programme Board;*
(g) *Regional Transport Authority;*
(h) *Regional Business Organisation;*
(i) *Regional Skills and Employment Board; and*
(j) *Regional Economic Growth Partnership.*

10.19.2 The Councils shall work together to create and agree terms of reference for, to the extent permissible by law, a Joint Audit Committee and a Joint Scrutiny Committee.

10.19.3 It is acknowledged and agreed by the Councils that the sub-committees or groups referred to in Clauses 10.19.1 and 10.19.2:

(k) *shall undertake a number of functions including but not limited to audit, scrutiny and/or consultation services pursuant to their terms of reference; and*

(l) *shall not have any delegated decision making powers (unless otherwise expressly granted by the Joint Committee).*

10.19.4 Sub-committees or groups to which the Joint Committee delegates any of its powers must follow procedures which are based as far as they are applicable on those provisions of this Agreement which govern the taking of decisions by the Joint Committee.

10.19.5 The Joint Committee shall establish the membership, rules of procedure or terms of reference for all or any such sub-committees or groups to, amongst other matters, clarify their respective role and scope of delegation which shall be approved by the Joint Committee.

10.19.6 The Joint Committee may create additional sub-committees or sub-groups as it sees fit from time to time.

Issues

6. The Regional Transport Authority has met in 'Shadow' form and now seek to be formally established, in accordance with the JWA, by means of approval of their Terms of Reference by the Regional Cabinet.

7. The proposed Terms of Reference are contained in **Appendix 1** to this report and define the role and responsibilities of the Regional Transport Authority and the rules and procedures to which it must adhere.

8. The proposed Terms of Reference also details the delegated powers, conferred on the Regional Cabinet by the JWA, which are now proposed to be delegate to the Regional Transport Authority.

9. Whilst paragraph 24 of the Heads of Terms is widely worded and goes beyond City Deal wider investment fund matters, the Regional Cabinet cannot set up a sub-committee, which has wider powers than the Regional Cabinet itself enjoys. Further, the funding that can be delegated to the sub-committee to carry out its functions is limited to the funding available to the Regional Cabinet (in particular the HMT, Council Contributions and Annual budget - or more accurately part thereof).

10. At this stage it is therefore proposed to set up a Regional Transport Authority whose delegated functions include the preparation of regional transport strategies, policies, and proposals on the understanding that if thought appropriate further delegations could be sought from the Councils to the Regional Cabinet (and in turn the RTA).

Financial Implications

11. As outlined in the report, the Regional Transport Authority (RTA) has met in shadow form and a budget of £99,066 has been allocated from the Wider Investment Fund 'Top-Slice' to fund its work in 2017/18. Once formally established, Regional Cabinet's annual budget process will need to take account of the RTA's annual work programme to ensure that an appropriate level of resources are allocated to support the work of this sub-committee each year.

12. Section 12 of the Joint Working Agreement (JWA) approved by each of the ten Cardiff Capital Region City Deal Councils, details the 'Commitment of the Council and Contributions'. In summary, this outlines the following funding contributions that will be available to Regional Cabinet to carry out those functions delegated to it under the JWA:

    1) Annual Budget – provided by each Council on a proportionate basis;
    2) HMT Contribution – provided by Welsh Government over a period of twenty years and being the subject of both five yearly Gateways Reviews and Welsh Government Funding Terms & Conditions;
    3) Council Contributions – up to £120 million provided by the Councils on a proportionate basis subject to the overall Affordability Envelope.

13. Therefore, in delegating any of its functions to the RTA, Regional Cabinet will need to give due consideration to existing funding limitations placed on it by the JWA. However, it is a matter for Regional Cabinet to request additional funding, (seek an increase to the approved Council Contribution), which would be a matter reserved to each council for approval.

Legal Implications

14. The Cardiff Capital Region Joint Cabinet has the power to establish sub committees. As stated in the body of the report, the Joint Working Agreement provides that the

Regional Cabinet shall establish a Sub-Committee or group, referred to as the Regional Transport Authority.

