Awdurdod Trafnidiaeth Prifddinas Ranbarth Caerdydd | Cardiff Capital Region Transport Authority

Cardiff Capital Region Transport Authority

10.00am-12.00pm on Thursday 18 February 2021
Remote Meeting using Microsoft Teams

Agenda

1.	Welcome and Apologies	
2.	Declarations of Interest	
3.	Minutes from the Meeting held on 26 November 2020	Attached
4.	Welsh Government Update *Welsh Government*	
5.	ULEV Update *Clare Cameron, Office of the Cardiff Capital Region*	Attached
6.	Revision of Metro Plus *Kellie Beirne and Clare Cameron, Office of the Cardiff Capital Region*	Attached
7.	LTF Bids 2021-22 *Clare Cameron, Office of the Cardiff Capital Region* Appendices 1 and 2 to this report are exempt from publication because they contain information of the kind described in paragraphs 14 (information relating to the financial or business affairs of any particular person) and 21 (public interest test) of parts 4 and 5 of Schedule 12A to the Local Government Act 1972 and in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.	Attached
8.	Cardiff Capital Region Transport Authority - North West Cardiff MEF (Metro Enhancement Framework) Corridor *Clare Cameron, Office of the Cardiff Capital Region*	Attached

Date of next meeting: To be confirmed

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

Awdurdod Trafnidiaeth Prifddinas Ranbarth Caerdydd | Cardiff Capital Region Transport Authority

Prifddinas-Ranbarth Caerdydd
Awdurdod Trafnidiaeth

10.00am-12.00pm on Dydd Iau 18 Chwefror 2020
Cyfarfod o Bell yn defnyddio Microsoft Teams

Agenda

1.	Croeso ac Ymddiheuriadau	
2.	Datgan Buddiannau	
3.	Cofnodion y cyfarfod a gynhaliwyd ar 26 Tachwedd 2020	Atodedig
4.	Diweddariad Llywodraeth Cymru *Llywodraeth Cymru*	
5.	Diweddariad Cerbydau Allyriadau Isel Iawn (ULEV) *Clare Cameron, Swyddfa Prifddinas Ranbarth Caerdydd*	Atodedig
6.	Diweddariad Metro+ *Clare Cameron, Swyddfa Prifddinas Ranbarth Caerdydd*	Atodedig
7.	Cynigion CTL 2021-22 *Clare Cameron, Swyddfa Prifddinas Ranbarth Caerdydd* Mae atodiadau 1 ac 2 i'r adroddiad hwn wedi'u heithrio rhag cael eu cyhoeddi oherwydd maent yn cynnwys gwybodaeth o'r fath a ddisgrifir ym mharagraffau 14 (gwybodaeth yn ymwneud â materion ariannol neu fusnes unrhyw berson penodol) a 21 (prawf budd y cyhoedd) o rannau 4 a 5 Atodlen 12A i Ddeddf Llywodraeth Leol 1972 ac o dan holl amgylchiadau'r achos mae budd y cyhoedd o ran cynnal yr eithriad yn gwrthbwyso budd y cyhoedd o ran datgelu'r wybodaeth.	Atodedig
8.	Awdurdod Trafnidiaeth Prifddinas-Ranbarth Caerdydd - Coridor Fframwaith Gwella Metro Gogledd-ddwyrain Caerdydd *Clare Cameron, Swyddfa Prifddinas Ranbarth Caerdydd*	Atodedig

Dyddiad y cyfarfod nesaf: I'w gadarnhau

This document is available in English / Mae'r ddogfen hon ar gael yn Saesneg

Cardiff Capital Region Transport Authority

10.00am-12.00pm on Thursday 26 November 2020
Remote Meeting using Microsoft Teams

Minutes

Members

Cllr Huw David (Chair)	(HD)	Bridgend County Borough Council
Cllr Richard Young	(RY)	Bridgend County Borough Council
Cllr Sean Morgan	(SM)	Caerphilly County Borough Council
Cllr Caro Wild	(CW)	Cardiff Council
Cllr Geraint Thomas	(GT)	Merthyr Tydfil County Borough Council
Cllr Jane Pratt (until 12:07)	(JP)	Monmouthshire County Council
Cllr Roger Jeavons (until 11:49)	(RJ)	Newport City Council
Cllr Andrew Morgan	(AM)	Rhondda Cynon Taf CBC
Cllr Ann Crimmings	(AC)	Rhondda Cynon Taf County Borough Council
Cllr Amanda Owen	(AO)	Torfaen County Borough Council
Cllr Peter King	(PK)	Vale of Glamorgan Council

Officers

Owen Ashton	(OA)	Blaenau Gwent County Borough Council
Jonathan Parsons	(JN)	Bridgend County Borough Council
Clive Campbell	(CC)	Caerphilly County Borough Council
Paul Carter	(PC)	Cardiff Council
Kellie Beirne	(KB)	CCR City Deal
Hrjinder Singh	(HS)	CCR City Deal
Clare Cameron	(CC)	CCR City Deal
Suzanne Chesterton	(SC)	CCR City Deal
Nathan Llewellyn	(NL)	CCR City Deal
Liz Fitzgerald (minutes)	(ESF)	CCR City Deal
James Williams	(JW)	CCR City Deal Accountable Body
Alun Evans	(AE)	Merthyr Tydfil County Borough Council
Frances O'Brien	(FO'B)	Monmouthshire County Council
Richard Cope	(RC)	Monmouthshire County Council
Christian Schmidt	(CS)	Monmouthshire County Council
Roger Hoggins	(RH)	Monmouthshire County Council
Siân Isgrove	(SI)	Monmouthshire County Council
Susan Wilkins	(SW)	Monmouthshire County Council
Simon Nicholls	(SN)	Newport City Council
Charlie Nelson	(CN)	Rhondda Cynon Taf County Borough Council
Stephen Jarrett	(SJ)	Torfaen County Borough Council
Geoff Ogden	(GO)	Transport for Wales
Emma Reed	(ER)	Vale of Glamorgan Council

Presenter

Simon Jones (until 11:02)	Welsh Government

Observer

Tim Peppin	(TP)	Welsh Local Government Association

Apologies

Cllr Dai Davies	(DD)	Blaenau-Gwent County Borough Council
Nicola Somerville	(NS)	CCR City Deal
Gareth Gates	(GG)	CCR City Deal Accountable Body
Cllr John Ridgewell	(JR)	Caerphilly County Borough Council
Roger Waters	(RW)	Rhondda Cynon Taf County Borough Council

Recording of the meeting was started at 10:05

1. Welcome and Apologies

Cllr David opened the meeting and apologies were noted.

2. Declarations of Interest

Cllr Sean Morgan declared a general interest because as a member of the WLGA Council, he sits on the Board of CBI Cymru (Traveline).

3. Minutes from the Meeting held on 17 September 2020

The minutes of the previous meeting were agreed as a true and accurate record as moved by Cllr Jeavons and seconded by Richard Cope.

4. Welsh Government Update

(1) The discussion is exempt from publication because it contains such information as described in paragraphs 14 (information relating to the financial or business affairs of any particular person) and 21 (public interest test) of sections 4 and 5 of Schedule 12A to the Local Government Act 1972 and in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information

Cllr David thanked Simon for his presentation.

Simon left at 11:02

5. Levelling-up/ Western Gateway STP and Rail Priorities

(1) Kellie discussed the issues around levelling-up. The City Deal Office had commissioned Prof Mark Barry to draw up a set of priorities for strategic rail and set out the asks and offers for the region's levelling-up agenda. Kellie proposed badging the Levelling-up Prospectus as being led by the RTA as part of a wider prospectus for the region. This would prepare the region for the comprehensive spending review, major changes to the Green Book and the 5 Case Business Model, a levelling-up fund administered across HM Treasury, the Ministry of Housing, Communities and Local Government (MHCLG) and transport

departments, and the connectivity review being led by Lord Hendy. Kellie asked that Members contact her as soon as possible if they wished to comment further.

6. RTA 'A New Agenda for a New Future'

(1) Clare introduced the report which set out the need for a new agenda and future for the RTA, and to widen its remit. Working groups had been established to look at legal powers, governance, TfW, future funding and the decision-making process. The WLGA had formed a scrutiny committee for elected Members to consider the proposals by Welsh Government and TfW; a meeting scheduled for 9 November with the Deputy Minister had been postponed until each region could contribute. The City Deal proposed to formalise and appoint a Bus Manager to take the new strategy forward with TfW and Welsh Government.

(2) The Board discussion included:
   (1) the need for succession planning;
   (2) leadership requirements;
   (3) funding and the establishment of a regional unit;
   (4) pace of activity – change must be quicker;
   (5) top-slicing of funding (more detail would be required prior to a final commitment from the Board);
   (6) the strategic rail programme was still being prepared; the Board agreed that Cllr David would have authority to sign-off the programme.