15. It is a matter for the Regional Cabinet to establish the membership, and terms of reference of the Sub-Committee and in such terms to clarify the role and scope of delegation. In terms of the extent of the delegation proposed reference is made to paragraphs 9 and 10 of the report.

16. The terms of reference set out the important proposals as to, the functions delegated, membership, quorum and voting rights (which voting rights mirror the JWA). Regional Cabinet are requested to consider if these proposals meet their requirements.

17. The RTA sub committee should take appropriate legal and other advice in respect of any proposed decisions it wishes to take as regards the matters delegated to it.

18. This report focuses on the establishment, by the Regional Cabinet of the RTA Sub-Committee. Separate to this matter the 10 authorities may wish to consider what action if any, they wish to take in respect of the Agreement concluded on 1.9.2004, which served to establish a joint committee in respect of certain prescribed transportation functions. The Sub-Committee being referred to The South East Wales Transport Alliance.

19. General advice
In considering this matter regard should be had, amongst other matters, to:

(I) The Councils' duties under the Well –being of Future Generations (Wales) Act 2015 and;
(ii) 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 belief.

Equalities Impact Statement

20. See Legal Implications above.

Reasons for Recommendations

21. To establish the Regional Transport Authority as a sub-committee of the Regional Cabinet.

RECOMMENDATIONS

It is recommended that the Cardiff Capital Region Cabinet:

1) Agree the Terms of Reference for a Cardiff Capital Region Transport Authority as detailed in Appendix 1 to this report; and

2) Establish the Cardiff Capital Region Transport Authority as a sub-committee of the Joint Cabinet

Sheila Davies
Cardiff Capital Region City Deal Programme Director
14th November 2017

The following Appendix is attached:

Appendix 1: **Cardiff Capital Region Transport Authority Terms of Reference**

Background papers - **Joint Working Agreement in relation to the delivery of the Cardiff Capital Region City Deal**

Appendix 1: Cardiff Capital Region Transport Authority Terms of Reference

Governance Type	The Regional Transport Authority is being established by the Regional Cabinet as a Sub-Committee pursuant of section 10.19 of the Joint Working Agreement in relation to the delivery of the Cardiff Capital Region City Deal (JWA). Specifically, the Regional Cabinet will establish a new non-statutory Regional Transport Authority (RTA).
Delegated Powers	The Regional Transport Authority shall not have any delegated decision making powers unless expressly granted by the Regional Cabinet. The Regional Cabinet have currently granted delegated decision making powers to the Regional Transport Authority as detailed in the 'Functions' section below. Any member of the RTA Sub-Committee may request that any matter delegated to the Sub-Committee is referred to the Regional Cabinet for decision
Procedures	The Regional Transport Authority in its meetings and in exercising any of its decision making powers must follow procedures which are based, as far as they are applicable, on those provisions detailed in the Joint Working Agreement which govern the Regional Cabinet or to the extent the provisions of the Joint Working Agreement are silent must follow the Committee Meeting and other relevant Procedure Rules, standing order and polices of the Accountable Body.
Accountable to	The Regional Transport Authority will be accountable to the Regional Cabinet.
Reporting	In respect of the Objectives listed the Regional Transport Authority can prepare reports for information or to provide recommendations to the Regional Cabinet. On delegated matters the Regional Transport Authority can prepare reports for consideration and make decisions.
Membership	RTA membership will include: 1. Two members of the Regional Cabinet, nominated from time to time by the Regional Cabinet, who will act as Chair and Vice Chair of the sub-committee; and the Executive Member for the time being with responsibility for Transport from each of the ten Local Authorities in the Cardiff Capital Region. 2. Each Council shall be entitled from time to time to appoint a deputy for its representative but such deputy (in each case) shall only be entitled to speak and vote at meetings of the Joint Committee in the absence of his or her corresponding principal Note: the Chair and/or Vice Chair can also act as the Executive Member for Transport of their Local Authority A representative so appointed shall hold office until