(3) <u>Chat – Christian Schmidt</u>
There used be a regional bus working group, with officers from all councils (+operators + community transport representatives + passenger representatives). There are still regular informal discussions but the group ceased to operate last year when the chair resigned (to take up a job at TfW as it is), and we could not find anyone to take on this work. I would expect the new regional bus manager to resurrect this

(4) It was resolved that the CCR RTA Board:

   a) supported a request to Regional Cabinet to seek authority from the member Councils to amend the Terms of Reference of the RTA, to include widening its remit to enable it to play a role in co-ordinating, aligning and leveraging transport planning and investment for all regional strategic programmes as identified at Appendix 1, including:

      - being a regional point of co-ordination for complementary Welsh Government (WG)/ CCR programmes;
      - an integrated and effective Regional Bus Network proposal as identified at appendix 2;
      - develop its first strategic publication setting out the Regional Rail priorities for CCR – which, in anticipation of the Western Gateway Sub-National Transport Plan work, 'levelling-up' asks and offers and, wider opportunities that will arise via the COVID-recovery response. The first part of this work is set out in the proposed draft

document 'Strategic Rail Vision & Priorities for Cardiff Capital Region' as attached at appendix 3;

- initial work to scope, at a policy test case level, research and insight into fiscal levers, such as NNDR and Tax Increment Financing which could be future tools in regional transport investment; and,
- begin to scope and assess future functions and required levers in response to any future development of a Corporate Joint Committee for the CJC, which will embody a Transport Sub-committee responsible for Strategic Transport Planning and the creation of a Regional Transport Plan;

b) supported a request to Regional Cabinet to agree to establish a Regional Unit under the auspices of the CCR Office to deliver the regional bus network that consolidates skills and resources in a combined team, including potential additional resources to accommodate increasing workload, and to resource a bus manager to provide a full time role to focus on delivering regional / local bus functions (as identified in the paper at appendix 2);

c) supported a request to Regional Cabinet to adopt a Strategic Rail Provision & Priorities for the Cardiff Capital Region for the CCR to set the vision for the CCR in respect of future rail provision.

7. CJC Presentation

(1) Kellie went through her presentation which described an evolutionary approach for the transition to CJCs. The Board raised no questions.

Cllr David thanked Kellie for her report.

8. Metro Plus Update

(1) Clare introduced the report and went through some remaining issues; although progress had been made, COVID-19 and deliverability meant that some issues would be addressed the following year.

Cllr David thanked Clare for her report.

(2) It was resolved that the CCR RTA Board:

(1) noted the progress of the regional programme; Metro Plus Phase 1, Metro Plus Phase 2, MEF Corridors and CVL enhancements and the indicative allocations set out at Appendices 1 and 2.

9. ULEV Update

(1) Clare said that significant progress had been made on the transformation fund; the tender had been launched on 19 November for a partner to deliver infrastructure for the taxi incentive for 30 locations in the region for 50kw charges.

There was also a concession to manage the infrastructure over a 5 year period, up to a maximum of 8 years. Tenders were due on 18 December and it was hoped the City Deal Office could award the contract before the end of 2020. In recognition of the tight deadline, Welsh Government had been approached to meet the funding deficit. Delivery was intended to be in place by the end of March 2021.

(2) A separate conversation was being held with Welsh Government about purchasing a number of Nissan dynamo taxis for the try-before-you-buy scheme. The available funding would allow 39 vehicles. Conversations had been held around a direct award but only one vehicle type was available that would meet the specification required; discussions on the legal issues were ongoing. It was intended to appoint a management company to manage the process and operation. The project would start in the next financial year for a period of 3 years.

(3) The Board discussion included:
- (1) making charging points available to private owners;
- (2) power generation capacity in the region;
- (3) working with energy providers to increase distribution and capacity locally to meet the needs of the region;
- (4) Welsh Government funding conditions;
- (5) number of jobs (potentially 12,000) generated by the region's energy strategy.

Cllr Pratt left at 12:07

(4) Board discussion continued:
- (6) the need for integrated public transport;
- (7) the South East Wales Transport Commission report was now available at https://gov.wales/south-east-wales-transport-commission-final-recommendations.

Cllr David thanked Clare for her report.

(5) It was resolved that the CCR RTA Board:

(1) noted the progress made on this project to deliver ULEV infrastructure to assist with the delivery of the ULEV Transformation as identified within this report;

(2) noted and endorsed the further bid submission to purchase up to 50 WAVs to operate a 'try before you buy' scheme.

Date of next meeting: 10.00am-12.00pm on Thursday 18 February 2021

This document is available in Welsh – translation to follow
Mae'r ddogfen hon ar gael yn Gymraeg – cyfieithiad i ddilyn

Awdurdod Trafnidiaeth Prifddinas Ranbarth Caerdydd | Cardiff Capital Region Transport Authority

18 FEBRUARY 2021

ULTRA LOW EMISSION VEHICLES (ULEV) UPDATE

REPORT OF CARDIFF CAPITAL REGION DIRECTOR

AGENDA ITEM 5

Reason for Report

1. To update Members on the progress made to date on delivering the 2020/21 ULEV programme, funded by Welsh Government's ULEV Transformation Fund 2020/21 to help deliver ULEV infrastructure and provide incentives for early take up of ULEVs.

2. To ask Members to note the progress made.

3. To reiterate the importance of a regional approach to delivering ULEV initiatives, to ensure a regional solution for managing charging infrastructure and delivering incentives to assist WG in encouraging taxi operators to transition to zero emission vehicles by their target date of 2028.

Background

4. As advised in my report to this meeting on 26th November 2020, WG awarded Merthyr Tydfil County Borough Council up to £1.296m in response to a regional bid submitted to deliver schemes within the ULEV Transformation proposal identified through the RTA. This is a one-year investment fund at this stage and all works need to be completed by 31st March 2021.

5. The funding being made available is to assist the Welsh Government transform the network to ULEV and help them reach their targets of zero emissions from buses and taxis by 2028. The Grant award specifically states that the purpose of the funding is for the following:-

Taxi ULEV Infrastructure	Rapid chargers for taxis to include grid reinforcement costs, project management, research, strategy and planning of the installation, health and safety and auditing	£1,040,000
Bus ULEV Infrastructure	Bus ULEV Infrastructure – partial award is based on 1 bus charge	£100k

	point at Merthyr Tydfil Bus station and passive provision (ducting or cabling) for additional bus charging.	
Transport Hub ULEV Infrastructure WelTAG 2/3	WelTAG 2/3 for a programme to cover all 27 transport hubs that have been identified that could facilitate a range of ULEV infrastructure for various modes of transport.	£100k
EV Roadshow with Drive and Ride Opportunities	10 Trade engagement event including ride and drives and newsletters	£56k

6. Merthyr Tydfil County Borough Council is the lead authority and is managing the ULEV Transformation Fund element with the RTA providing leadership and overall management of the project.

7. Merthyr Tydfil County Borough Council is responsible for reporting quarterly to WG on the LTF spend.

Progress to Date

8. WSP Consultancy was contracted to deliver the ULEV project which has been funded by the grant. The work carried out to date includes:-

- **ULEV – Provision of Taxi Infrastructure**
  34 chargers at 31 sites were identified by the Local Authorities and form the basis of a tender awarded to SWARCO on 2nd February 2021. The project will be delivered over a 5-month period where it is envisaged that the infrastructure will be completed by the end June 2021. The award of contract also included a Concession agreement with SWARCO to maintain and manage the chargers for 5 years with an additional 1+1+1 option. A return on investment has agreed under a profit share that increases over the period of the contract.

- **ULEV – Provision of Taxis for 'Try Before You Buy Scheme' - 3 Year Pilot Project**
  WG has awarded LTF ULEV fund to purchase 44 wheel chair accessible 100% electric vehicles to operate a try before you buy scheme over the next 3 years. 34 of the taxis are to be purchased by end of March 2021. Whilst this is very aspirational to achieve, work is ongoing to maximise the opportunity.
  As part of the grant award, a Management company will be procured to manage delivery of the try before you buy scheme in 2021/22.
  Cardiff Council are currently investigating a Lease Hire Scheme which could potentially expand to the Region longer term (funded by WG's Clean Air Fund), and both of these programmes will closely align.

  Taxi Webinar
  Whilst this was reported at the meeting on 26th November 2020, the timescale has slipped to March 2021. The webinar will focus on the following:-

  Target audience: Taxi companies, Operators, Suppliers, Service centres, Owner/operators

Impact on the Taxi Community: - incentives and cost savings; Increased taxes on fuel and road fund licence; introduction of Ultra-Low Emission (charge) Zones

Myth busting: EV range, reliability, maintenance, finance, insurance
Barriers: EV availability, affordability, practicality (range and size); Charging: home, work, rapid roadside

The art of the possible: what is out there and what could work

- **ULEV – Provision of Public Use Charging Infrastructure**
  112 sites have been identified throughout the region, and costed for on street / car parks / transport hubs. A bid has been submitted to WG ULEV fund to deliver in 2021/22 and is the subject of a further report to this meeting.

- **ULEV – Provision of Bus Use Charging Infrastructure**
  15 sites have been identified throughout the region and costed at transport hubs. The bid submitted to WG has also included for this delivery in 2021/22.

Opportunities and Delegation Request

9. In 2020/21 many opportunities for additional schemes and funding related to Metro Plus ULEV projects have arisen which would have benefitted from a portion of match funding. The ability to match fund, offers a better chance of any bids being successful.

10. Therefore, support is being sought from Members to request Regional Cabinet to make a budget available from the IIF allocation to the value of £3m to enable the CCR to maximise any transport related opportunities from both other public bodies and private investors. (Often decisions to match fund need to be taken quickly and outside of timescales that make it feasible to present to either RTA or Regional Cabinet to meet deadlines.)

11. A further request is made to give delegation to the City Deal Programme Director in consultation with the Chair of the RTA (or in his absence the Vice Chair of the RTA) and the Accountable Body S151 Officer, to authorise any commitment and spend from any agreed budget.