	(A) the member ceases to hold the office referred to in paragraph 1 or 2 above, (B) the member dies, (C) the member resigns, (D) the member becomes disqualified (E) the member ceases to be a member of the Council he or she represents or (F) The Council, which the member represents, has decided that another member should act in his place, whichever may first happen. Any member of the RTA Sub-Committee may by written request to the Regional Programme Director request that a matter be considered at the next meeting of the Sub-Committee. Any member of the Sub-Committee may, where he or she views that a matter requires urgent consideration, request to the Chairperson at the start of the Sub-Committee meeting that such urgent item is added to the agenda, but its inclusion will be a matter for the Chairperson to decide. Third parties Transport users, industry, partner representatives and appropriate third parties may be invited by a member or members of the RTA Sub-Committee to attend meetings as an observer and shall be entitled to take part in such RTA sub committee meetings at the discretion of the Chairperson. Such observers will not have voting rights and will be considered as members of the public for the purposes of the sub committee's procedural rules.
Voting/Agreement	For delegated matters - as per the Regional Cabinet. Decisions will be taken by majority vote For avoidance of doubt each of the ten constituent Local Authorities is entitled to one vote only and it is agreed that the Chairperson shall not exercise his or her casting vote. If, at a meeting of the Sub-Committee, a matter is not determined (the vote is tied) that matter ("RTA **Unresolved Matter**") shall be deferred for consideration at the next RTA Sub-Committee meeting, which shall be convened within ten (10) Business Days of the meeting at which the tied vote was taken. If at the reconvened RTA Sub-Committee meeting the RTA Unresolved Matter is not determined, the RTA Unresolved Matter shall become a matter reserved to the CCCD Regional Cabinet and shall be deferred for consideration by the CCRCD Regional Cabinet.
Quorum	The quorum necessary for a RTA sub Committee meeting shall be an elected member or appropriate deputy appointed from at least seven (7) of the Councils comprising the CCRCD, present at the relevant time.
Frequency	The Regional Transport Authority will meet quarterly or more frequently as required to complete business.
Allowances	No allowances will be paid.
Servicing	Within the resources made available by the Regional Cabinet for the RTA sub committee's work, the Regional Office will organise appropriate servicing for Board meetings.

	The Regional Programme Director shall ensure that all agendas and relevant information in relation to the Sub-Committee meeting are circulated in a timely manner and in any event in accordance with legislative requirements. A Regional Officer Transport Group, (a non - decision making group) comprising of one nominated officer from each authority, will provide support to the Regional Transport Authority and the Reginal Office on transport matters. Each authority shall be entitled from time to time to appoint a deputy for its representative but such deputy (in each case) shall only be entitled to attend meetings in the absence of his or her corresponding principal. . Each authority will be responsible for funding all costs associated with its officers' attendance at such Regional Officer Transport Group and any associated work undertaken, unless prior arrangements have been approved by the Regional Cabinet.
Resources	The resources for servicing and undertaking of functions will be limited to that made available within the City Deal and allocated by the Regional Cabinet to the RTA Sub-Committee to discharge its functions. The budget allocated to the RTA Sub-Committee to discharge its functions shall be as determined, from time to time, by the Regional Cabinet. At all times decisions taken by the RTA sub committee must be within the approved budget set by the Regional Cabinet, including any reallocation of external funding received by the Regional Cabinet.
Objectives	Subject to funding, to facilitate the City Deal by: 1. Developing and coordinating proposals for an integrated regional transport strategy that supports the strategic economic and spatial aspirations of the City Deal and Cardiff Capital Region (CCR). 2. Working in partnership with Welsh Government and Transport for Wales to define and develop the priorities of the South East Wales Metro concept and support its delivery, including the development of a single integrated ticketing platform for public transport across the region. 3. In respect of the Capital Region considering proposals for: • enhancing transport connectivity in support of economic development and land use planning including the promotion of integrated aviation routes. • ensuring that safety, sustainability, social inclusion, health and the environment are considered in transport policies and programmes, meeting the requirements of the Well-being of Future Generations Act. • pursuing high quality standards for transport utilising best practice and innovation; and to identify and monitor outputs and outcomes.
Functions delegated to the RTA sub committee	Subject to funding, to facilitate the City Deal by: a. preparing regional strategies, including a Regional Transport Plan, comprising transportation policies, proposals and programmes, in support of the aim and objectives set out above for submission to the Regional Cabinet for approval;