Delegation Used

12. Following the tender of the taxi infrastructure ULEV programme, it became apparent from all bidders that the programme would need a 5-month timeframe and therefore would cut across 2 financial years. To enable the programme to be delivered, a further £750k would be required from the WG LTF ULEV Transformation fund. However, whilst WG officers were supportive of the bid, the funding could not be spent until the new financial year and submissions for the next financial year had not yet been submitted and therefore no formal approvals given. A bid for the 2021/22 LTF ULEV Transformation has now been submitted to accommodate this request. However, to award the contract, the accountable body needed comfort that the funding package is in place. As the ULEV Programme forms part of the Metro Plus project, and to enable the contract to be awarded (to ensure spend of the £750k for this financial year), in accordance with

the requirements within the Common Assessment Framework (CAF), the City Deal Director has used her delegations to underwrite the £750k spend in 2021/22 until the decision I made by WG for the next year's funding allocation. Should this funding not be awarded through WG's LTF ULEV Transformation fund, the £750k would need to be funded from the Metro Plus Phase 1 programme. This decision was taken in accordance with the delegations agreed by Regional Cabinet on 12th September 2019. This update reflects the requirement within the delegation for the City Deal Director to report any decisions made to the next RTA meeting following the decision.

13. An update on further progress will be brought to the next meeting of this Board.

Local Member consultation (where appropriate)

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

Reason for Recommendations

15. To offer Members an update on the progress of the delivery of the Programme where WG's ULEV Transformation Fund is being utilised to the sum of £1.296m in this financial year.

16. To advise Members on the progress made on discussions with WG to deliver a 'try before you buy' incentivised scheme.

17. To comply with the requirements of the approval of delegation as agreed by Regional Cabinet at its meeting on 12th September 2019.

Financial Implications

18. The report highlights progress on the successful grant bid by CCR as part of the Welsh Government's ULEV Transformation Fund in 2020/21. Any expenditure in respect to this grant and bids for future grant should be in accordance with the terms and conditions and timescales of those grants.

19. Any additional costs identified in delivering the scheme proposed will be met from bids for additional grant and in the event that this is not successful, from the existing wider investment fund allocations to support transport projects.

20. Where there are ongoing costs of managing installed infrastructure, these will need to be met as part of any initial contracts and subsequently by any respective local authorities where the infrastructure is located. Any costs of managing the try before you buy scheme during the three year period and any subsequent decision to extend this period will need to be met from existing Wider Investment Fund Revenue resources. Regular reports should be considered by RTA on the progress of the pilot and use of the infrastructure installed, to inform future projects. This will need to include a strategy for the use of vehicles at the end of the pilot exercise.

21. The Welsh Government grant application assessment process does provide greater weighting to projects which are match funded. The report highlights that

a request will be made to Regional Cabinet to allocate £3m from the Wider Investment Fund to support future bids. Any such approvals will need to continue to be supported by a business case, be in line with CCR objectives and have regard to lessons learned from projects currently proposed.

Legal Implications

22. This report updates members on the progress to date, and asks them to note the use of the delegation previously granted to the Regional Director by CCRTA at a meeting on 1st August 2020.

23. There are no other legal implications for this report.

Well-being of Future Generations (Wales) Act 2015

24. In developing the Plan and in considering its endorsement regard should be had, amongst other matters, to:

    1. the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards;

    2. 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, and;

    3. 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 CCRTA 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.

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

26. CCRTA must be satisfied that the proposed decision accords with the principles above. To assist CCRTA to consider the duties under the Act in respect of the decision sought, an assessment has been undertaken, which is attached at Appendix 1.

Equality Act 2010

27. 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 CCRTA 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

28. It is recommended that:

(1) Members note the progress made on this project to deliver ULEV infrastructure to assist with the delivery of the ULEV Transformation as identified within this report;
(2) Members note the delegation used in accordance with the approval.

Kellie Beirne
Director, Cardiff Capital Region
18 February 2021

Appendix 1 Well-being of Future Generations Assessment

Future Generations Assessment Evaluation
(includes Equalities and Sustainability Impact Assessments)

Name of the Officer completing the evaluation:	**Please give a brief description of the aims of the proposal**
Clare Cameron **Phone no:** 07976 708539 **E-mail:** clare.cameron@cardiff.gov.uk	To provide members with an update on the ULEV Transformation fund from Welsh Government for funding the delivery of ULEV infrastructure in 2020/21.
Proposal: Ultra Low Emission Vehicles (ULEV)Transformation Fund Update	**Date Future Generations Evaluation form completed:** 18 February 2021

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.

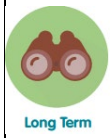
Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs	The ULEV Transformation Programme will have a slight to large positive impact on the strategic objectives contained within the Prosperity and Opportunity theme. EVs have lower operating costs than conventionally fueled vehicles, reducing expenditure for taxi drivers. Financial support could help offset the increased capital cost of EVs. For most taxi drivers, switching to a ULEV reduces total cost of ownership (TCO). In particular, the programme will greatly assist in providing the right infrastructure to improve	Proposals to improve progress against ULEV 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.

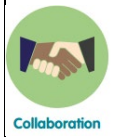
Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	connectivity by means of good transport infrastructure.	
A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	Adoption of EVs will help to improve air quality, reduce noise pollution, particularly in cities and built up areas, and improve biodiversity in the region. The development of new transport schemes which can utilise new technologies such as electric charging points and electric vehicles within its operation and design will also allow formation of new industries to supply these services. The report prepared by Cenex demonstrates the need for a Programme of Electric Vehicle Infrastructure 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.	This activity will be driven up in future. In addition, as physical infrastructure schemes enter delivery, 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	EVs reduce emissions which cause poor air quality, improving health outcomes for everyone in the CCR leading to cost savings across a range of health service provisions. Plug-in vehicles have zero tailpipe NOx and PM emissions when run in electric mode and therefore has a large positive impact on a healthier Wales. There can also be economic benefits for the region from growing new technologies and the new businesses that provide the infrastructure.	

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?
	CCR is working with bus operators to provide better infrastructure that improves reliability and working in partnership to encourage operators to invest in newer buses, electric vehicles, thus aiding positive improvements in air quality through ULEV vehicles and more reliable provision.	
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	Taxi services connect communities that may not be served by public transport. EV buses, community transport and taxis will help ensure services remain viable despite increasingly strict emissions regulations. The programme will greatly assist in providing infrastructure to improve air quality by enabling the public and private sectors to access charging points throughout the region, giving them more confidence to invest in electric vehicles.	A greater contribution will be made to this by the aforementioned data capability, sectoral analysis and place assessments.
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Reducing GHG emissions will help Wales play its part in tackling climate change and reducing negative impacts around the world. EVs reduce overall GHG emissions, even when emission from electricity generation are included and therefore has a positive impact on climate change. At low speeds, EVs are much quieter than petrol or diesel vehicles and idling noise is eliminated. The ULEV Transformation Programmes will sustain new connections, share good practice	Develop the legacy impact of the event, sustaining new connections, sharing great practice and potentially securing propositions and deals that support economic growth.

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?
	and secure 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 sustainable means of access to sport and recreation. All signage will be bilingual. Where each individual scheme has an effect on the landscape and historic environment, sympathetic solutions will be sought to ensure that there is no/minimal negative impact.	
A more equal Wales People can fulfil their potential no matter what their background or circumstances	The RTA is about delivering across 10 LAs and a population of 1.5m people. The Programme will support a more productive economy through an increase in new technologies, allowing for individuals, households, the public sector and businesses to grasp new opportunities, from more sustainable and clean transport provided by new and improved transport options. Increasing ULEV taxi uptake will increase public experience of the technology and may increase wider ULEV uptake. Transport improvements 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.	

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 ULEV 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 of ULEVs, 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 ULEV 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. In developing the programme long terms trends have been analysed to provide for electric powered vehicles, what type of provision is required and the operating model for implementation.	

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 ULEV 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 and Blaenau Gwent CBC). The Well-being objectives of each of the local authorities have been considered when developing the programme. EV Charging is supported by WG and work has been undertaken by Cenex to assess the demand up to 2030.	Public consultation will take place through the WelTAG process as each scheme develops through the WelTAG stages.
Involving those with an interest and seeking their views	The ULEV 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 and 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 assess likely demand up to 2030.	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.
Putting resources into preventing problems occurring or getting worse	The ULEV Programme is designed to prevent further environmental damage from transport through the promotion and development of a sustainable transport network.	This will be an increasing focus of scheme and programme delivery.

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?
Considering impact on all wellbeing goals together and on other bodies	The ULEV 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.	

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 ULEV 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		

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?
Race	As above		
Religion or Belief	As above		
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 project will be evaluated on:	**Delivery of schemes**

Awdurdod Trafnidiaeth Prifddinas Ranbarth Caerdydd | Cardiff Capital Region Transport Authority

18 FEBRUARY 2021

REVISIONS TO METRO PLUS PROGRAMME

REPORT OF CARDIFF CAPITAL REGION DIRECTOR

AGENDA ITEM 6

Reason for Report

1. To set out revisions required to the Metro Plus scheme, in light of deliverability, viability and affordability challenges recently presented. To set out the outcomes of a review of the scheme which has involved an options appraisal; and to a) propose appropriate modifications to ensure the programme as a whole can work optimally; and b) introduce new criteria to ensure individual schemes are locally accountable and are subject to a rigorous performance framework.