	b. working with Welsh Government, Transport for Wales, user groups, industry and other stakeholders to coordinate transport planning and operations across the region on behalf of the Regional Cabinet; c. developing transport Candidate Schemes for assessment under the Appraisal Framework; d. providing advice and observations related to Candidate Schemes, with transport implications, submitted to the Regional Cabinet by other bodies.
Sub-Groups	The Regional Transport Authority, can establish sub-groups or Task & Finish Groups for any matters that they consider would be better dealt with in this manner, but shall not be entitled to delegate any of its decision making functions to any such sub group or task and finish group.
Version & Review	Version 1 – Prepared October 2017 Review - To be reviewed March each year (unless agreed otherwise).

Future Generations Assessment

Name of the Officer completing the evaluation: **Clare Cameron** **Phone no: 07976 708539** **E-mail: clare.cameron@cardiff.gov.uk**	**Please give a brief description of the aims of the proposal** To provide members with an update on the strategic programme of the 10 'Future Mobility' Metro Plus Phase 1 projects that were approved in principle by Regional Cabinet on 18th February 2019. The report will provide background and clarity to the current governance arrangements along with seeking specific approval from Regional Cabinet for delegated authority to be given to the Regional Transport Authority (RTA) to make decisions on the designated Metro Plus programme City Deal budget of up to £15m.
Proposal: Regional Transport Delegations to Deliver Metro Plus	**Date Future Generations Evaluation form completed: 4 September 2019**

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?**
A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs	Setting up Governance arrangements around progress of Metro Plus schemes within City Deal and the targets set around GVA, jobs and leverage – is our key means of securing greater prosperity. Managing & reporting progress in this way contributes to a growing sense of self awareness.	Proposals to improve progress against each of the projects currently in progress – are set out in the report. This report does not seek to simply report progress – but to address the actions needed to drive it.
A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and	New infrastructure and enhancement of provision will open up journey alternatives for commuters, business users and leisure users. Instead of	This activity will be driven up in future. In addition as physical infrastructure schemes enter delivery –

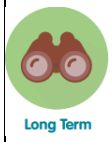
Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
can adapt to change (e.g. climate change)	automatically undertaking a journey by car, the Metro Plus Programme will promote and provide an alternative thereby encouraging modal shift to public transport for a range of journey types. This could help to reduce the number of car journeys undertaken, helping to reduce congestion and improve other environmental factors such as an improvement in air quality. The development of new transport schemes which can utilise new technologies such as electronic charging points and electronic vehicles etc within its operation and design will also allow formation of new industries to supply these services. A report prepared by Cenex demonstrates the need for a Programme of Electric Vehicle Infrastructure within the Programme and has proposed the level of infrastructure likely to be required up to 2030. The delivery of this programme will seek to expand on this provision for the region as a whole, which will help combat climate change.	more comprehensive assessments will need to be carried out in full.
A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood	A potential reduction in car trips may make the roads safer, thus opening them up for more Active Travel journey opportunities. There is also likely to be growth in active travel journeys undertaken to interchanges to access the Metro Plus Programme of schemes. The potential to increase active travel journeys could have associated health benefits leading to cost savings across a range of health service provisions	