Background

2. The SOBC for Metro Plus was approved by Regional Cabinet in February 2019 as a three-year programme. Metro Plus is embedded in the principle that enhanced transport infrastructure is of equal importance in all ten LA areas and because some places will feel greater and earlier benefits of the main Metro scheme than others – it provides an opportunity to share the impact equally and in a similar timeframe. It's also a very visible addition to local infrastructure and an important symbol of City Deal working and investing directly in local community-scale improvements. Whilst the ten local schemes should add value to and play a part in local connectivity upgrades and regeneration schemes, Metro Plus is important for what it signifies in helping create a level playing field of benefits across the region.

3. The basis of the original Cabinet approval was for £15M CCR funds, £15M LTF and £20M to come from LA capital budgets, programmes and income, totalling a £50M programme budget, with any shortfalls to be met by LAs. The GVA impact and direct job numbers resulting from transport schemes are inevitably difficult to estimate with infrastructure schemes which are 'enabling' by their nature and have a more indirect impact. As a result, the leverage principle in the case of Metro Plus remains an important one in demonstrating direct value added to CCR.

Challenges

4. Delivery of Metro Plus has coincided with the COVID-19 pandemic and the knock-on effects seen in the public transport; construction and contractor realms. Coupled with some of the local capacity issues impacting delivery, the scheme has inevitably slowed. Whilst the GRIP and WelTAG processes used in the design and development appraisal of transport proposals are often protracted; it is nonetheless an issue that at the time of writing, only £2.415M in 2019/20 of Local Transport Funds (LTF) have been drawn down and it anticipated that approx. £3m will be drawn down in 2020/21. There has been no drawdown of CCR funds to date – but this is mostly due to the necessity of utilising annual LTF first. There are a number of issues surfacing:

    - it is clear that due to the choices made for local scheme selection, some are not 'shovel-ready' in the context of the short, sharp intervention originally anticipated and delivery within a three-year timeframe;
    - in particular, four of the local schemes are struggling to demonstrate deliverability. These are: Caerphilly; Blaenau Gwent (Abertillery); Merthyr (Pentrebach) and Newport. In Caerphilly, the scheme is part of a wider and more complex longer-term regeneration project. In Abertillery, the challenge is associated with the need for c£50M mainline improvements to Ebbw Vale and a Dept. for Transport process and business case. In Merthyr, the proposal is part of a longer-term regeneration proposal in which there are issues with land ownership and planning. In Newport, the impact of the SE Wales Transport Commission, has changed the priority focus;
    - the remaining six schemes are focussed, short-term deliverable projects. This starts to draw a distinction in the pack across those that are relatively 'self-contained' and can deliver in their own right; and, those that are more developmental at this point and have to be delivered as part and parcel of wider, strategic and longer-term programmes;
    - reserve schemes are currently not in place;
    - the scheme criteria needs reinforcement to embed principles that will help drive a performance culture – in the same way as the Homes for all the Region programme has been constructed;
    - there are difficulties cited in LAs ability to contribute to scheme costs – especially where these are over and above anticipated total cost envelopes;
    - this is compounded by one tender estimate coming back at over 50% of the original forecast cost (Pontypool/ New Inn – Torfaen) reflecting market realities at this time and a risk contingency imposed by the network provider. This brings with it a timing imperative;
    - there is need for greater clarity in terms of the way the scheme operates and is delivered. These schemes are not delivered by CCR. CCR is one funding component of locally delivered schemes;
    - none of the schemes can be delivered within the original three year timescale and this report seeks an extension of one additional year to enable completion of delivery of the 6 schemes where there is a higher confidence of deliverability.

Options assessment

5. A robust appraisal of available options has been undertaken, to ensure a balanced but optimal response to the challenges presented. Whilst this in the main, focuses on solving the viability and affordability/ funding issues, it is clear that further modifications to the scheme will need to be introduced to improve overall viability and deliverability. These are set out below and will work in tandem with the preferred option, which has the endorsement of Programme Board and the Regional Transport Authority (meeting dates 18th February 2019 and 5th March 2019 respectively).

6. Given the varying nature of the schemes and prospects for timely delivery, it should be noted that the main principle feeding into the options appraisal is one of a staggered pack reflecting the graduated pattern of delivery. This has been necessary to fairly reflect the six schemes that are capable of earlier delivery and the four schemes that require more radical revision and/or need to be re-defined as 'developmental schemes' (with wider regeneration or longer-term goals in mind). As a result, the list of schemes will be split as follows:

Metro Plus Phase 1, Wave 1 – to be delivered in full by 31st March 2023

Scheme	**LA**
Barry Docks Park and Ride	Vale of Glamorgan
Cardiff East Bus Priority Corridor	Cardiff
Porth Interchange	RCT
Severn Tunnel Junction Park & Ride	Monmouthshire
Pontypool and New Inn Station Park & Ride	Torfaen
Bridgend – Pyle P&R / Porthcawl Bus Terminus / Penbrysg (Pencoed) Level Crossing	Bridgend

Metro Plus Phase 1, Wave 2 – Development Programme to be funded up to 31st March 2023

Scheme	**LA**
Newport – Cardiff Bus Priority Corridor (or alternative)	Newport
Pentrebach Park & Ride (or alternative)	Merthyr
Abertillery Interchange (or alternative)	Blaenau Gwent
Caerphilly Interchange (or alternative)	Caerphilly

7. The working of the Full Options Appraisal is attached at Appendix 1. Five scenarios have been appraised in addition to the base case which is predicated on the extant decision of Regional Cabinet. These scenarios draw on three main principles:

    i) **Do nothing –** the scheme retains same shape and form as agreed on 19 February 2019 with LAs making up any shortfall in balance. This principle **is a level playing field** one and treats all LAs the same. However it does not

recognise the important principle that no one scheme is the same and the characteristics, costs, inputs and outputs are all different.

ii) **Plug the funding gap** - this options looks at a number of scenarios for plugging the funding gap of the six forerunner schemes. This would resolve the funding issue at hand, however, it would **vary the playing field** and treat all LAs differently – in line with the principle of all schemes being different.

iii) **Hybrid solution** – this options retains the highest number of original characteristics in order that the leverage principles remain the same with the first round of LTF and CCR contributions remaining fixed and a one-off fixed contribution from all LAs in Wave 1. However it also recognises that schemes and costs will vary and offers a 'top-up' CCR/ LTF contribution to those schemes where costs (as evidenced through tender) exceed the original forecast and 'budget'. **This is thus, a needs-based approach.**

8. Of the 5 + base case scenarios listed in Appendix 1, scenario 5 is the favoured option. The priority order for accessing funding would be as follows:-

- 50/50 LTF/City Deal funding for the first £3m per scheme;
- Then £1.5m from LAs (or less if scheme total is less than £4.5m);
- Other external grant funding if available to support the scheme;
- Any residual balance to be met by 50/50 contributions remaining from the 'pooled' LTF and City Deal pots.

Phase 1 – Wave 1	**LTF (millions)**	**CCRCD**	**LA**	**Other Grant Funding**	**Estimated Cost of Scheme**	**Balance to be met through 50/50 LTF / CCRCD from pooled pot ***
Total Available	15	15				
Barry Docks Interchange	1.5	1.5	1.5	0	6.48	1.98
Cardiff East Bus Priority Corridor	1.5	1.5	1.5	1.5	6.0	0
Porth Interchange	1.5	1.5	1.5	0	5.48	0.98
STJ P&R	1.5	1.5	1.0	0	4.0	0
PNI P&R	1.5	1.5	1.5	0	7.14	2.64
Pyle P&R/Porthcawl Bus Terminus/Penprysg level crossing (Pencoed)	1.5	1.5	0	0	3.0	0
Sub-total	**9**	**9**	**7**	**1.5**	**32.1**	**5.6**
Residual balance – phase 1 wave 1 projects	2.8	2.8				
Phase 1 – Wave 2 Proposed available funding	2.0	2.0			4.0	
Contingency	1.2	1.2			2.4	
TOTAL	**15.0**	**15.0**	**7.0**	**1.5**	**38.5**	

** currently estimated as 5 of the schemes have not yet been tendered. The total revised estimate cost of the scheme is £38.5M.*

There may be opportunities to reduce the balance to be met where schemes already benefit from other public grants and therefore do not require use of their own Capital funds / private development funding. Where this is the case, it should be clear that the LA would need to maximise the opportunities from other grants available before requesting additional funds from this allocation.

Risks and Issues

9. As stated above, the preferred scenario Option 5, is a workable 'hybrid' solution aimed at solving the funding problem. However, by itself it won't address some of the wider issues and challenges set out in Para 4. There are other risks and issues which have to be considered and mitigated.

- Keeping the balance of the WIF programme in check and creating a portfolio approach that includes transport, alongside a wider assortment of investments and priorities – as per the Heads of Terms;
- Managing the programme as a whole – whilst LTF schemes and CCR monies are not officially 'one programme' they are aligned and care must be taken to ensure the schemes revised, changed and taken forward are viable and deliverable and do not create risk any exposure issues for LTF and CCR. This should be managed via the due diligence processes for WG and acceptance of individual LA submissions/ Terms and Conditions and through established CCR processes;
- Metro Plus was approved pre-Investment and Intervention Framework and delegations sit with the Director and RTA Chair. In order to keep everyone informed and to work within the spirit of the IIF – Investment Panel and external stakeholders must be briefed and involved;
- Driving a performance culture. The schemes are important locally and are symbols of City Deal working for the whole region. Visible delivery and tangible outcomes must thus be driven through introducing enhanced performance measures and remedies which will be embedded in grant T&Cs. This will ensure there is a local accountability dimension and that the portfolio lead/ Chair of RTA as well as Leaders, are able to hold their own local schemes to account;
- Capacity and resources at the local level are hugely variable. Experience has shown that 'readiness' for delivery is impacted by a range of factors and this all points to the need to develop regional capability through the RTA; and,
- Metro Plus is a small example of the CCR City Deal Strategy to balance the need for every area to see/ feel benefit of City Deal, with more targeted and market-driven investments. Retaining this balance of public sector-led intervention for the benefit of all and the market-led approach will continue to be a significant marker of success.
- LTF funding could potentially be at risk if schemes are not delivered in accordance with the agreed programme, which could then expose the CCR / LAs to additional financial risk in order to complete the programme.

Performance Culture

10. The above issues demonstrate that beyond resolving the immediate funding issue, the scheme requires further de-risking. As such, the following criteria will be introduced as a schedule to all approved schemes and reinforced further through grant Terms and Conditions:

    - In addition to WelTAG, each scheme will require a robust implementation plan that beyond timeframes, sets out clear review points and the requirement for quarterly Highlight Reports
    - These will go to RTA on an ongoing basis with quarterly challenge sessions being held by independent external advisors from Local Partnerships and again, reported into the RTA
    - Cabinet Members to receive Highlight Reports so as to help monitor local performance and delivery
    - Quarterly reports on progress to Programme Board
    - Break-points will be inserted into the schedules, to ensure that schemes that may be deemed undeliverable/unviable through the process can be quickly reviewed, re-purposed where required and if needed, stopped
    - Inclusion of grant clawback conditions for situations where there has been a failure to deliver on commitments – and to mirror provisions in place through LTF
    - Creation of a reserve scheme list that can be retained as part of contingency planning

Opportunities

11. In 2020/21 many opportunities for additional schemes and funding related to Metro Plus projects have arisen which would have benefitted from a portion of match funding. The ability to match fund, offers a better chance of any bids being successful. This is particularly evident within the LTF and ULEV programmes where match funding benefits are identified within the scoring criteria. It is therefore requested that a budget is made available from the IIF allocation to the value of £3m to enable the CCR to maximise any opportunities that come forward from both other public bodies and private investors. Often decisions to match fund need to be taken quickly and outside of timescales that make it feasible to present to either RTA or Regional Cabinet to meet deadlines. It would therefore also be requested that delegation is given to the City Deal Programme Director in consultation with the Chair of the RTA (or in his absence the Vice Chair of the RTA) and the Accountable Body S151 Officer, to authorise any commitment and spend.

Delegations

12. Delegations were approved by Regional Cabinet at its meeting on 12th September 2019, to the RTA and to the City Deal Programme Director in consultation with the Chair of the RTA (or in his absence the Vice Chair of the RTA) and the Accountable Body S151 Officer, to authorise spend on individual approved Metro Plus projects up 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;

(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.

13. It is now recommended that Regional Cabinet be requested to amend those delegations to reflect the option 5 programme, including the delegations to the City Deal Programme Director in consultation with the Chair of the RTA (or in his absence the Vice Chair of the RTA)and the Accountable Body S151 Officer to authorise spend on individual approved Metro Plus projects up the sum approved by the RTA in respect of the amended 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.

Delegation Used

14. Following the tender of the taxi infrastructure ULEV programme, it became apparent from all bidders that the programme would need a 5 month timeframe and therefore would cut across 2 financial years. To enable the programme to be delivered, a further £750k would be required from the WG LTF ULEV Transformation fund. However, whilst WG officers were supportive of the bid, the funding could not be spent until the new financial year and submissions for the next financial year had not yet been submitted and therefore no formal approvals given. A bid for the 2021/22 LTF ULEV Transformation has now been submitted to accommodate this request. However, to award the contract, the accountable body needed comfort that the funding package is in place. As the ULEV Programme forms part of the Metro Plus project, and to enable the contract to be awarded (to ensure spend of the £750k for this financial year), in accordance with the requirements within the Common Assessment Framework (CAF), the City Deal Director has used her delegations to underwrite the £750k spend in 2021/22 until the decision I made by WG for the next year's funding allocation. Should this funding not be awarded through WG's LTF ULEV Transformation fund, the £750k would need to be funded from the Metro Plus Phase 1 programme. This decision was taken in accordance with the delegations agreed by Regional Cabinet on 12th September 2019. This update reflects the requirement within the delegation for the City Deal Director to report any decisions made to the next RTA meeting following the decision.

Reason for Recommendations

15. The recommendations on adoption of preferred Option 5 will enable the Metro Plus scheme to deliver for the whole region, based on recognising distinctive

local characteristics, local priorities and inherent scheme differences and build a viable platform for wider transport interventions, such as Metro and ULEV that will improve Connectivity, Competitiveness and Resilience in the region.

16. An extension of one year is required to enable the delivery of the 6 schemes and for the development of the 4 schemes.

17. To enable the programme to be delivered in a timely manner.

18. To ensure that match funding is available to maximise opportunities as they arise.

Financial Implications

19. The report highlights performance against investment agreed by Regional Cabinet in February 2019 in respect to Metro Plus projects. Any lessons learnt from challenges and issues identified should be considered in future projects, with clear lines of responsibility for delivery. This is to ensure that objectives initially assumed when approving schemes are realised.

20. The report proposes solutions to support the delivery of planned schemes, albeit within the existing level of resources committed by CCRCD (£15m) agreed by CCRCD for this project. The solutions also include an extension of time for delivery.

21. Any proposed projects as part of Metro Plus as well as future grants bid for should be in accordance with a robust business case, with all funding sources including match funding and leverage identified. Schemes submitted for approval should be done so in accordance with individual local authorities to ensure that any commitments for ongoing operating costs and any match funding are considered as part of medium term financial planning processes.

22. The Welsh Government grant application assessment process does provide greater weighting to projects which are match funded. The report highlights that a request will be made to Regional Cabinet to allocate £3m from the Wider Investment Fund to support future bids. Any such approvals will need to continue to be supported by a business case, be in line with CCR objectives and have regard to lessons learned from projects currently proposed.

Legal Implications

23. CCRTA should note the use of the delegation previously granted to the Regional Director by CCRTA at a meeting on 1st August 2020 referred to in paragraph 13 of this report.

24. It is recommended that CCRTA proceed with Option 5 set out in the Full Options Appraisal at Appendix. In order to proceed, further delegations are required by CCR as outlined within the body of the report and in the recommendations below.

Well-being of Future Generations (Wales) Act 2015

25. In agreeing to these recommendations consideration must be given, 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 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 CCRTA 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.

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

27. CCRTA must be satisfied that the proposed decision accords with the principles above. To assist CCRTA 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

28. It is recommended that CCRTA:

a) confirms adoption of preferred Option 5 as a means of taking forward and modifying the Metro Plus programme in order to ensure it is fit for future purpose and capable of delivering for the whole of the region;

b) notes the wider issues and challenges set in the report, which includes implementing a new schedule to each approved scheme, to drive the performance culture and the appointment of independent experts, Local Partnerships which will help bring independent rigour to the process and ensure all ten schemes are held to proper account;

c) approves an extension of one year for the programme;

d) agrees to approve a request to CCR that it grants further delegations as outlined in this report including amendments to the delegations approved on 12th September 2019;

e) agrees an additional allocation of £3m from the IIF Programme to match fund transport initiatives that meet the Metro Plus agenda to maximise new funding and delivery opportunities; and to approve a request to CCR that it grants the additional delegations as identified within the report;

f) notes that ongoing monitoring of the programme will be featured within quarterly Highlight Reports and also actively reviewed by Chief Executives via Programme Board.

Kellie Beirne
Director, Cardiff Capital Region
18 February 2021

Appendices
Appendix 1 Options Appraisal – Metro Plus
Appendix 2 Well–being of Future Generations Assessment

Base Case - Exant Decision

		CCR	LTF 1	LA/Private	**Total**
1	Cardiff	1.50	1.50	3.00	**6.00**
2	RCT	1.50	1.50	2.48	**5.48**
3	Torfaen	1.50	1.50	4.14	**7.14**
4	MCC	1.50	1.50	1.00	**4.00**
5	VoG	1.50	1.50	3.48	**6.48**
6	Bridgend	1.50	1.50	-	**3.00**
	Balance				
		9.00	9.00	14.10	**32.10**

Scenario 1 - CCR funding reallocated equally

		CCR	CCR	LTF	LA/Private	**Total**
1	Cardiff	1.50	1.00	1.50	2.00	**6.00**
2	RCT	1.50	1.00	1.50	1.48	**5.48**
3	Torfaen	1.50	1.00	1.50	3.14	**7.14**
4	MCC	1.50	1.00	1.50	-	**4.00**
5	VoG	1.50	1.00	1.50	2.48	**6.48**
6	Bridgend	1.50	1.00	1.50	- 1.00	**3.00**
	Balance					
		9.00	6.00	9.00		**32.10**

Hierarchy of Funding Contributions

1. CCR orig funding commitment of £1.5M each 6 - Lead schemes
2. LTF orig unding commitment of £1.5M each 6 - Lead schemes
3. LA/Private funding commitment of £1.5M each 6 - Lead schemes
4. Top-up Fund (CCR & LTF balance available to support 6 - Lead schemes)
5. Top-Fund utilised on a 50/50 (CCR/LTF) basis
6. **Development funding made available to other 4 schemes (£0.5M each)**
7. £0.9M balance of Contingency available going forward - Need to consider a
8. **What other commitment to other 4 LAs?**
9. **CCR approve a further sum say £5M delegated to Director for 4 LAs**