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?
	(a 2012 meta-analysis estimated physical inactivity to be responsible for 5.3 million (of 57 million) deaths worldwide, similar to the burden of tobacco smoking and obesity11). There can also be economic benefits for the region from increasing active travel. It has been quoted in a recent report by the 'Transport Fit for Future Generations Report' that 'expanding the investment programme in Active Travel out to the whole Cardiff Capital Region would cost approx. £290 million but would result in economic benefits of £2.5bn over 20 years, delivering a 19% and 82% increase in walking and cycling trips respectively'.	
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	The programme will greatly assist in providing the right infrastructure to improve connectivity by means of good transport links. Those schemes where new links or improvements in corridors are to be implemented are likely to have the largest benefit for example, Abertillery Interchange. All of the combined improvements in interchanges, Park and Ride and bus priority will assist in creating a seamless network allowing ease of transfer between modes. This will facilitate ease of access for communities across south east Wales, for those with and without access to a private car thereby improving connectivity to a range of services. The Metro Plus Programme will also improve connectivity to the South Wales Metro, permitting	A greater contribution will be made to this by the aforementioned data capability, sectoral analysis and place assessments.

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?
	regional connectivity throughout south east Wales and further beyond. Currently most travel-to-work trips into Cardiff are made by car (58%), while the proportion of sustainable travel-to work trips diminishes with the distance of commuting. The Metro Plus Programme provides an alternative for access into areas such as Cardiff from all areas of south east Wales helping to facilitate modal shift. This could lead to journey time savings on the road network across south east Wales helping businesses and promoting economic development. Journey time savings could also be achieved for users of the public transport network, as the Metro Plus Programme promotes the co-locating of modes via seamless interchanges.	
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	The Metro Plus Programme includes investment across the whole of south east Wales and it will improve the quality of the region as a whole. Therefore it is likely to encourage new inward investment as businesses have access to a wide pool of potential resources that can easily travel around the region and wider, to access new job and training opportunities.	Develop the legacy impact of the event, sustaining new connections, sharing great practice and potentially securing propositions and deals that support economic growth.
A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	Providing new and improved sustainable transport infrastructure across the Region will help increase the means of access to sport and recreation. All signage will be bilingual and buses are already equipped with AudioVisual (AV) for those vehicles	

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?
	younger than 2012 to enable them to deliver bilingual messaging.	
A more equal Wales People can fulfil their potential no matter what their background or circumstances	City Deal is about delivering as far as possible across 10 LAs and a population of 1.5m people. It is about economic gains – but importantly how this will convert as tools for improving people's lives. The programme will support a more productive economy through an increase in access to the South Wales transport network. This will allow for individual, households, public sector and business to grasp new opportunities, from the improved access provided by new and improved transport options. Transport improvements that improve access throughout the south east Wales region will help increase the skills base of the labour market, through providing means of access to new educational, employment, healthcare and training opportunities. The Metro Plus Programme will deliver direct transport improvements into those areas where evidence shows high rates of claiming job seekers allowance, allowing access to sustainable public transport for those seeking employment, increasing their chance of gaining employment through access to wider employment markets. This will increase their personal prosperity and the economic prosperity of the area within which they live as they spend their income on local goods and services.	

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?
 Balancing short term need with long term and planning for the future	The Metro Plus Programme assists Government with delivering on the four Grand Challenges within the UK Industrial Strategy - Future of Mobility; Artificial Intelligence and Big Data; Clean Growth and Meeting the Needs of an Ageing Society. Being a programme that is focused on the provision and improvement of sustainable transport, it helps in particular to achieve the goals of a 'globally responsible Wales', 'A Wales of cohesive communities', 'a healthier Wales' and 'a prosperous Wales'. The Metro Plus Programme will provide increase network capacity, providing new and improved transport facilities, increasing capacity at interchanges across the rail network along with providing new capacity along transport corridors such as between Newport and Cardiff and the Abertillery to Ebbw Valley Railway line. In developing the programme long terms trends have been analysed. For example, the need to provide for electric powered vehicles at all sites with the programme has been investigated. A separate report produced by Cenex has considered how electric vehicle charging can be provided, what type of provision is required and the operating model for implementation. The Metro Plus programme also looks to address future trends such as population increases and decreases, providing increased public transport capacity and helping to prevent out-migration from some communities through improved access.	