Scenario 2 - LTF Balanace (4 schemes less commiteed sums) match CCR additional Funding

		CCR	CCR	LTF	LTF 2	LA/Private	**Total**
1	Cardiff	1.50	1.00	1.50	0.67	1.33	**6.00**
2	RCT	1.50	1.00	1.50	0.67	0.81	**5.48**
3	Torfaen	1.50	1.00	1.50	0.67	2.47	**7.14**
4	MCC	1.50	1.00	1.50	0.67	- 0.67	**4.00**
5	VoG	1.50	1.00	1.50	0.67	1.81	**6.48**
6	Bridgend	1.50	1.00	1.50	0.67	- 1.67	**3.00**
	Balance						
		9.00	6.00	9.00	4.02		**32.10**

* CCR will need to meet LTF match-funding commitments on 4 Developmental Schemes (Wave 2)

Scenario 3 - Scenario 1 but varying the level playing field

		CCR	CCR	LTF	LA/Private	**Total**	
1	Cardiff	1.50	-	1.50	3.00	**6.00**	Clean air fund
2	RCT	1.50	-	1.50	2.48	**5.48**	RCT can find its LA/Private
3	Torfaen	1.50	-	1.50	4.14	**7.14**	Only LA to Tendered figs
4	MCC	1.50	-	1.50	1.00	**4.00**	
5	VoG	1.50	-	1.50	3.48	**6.48**	
6	Bridgend	1.50	-	1.50	-	**3.00**	
	Balance		6.00				Balance available to support other 5 LAs once Tendered
		9.00	6.00	9.00		**32.10**	

Scenario 4 - Scenario 3 but with LTF balanced from end

		CCR	CCR	LTF 1	LTF 2	LA/Private	**Total**	
1	Cardiff	1.50	-	1.50	-	3.00	**6.00**	Clean air fund
2	RCT	1.50	-	1.50	-	2.48	**5.48**	RCT can find its LA/Private
3	Torfaen	1.50	3.00	1.50	-	1.14	**7.14**	Only LA to Tendered figs
4	MCC	1.50	-	1.50	-	1.00	**4.00**	
5	VoG	1.50	-	1.50	-	3.48	**6.48**	
6	Bridgend	1.50	-	1.50	-	-	**3.00**	
	Balance		3.00		4.00			Balance available to support other 5 LAs once Tendered
		9.00	6.00	9.00	4.00		**32.10**	

Scenario 5 - As above but ALL LAs make a minimum Base Contribution of £1.5M, with any residual LA funding requirements met by CCR & LTF 50/50

Total CCR & LTF			CCR 1	CCR 2	LTF 1	LTF 2	LA/Private Min Contr'	LA/Private	**Total**	
4.50	1	Cardiff	1.50	0.75	1.50	0.75	1.50	-	**6.00**	Clean air fund
3.98	2	RCT	1.50	0.49	1.50	0.49	1.50	-	**5.48**	RCT can find its LA/Private
5.64	3	Torfaen	1.50	1.32	1.50	1.32	1.50	-	**7.14**	Only LA to Tendered figs
3.00	4	MCC	1.50	-	1.50	-	1.50	- 0.50	**4.00**	
4.98	5	VoG	1.50	0.99	1.50	0.99	1.50	-	**6.48**	
3.00	6	Bridgend	1.50	-	1.50	-	1.50	- 1.50	**3.00**	
		Balance		2.45		0.45				Balance available to support other 5 LAs once Tendered
		Development Project		2.00		-				
		Contingency		0.45		0.45				
			9.00	6.00	9.00	4.00			**32.10**	

-

Future Generations Assessment Evaluation
(includes Equalities and Sustainability Impact Assessments)

Name of the Officer completing the evaluation:	**Please give a brief description of the aims of the proposal**
Clare Cameron **Phone no:** 07976 708539 **E-mail:** clare.cameron@cardiff.gov.uk	To provide members with an update on the Metro Plus Programme and propose revisions to enable its delivery
Proposal: Revision of Metro Plus Programme	**Date Future Generations Evaluation form completed:** 18 February 2021

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	The Metro Plus RTA Programme will have a slight to large positive impact on the strategic objectives contained within the Prosperity and Opportunity theme. In particular, 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. As a whole, connectivity across the region will improve through implementation of the programme. All of the combined improvements to Interchanges, Park and Ride and bus priority will assist in creating a seamless network allowing ease of transfer between modes. The programme 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.	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.

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?
	Both the Metro Plus RTA Programmes and MEF will improve connectivity to the South Wales Metro, permitting regional connectivity throughout south east Wales and beyond. The interventions will support a more productive economy through an increase in access to the South Wales transport network. This will allow for individuals, households, public sector and business to grasp new opportunities, from the improved access provided by new and improved transport options. By improving access throughout the south east Wales region, the Metro Plus programme will help increase the skills base of the labour market, by providing means of access to new educational, employment, healthcare and training opportunities. As the Metro Plus RTA Programmes and the MEF include investment across the whole of south east Wales it will improve the quality of the region as a whole and 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 to access new job and training opportunities. The programmes clearly demonstrates a commitment to a sustainable future, as all of the transport interventions include focus on facilitating and promoting sustainable transport access. The Statistical Bulletin on the regional economic and labour market profile issued by the Welsh Government in January 2018 shows the employment rate, economic inactivity rate and benefit claims and ILO unemployment rates for 16+ across Wales. It can be seen that the International Labour Organisation (ILO) unemployment rate for south east	

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?
	Wales is higher than for Wales as a whole (5.6 compared to 4.7 for wales as a whole). A breakdown of the data shows that the highest rate of ILP unemployment for 16+ is within Merthyr Tydfil (7.6) and second is Rhondda Cynon Taf (6.3). Both these local authority areas are within south east Wales and will directly benefit (as will all communities across south east Wales) from the improved transport provision that the Metro Plus RTA Programmes and MEF would deliver. The Metro Plus RTA Programme and MEF 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. The majority of the schemes included within the Metro Plus Programme are located within the most deprived areas. Those that are corridor based can be seen to be passing through a number of those areas classified as the most deprived. Improvements in access to sustainable public transport provided will help to improve levels of deprivation in these areas, where caused by a lack of transport options. The Programmes will deliver a transport network penetrating the most deprived areas, providing a means of travel to major cities such as Cardiff and Newport, permitting access to a wide range and higher number of employment opportunities for all community members located within the most deprived areas of south east Wales. 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.	

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?
	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 RTA Programmes 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 timesavings on the road network across southeast 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 RTA Programmes promote the co-locating of modes via seamless interchanges.	
A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	New infrastructure and enhancement of provision will open up journey alternatives for commuters, business users and leisure users. Instead of automatically undertaking a journey by car, the Metro Plus Programmes will encourage 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 and noise reduction from vehicles. The development of new transport schemes which can utilise new technologies such as electric charging points and electric vehicles 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 activity will be driven up in future. In addition as physical infrastructure schemes enter delivery – more comprehensive assessments will need to be carried out in full. All schemes will consider any likely changes in need due to COVID 19.

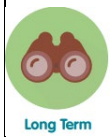
Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	this provision for the region as a whole, which will help combat climate change.	
A healthier 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 will have associated health benefits leading to cost savings across a range of health service provisions There can also be economic benefits for the region from increasing active travel. It has been quoted in the 'Transport Fit for Future Generations' Report that 'expanding the investment programme in Active Travel out to the whole of the Cardiff Capital Region would cost approximately £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'. CCR is working with bus operators to provide better infrastructure that improves reliability and working in partnership to encourage operators to invest in newer buses, electric vehicles and providing better access to information, thus aiding positive improvements in air quality through ULEV vehicles and more reliable provision.	
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	The programme will greatly assist in providing 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 and Spur. All of the combined improvements in interchanges, Park and Ride and bus priority will assist in creating a seamless network allowing ease of transfer	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?
	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 Programmes will also improve connectivity to the South Wales Metro, permitting regional connectivity throughout south east Wales and 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 Programmes provide an alternative for access into Cardiff from all areas of south east Wales helping to facilitate modal shift. This will lead to journey timesavings on the road network across southeast Wales helping businesses and promoting economic development. Journey time savings will also be achieved for users of the public transport network, as the Metro Plus Programmes promote the co-locating of modes via seamless interchanges. A greater contribution will be made to this by the data capability, sectoral analysis and place assessments.	
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	The Metro Plus Programmes include 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. The Metro Plus Programmes will sustain new connections, share good practice and secure propositions and deals that support economic growth.	Develop the legacy impact of the event, sustaining new connections, sharing great practice and potentially securing propositions and deals that support economic growth.

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?
	The Programmes includes ULEV infrastructure at the Metro Plus locations and a further regional bid through the ULEV fund will help to encourage the participation of taxi and bus operators and provide incentives for take up of any schemes. Business cases in association with ULEV provision and incentives will measure changes to greenhouse gases emitted as identified within the CCR ULEV Taxi Strategy and Regional Strategy for all modes.	
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 Audio Visual (AV) for those vehicles younger than 2012 to enable them to deliver bilingual messaging. Where each individual scheme has an effect on the landscape and historic environment, sympathetic solutions will be sought to ensure that there is no/minimal negative impact.	
A more equal Wales People can fulfil their potential no matter what their background or circumstances	City Deal is about delivering 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 individuals, households, the public sector and businesses to grasp new opportunities, from better access provided by new and improved transport options. Transport improvements throughout the south east Wales region will help increase the skills base of the labour market, through providing means of access to	

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?
	new educational, employment, healthcare and training opportunities. The Metro Plus Programmes 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 in 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. Travel costs on the Core Valleys Lines are being reviewed to allow more Valleys communities to access the network at cheaper rates and enhancements to the CVL Metro programme will offer better accessibility.	

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 and 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 and 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.	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		
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 project will be evaluated on:	**Delivery of schemes**

Awdurdod Trafnidiaeth Prifddinas Ranbarth Caerdydd | Cardiff Capital Region Transport Authority

18 FEBRUARY 2021

LOCAL TRANSPORT FUND (LTF) BID 2021/22 (INCLUDING PHASE 2 DEVELOPMENT FUNDING AND METRO ENHANCEMENT FUND)

REPORT OF CARDIFF CAPITAL REGION DIRECTOR

AGENDA ITEM 7

Appendices 1 and 2 to this report are exempt from publication because they contain information of the kind described in paragraphs 14 (information relating to the financial or business affairs of any particular person) and 21 (public interest test) of parts 4 and 5 of Schedule 12A to the Local Government Act 1972 and in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

Reason for Report

1. To advise Members of the invitation by Welsh Government (WG) to bid for funding through the Local Transport Fund process for 2021/22.

2. To ask Members to note the content of the LTF bid (attached at Appendix 1) submitted to Welsh Government (WG) by Merthyr County Borough Council, on behalf of the Region. This funding will take the form of a co-investment with the City Deal Investment Fund to deliver Metro Plus Phase 1 (as approved by Regional Cabinet on the 18th February 2019), as well as development funding for Metro Plus Phase 2, the Metro Enhancement Framework (MEF) priority corridors (as endorsed by Members at its meeting on 28th November 2019) and existing projects that have been developed to enhance the Core Valleys Line (CVL) and which received LTF funding in 2020/21.

3. To ask Members to endorse and approve the bid submitted to WG for funding to the value of £9,980,000 for Metro Plus to enable the Programme to be delivered. £6,410,000 is being requested from the LTF fund towards the delivery of the Metro Plus Phase 1 Programme, and £3,570,000 to enable the development of Metro Plus Phase 2, the first priority corridors of the MEF and the existing projects being developed on the CVL.

4. To also ask Members to endorse and approve the bid submitted to WG for funding to the value of £10,817,000 to enable the delivery of the LTF ULEV Transformation Programme as identified within the bid at appendix 2.

Background

5. Welsh Government this year has directly invited local authorities to submit bids for Local Transport fund grant. The Welsh Government has identified priority areas for support 2021-22 as previously identified in 2020-21.

6. Metro Plus (Phase 1) is a co-investment programme of 10 transport related schemes between the Cardiff Capital Region City Deal Investment Fund and Welsh Government through its transport investment fund, and was agreed by Regional Cabinet on 18th February 2019. The Metro Plus programme is intended to be part of the wider metro infrastructure. 2021/22 is year 3 of the Metro Plus delivery programme and is the subject of a further report being presented to this meeting.

7. Schemes that received funding from the 2020/21 LTF fund to develop the CVL enhancements include Nant Garw / Upper Boat Park and Ride / Llanbradach Park & Ride.

Relevant Issues and Options

8. The invitation to bid for funding was received on 23rd December 2020 with a submission date of 29th January 2021 and can be found at Local transport capital grant 2021-22 | GOV.WALES. Therefore it was not possible to seek formal permission to submit the bid from the RTA prior to the deadline for submission.

    1) WG encourages local authorities to work together and submit regional applications. The lead local authority must be identified for each scheme. Funding would be allocated to the lead local authority. Merthyr County Borough Council has been identified as the lead authority for the Cardiff Capital Region, has submitted a bid for the funding and subject to the bid being successful, they would act as the financial host for LTF for 2021/22.

    2) Schemes that include match funding will attract additional scores in the appraisal process, with schemes that demonstrate greater levels of match funding scoring higher.

    3) The bid for funding includes:-

        - Metro Plus Phase 1 – LTF £6,410,000 with CD WIF match funding of £9,950,000 - Year 3 funding as part of a WG/City Deal co-investment Programme;

        - Metro Plus Phase 2 – £3,570,000 - Development funding. A request for a WG/City Deal co-investment Programme to Regional Cabinet is required for future years once they have been developed to WelTAG Stage 2. The schemes include:-

            Abergavenny station interchange & improvements

            Cardiff Bus Priority
            Cwmbran Interchange
            Cogan Interchange
            Ystrad Mynach P&R extension

Hirwaun Rail extension and P&R
Cardiff Bus priority between Newport city centre and the international conference centre Wales
Brackla Railway Station
Pencoed Crossing
Merthyr Rail – Bus Connectivity, and

Brynmawr Transport Interchange.

- MEF – Development funding for the four priority corridors and include:

  NW Cardiff – This scheme was funded through LTF in the last financial year and is ready to progress to the next stage.
  Cardiff – Vale of Glamorgan – WelTAG 1 to be carried out to make case for change and identify problems and opportunities and identify potential solutions.

  Cardiff- Maesteg – Bridgend – Porthcawl – WelTAG 1 to be carried out to make case for change and identify problems and opportunities and identify potential solutions.

  Newport – Chepstow – TfW are currently undertaking WelTAG 1 works to identify problems and opportunities and to make the case for change. Once complete, it is anticipated that funding will be required to progress through WelTAG.

- CVL – Development funding for existing schemes which include:-

  Nant Garw / Upper Boat Park and Ride
  Llanbradach Park & Ride

The development fund bid will be requested as one fund - £3.570m.

4) The total value of the bid submitted to WG for LTF funding is £9,980,000.

5) The total value of the LTF ULEV Transformation fund submitted for funding is £10,817,000.

6) The terms and conditions of the Grant will mean that the works will need to be completed by 31st March 2022.
7) It is anticipated that a decision on funding will be taken by WG prior to the commencement of the 2021/22 financial year.

Local Member Consultation (where appropriate)

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

Reason for Recommendations

10. To advise Members of the invitation by WG to bid into the LTF Grant for delivering and developing schemes in 2021/22 and to approve the bid for funding that was submitted to WG within the deadline of 29th January 2021.

11. To allow the bids to be submitted within the timescale required and to allow schemes to be delivered in a timely manner.

Financial Implications

12. The report informs members of the RTA of the grant bids submitted by Merthyr Tydfil County Borough Council on behalf of the Capital Cardiff Region City Deal. The bids submitted for Local Transport Fund (LTF) funding are in three parts:

    a) firstly to continue to meet the commitments made by CCRCD and Local Transport Fund Grant as part of the Metro Plus Phase 1;
    b) secondly to bid for development funding for a further phase of Metro + Schemes and a Metro Enhancement Fund for four priority corridors;
    c) thirdly to continue to progress the LTF ULEV Transformation Programme.

13. The level of any grant award is unknown. Any grants submitted and schemes taken forward should be in accordance with a robust business case, with all funding sources including match funding and leverage identified. Schemes submitted for approval should be done so in accordance with individual local authorities to ensure that any commitments for ongoing operating costs and any match funding are considered as part of their own medium term financial planning processes.

14. Where grant is bid for and prior to any acceptance, it is essential that relevant knowledge, skills and statutory permissions are in place to enable implementation and delivery of such schemes in accordance with the timescales set out in any grant bids and approvals and to ensure objectives for funds can be delivered in a timely manner.

Legal Implications

15. In this case the RTA are asked to note bids that have been submitted to Welsh Government, such bid application requiring funding for the delivery of the metro plus (phase 1) programme and development funding for Metro Plus (Phase 2) and the Metro Enhancement Framework (MEF) and LTF ULEV Transformation Fund.

16. Any requests for funding from the CCRCD Wider Investment Fund will be subject to (i) a further decision of CCRTA and/or CCRCD Regional Cabinet and ensuring that (ii) the proposals are in line with state aid rules, the WG and HMT funding conditions that attach to the Cardiff Capital Region Wider Investment Fund and all other legal requirements.

17. Accepting terms and conditions in relation to any third party funding for the City Deal, unless otherwise delegated, is a matter for Regional Cabinet. Consideration should be given to any conditions attached to such third party funding to ensure that CCRCD is able to comply with the same.

Well-being of Future Generations (Wales) Act 2015

18. In developing the Plan and in considering its endorsement 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 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 CCRTA 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.

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

20. CCRTA must be satisfied that the proposed decision accords with the principles above. To assist CCRTA to consider the duties under the Act in

respect of the decision sought, an assessment has been undertaken, which is attached at Appendix 3.

Equality Act 2010

21. 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 CCRTA 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

22. It is recommended that CCRTA

(1) notes the information in this report; and

(2) notes the bids for LTF funding that were submitted to WG within the deadline of 29th January 2021.