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?
Working together with other partners to deliver objectives	The Metro Plus Programme has been formed through collaborative working by ten local authorities (Caerphilly CBC, Cardiff CC, Bridgend CBC, Newport CC, Vale of Glamorgan Council, Rhondda Cynon Taf CBC, Merthyr Tydfil CBC, Monmouthshire CC, Torfaen CBC, Blaenau Gwent CBC). The Well-being objectives of each of the local authorities have been considered when developing the programme. The inclusion of EV Charging is also supported by WG and work has been undertaken by Cenex to assess the demand up to 2030 at the locations identified.	Public consultation will take place through the WelTAG process as each scheme develops through the WelTAG stages, and, as the proposal includes all schemes identified within individual LA LDPs, the public will have been made aware of the proposals and would have already had an opportunity through the LDP consultation process to consider the principle of individual schemes.
Involving those with an interest and seeking their views	The Metro Plus Programme has been formed through collaborative working by ten local authorities (Caerphilly CBC, Cardiff CC, Bridgend CBC, Newport CC, Vale of Glamorgan Council, Rhondda Cynon Taf CBC, Merthyr Tydfil CBC, Monmouthshire CC, Torfaen CBC, Blaenau Gwent CBC). The Well-being objectives of each of the local authorities have been considered when developing the programme. Cenex were commissioned to consider EV Charging to be included within the Programme and to assess likely demand up to 2030. REDSTART were commissioned to appraise the Programme, and the is working with TfW to develop the Programme and ensure that the proposal fits with TfW's vision and Metro Programme.	More needs to be done to develop engagement platforms – beyond formal partnerships – to reach communities, hard to reach groups and those who currently have a limited understanding of City Deal. Improving social media, web presence and marketing materials will increasingly make a contribution to this. The RTA will ensure that all partners are included whilst delivering the Programme.

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?
Putting resources into preventing problems occurring or getting worse	The Metro Plus Programme is designed to prevent further environmental damage from transport through the promotion and development of a sustainable transport network. Population in some communities is projected to decline (such as some valleys communities, where younger members of the community leave to seek job opportunities in larger towns and cities). The Metro Plus Programme linking into the wider Metro network will provide an effective transport system, connecting major towns and cities across Wales for those communities where population is declining. This may permit people to stay within the community within which they have grown up, commuting to and from employment as an efficient transport network is available, rather than needing to relocate to seek employment.	This will be an increasing focus of scheme and programme delivery.
Considering impact on all wellbeing goals together and on other bodies	The Metro Plus Programme has been developed with consideration to a wide range of contextual factors. Strategic fit of the programme has been considered along with a number of other wider issues such as carbon reduction. In terms of the programme impact on local authority wellbeing goals, a positive impact can be seen. In particular the Metro Plus Programme will help to achieve goals that aim to tackle poverty and deprivation, improve access to skills, improve employment opportunities and provide improved infrastructure and healthier communities.	

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 Metro Plus Programme will help to achieve goals that aim to tackle poverty and deprivation, improve access to skills, improve employment opportunities and provide improved infrastructure and healthier communities for all characteristics as all infrastructure included within the projects will be designed in accordance with current inclusive design.	None arising at this time.	
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		

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?
Sex	As above		.
Sexual Orientation	As above		
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?

- Evidence and input contributed by theme leads
- Outcomes of assessments such as audit reports
- Delivery against targets set out in individual business cases/ approved project documentation

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 areas requiring attention and focus are set out and follow-up actions will be assessed and monitored ongoing through the quarterly reporting mechanism. .

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.**

The impacts of this proposal will be evaluated on:	**Delivery of schemes**