Kellie Beirne
Director, Cardiff Capital Region
18 February 2020

Appendices
Appendices 1 and 2 to this report are exempt from publication because they contain information of the kind described in paragraphs 14 (information relating to the financial or business affairs of any particular person) and 21 (public interest test) of parts 4 and 5 of Schedule 12A to the Local Government Act 1972 and in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

EXEMPT Appendix 1	LTF Bid
EXEMPT Appendix 2	LTF ULEV Transformation Fund Bid
Appendix 3	Well-being of Future Generations Assessment

The following background papers have been taken into account:
Cardiff Capital Region Report – Strategic Outline Programme for Metro Plus – Phase 1 – Programme of Local 'Future Mobility' Schemes: 18 February 2019

Future Generations Assessment

Name of the Officer completing the evaluation:	**Please give a brief description of the aims of the proposal**
Clare Cameron **Phone no:** 07976 708539 **E-mail:** clare.cameron@cardiff.gov.uk	To provide members with an update on Local Transport Fund Bids that was submitted to Welsh Government on 29th January 2021 to fund Metro Plus and Metro Enhancement Framework Projects
Proposal: Local Transport Fund Bid for Metro Plus and Metro Enhancement Funding	**Date Future Generations Evaluation form completed: 18 February 2021**

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	The Metro Plus RTA Programme will have a slight to large positive impact on the strategic objectives contained within the Prosperity and Opportunity theme. In particular, 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.	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.

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?
	As a whole, connectivity across the region will improve through implementation of the programme. All of the combined improvements to Interchanges, Park and Ride and bus priority will assist in creating a seamless network allowing ease of transfer between modes. The programme 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. Both the Metro Plus RTA Programmes and MEF will improve connectivity to the South Wales Metro, permitting regional connectivity throughout South East Wales and beyond. The interventions will support a more productive economy through an increase in access to the South Wales transport network. This will allow for individuals, households, public sector and business to grasp new opportunities, from the improved access provided by new and improved transport options. By improving access throughout the South East Wales region, the Metro Plus programme will help increase the skills base of the labour market, by providing means of access to new educational, employment, healthcare and training opportunities.	

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?
	As the Metro Plus RTA Programmes and the MEF include investment across the whole of South East Wales it will improve the quality of the region as a whole and 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 to access new job and training opportunities. The programmes clearly demonstrates a commitment to a sustainable future, as all of the transport interventions include focus on facilitating and promoting sustainable transport access. The Statistical Bulletin on the regional economic and labour market profile issued by the Welsh Government in January 2018 shows the employment rate, economic inactivity rate and benefit claims and ILO unemployment rates for 16+ across Wales. It can be seen that the International Labour Organisation (ILO) unemployment rate for South East Wales is higher than for Wales as a whole (5.6 compared to 4.7 for wales as a whole). A breakdown of the data shows that the highest rate of ILP unemployment for 16+ is within Merthyr Tydfil (7.6) and second is Rhondda Cynon Taf (6.3). Both these local authority areas are within South East Wales and will directly benefit (as will all communities across South East Wales) from the	

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?
	improved transport provision that the Metro Plus RTA Programmes and MEF would deliver. The Metro Plus RTA Programme and MEF 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. The majority of the schemes included within the Metro Plus Programme are located within the most deprived areas. Those that are corridor based can be seen to be passing through a number of those areas classified as the most deprived. Improvements in access to sustainable public transport provided will help to improve levels of deprivation in these areas, where caused by a lack of transport options. The Programmes will deliver a transport network penetrating the most deprived areas, providing a means of travel to major cities such as Cardiff and Newport, permitting access to a wide range and higher number of employment opportunities for all community members located within the most deprived areas of South East Wales. This will increase their personal prosperity and the economic	

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?
	prosperity of the area within which they live as they spend their income on local goods and services. 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 RTA Programmes 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 RTA Programmes promote the co-locating of modes via seamless interchanges.	
A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	New infrastructure and enhancement of provision will open up journey alternatives for commuters, business users and leisure users. Instead of automatically undertaking a journey by car, the Metro Plus Programmes will encourage 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	This activity will be driven up in future. In addition as physical infrastructure schemes enter delivery – more comprehensive assessments will need to be carried out in full.

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?
	improvement in air quality and noise reduction from vehicles. The development of new transport schemes which can utilise new technologies such as electric charging points and electric vehicles 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.	
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 will have associated health benefits leading to cost savings across a range of health service provisions There can also be economic benefits for the region from increasing active travel. It has been quoted in the 'Transport Fit for Future Generations' Report that 'expanding the investment programme in Active	

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?
	Travel out to the whole of the Cardiff Capital Region would cost approximately £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'. CCR is working with bus operators to provide better infrastructure that improves reliability and working in partnership to encourage operators to invest in newer buses, electric vehicles and providing better access to information, thus aiding positive improvements in air quality through ULEV vehicles and more reliable provision.	
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	The programme will greatly assist in providing 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 and Spur. 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 Programmes 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.

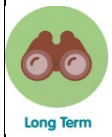
Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	regional connectivity throughout South East Wales and beyond. Currently most travel-to-work 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 Programmes provide an alternative for access into Cardiff from all areas of South East Wales helping to facilitate modal shift. This will lead to journey time savings on the road network across South East Wales helping businesses and promoting economic development. Journey time savings will also be achieved for users of the public transport network, as the Metro Plus Programmes promote the co-locating of modes via seamless interchanges. A greater contribution will be made to this by the data capability, sectoral analysis and place assessments.	
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	The Metro Plus Programmes include 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. The Metro Plus Programmes will sustain new connections, share good practice and secure	Develop the legacy impact of the event, sustaining new connections, sharing great practice and potentially securing propositions and deals that support economic growth.

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?
	propositions and deals that support economic growth. The Programmes includes ULEV infrastructure at the Metro Plus locations and a further regional bid through the ULEV fund will help to encourage the participation of taxi and bus operators and provide incentives for take up of any schemes. Business cases in association with ULEV provision and incentives will measure changes to greenhouse gases emitted as identified within the CCR ULEV Taxi Strategy and Regional Strategy for all modes.	
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 Audio Visual (AV) for those vehicles younger than 2012 to enable them to deliver bilingual messaging. Where each individual scheme has an effect on the landscape and historic environment, sympathetic solutions will be sought to ensure that there is no/minimal negative impact.	
A more equal Wales People can fulfil their potential no matter what their background or circumstances	City Deal is about delivering across 10 LAs and a population of 1.5m people. It is about economic	

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?
	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 individuals, households, the public sector and businesses to grasp new opportunities, from better access provided by new and improved transport options. Transport improvements 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 Programmes 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 in 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. Travel costs on the Core Valleys Lines are being reviewed to allow more Valleys communities to access the network at cheaper rates and	

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?
	enhancements to the CVL Metro programme will offer better accessibility.	

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.	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		
Sex	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?
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 project will be evaluated on:	**Delivery of schemes**

Awdurdod Trafnidiaeth Prifddinas Ranbarth Caerdydd | Cardiff Capital Region Transport Authority

18 FEBRUARY 2021

REGIONAL TRANSPORT AUTHORITY – NORTH WEST CARDIFF MEF (METRO ENHANCEMENT FRAMEWORK) CORRIDOR

REPORT OF CARDIFF CAPITAL REGION DIRECTOR

AGENDA ITEM 8

Reason for Report

1. The purpose of this report is to receive an update on the transportation study work that will identify the short-term and long-term public transport options that offer the best business cases in order to improve access along the North West Cardiff Corridor.

2. This report asks Members to note the outcome of the current stage of the study work and the proposed way forward to progress the short-term and long-term business cases.

Background

3. On 28th November 2019, RTA Members endorsed MEF that was prepared to enable WG, TfW and the CCRTA to start developing the pipeline of future transport projects that can be delivered to further complement the existing commitments being delivered as part of the Metro and Metro Plus programme.

4. The MEF was devised by WG collaboratively with TfW & Cardiff Capital Region Transport Authority (CCRTA) through a working group to help identify areas & 'transport corridors' where transport solutions could address the WFGA goals.

5. The MEF was prepared as a way of prioritising transport corridors following the existing commitments and to prioritise WG transport grant funding that will be directed towards these priorities in the future.

Update

6. NW Cardiff corridor was identified as one of the top 4 corridors and was awarded funding IN 2020/21 to progress through the first stage of the WelTAG

process (Strategic Outline Case (SOC)), with the outcome of the WelTAG Stage 1, being a short list of potential solutions for the corridor.

7. It is now proposed that a coherent transport investment program for the proposals will be prepared in partnership with CCRTA.

8. The WelTAG process for this corridor has identified and considered potential solutions that include all modes of transport across the Metro network.

9. Identical reports have been submitted to both Cardiff Council and RCTCBC to update local Members on progress of the WelTAG Study with recommendations as identified within the report (as attached at appendix 1).

Reason for Recommendations

10. To provide Members with an update on the work done to date.

11. To request that Members endorse the work carried out to date and also to note the recommended way forward for this corridor.

Financial Implications

12. A grant of £550,000 has been secured by Rhondda Cynon Taf Council from the Welsh Government's Local Transport Fund in 2020/2021 to progress WelTAG Stage 2 of the Business Case. This will be managed via Transport for Wales and any expenditure will need to be in accordance with the terms, conditions and timescales of the grant. The initial study highlighted various options and a number of potential sources of funding that may be available towards costs. As proposals are considered as part of further detailed business case development, the financial implications and associated risks and mitigations will need to be considered in further detail.

Legal Implications

13. This report provides members with an update on the present position and has no legal implications.

Well-being of Future Generations (Wales) Act 2015

14. In developing the Plan and in considering its endorsement 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 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 CCRTA 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.

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

16. CCRTA must be satisfied that the proposed decision accords with the principles above. To assist CCRTA to consider the duties under the Act in respect of the decision sought, an assessment has been undertaken, which is attached at Appendix 1.

Equality Act 2010

17. 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 CCRTA 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

18. It is recommended that RTA:

a) notes the work carried out to date on the NW Cardiff Corridor and

b) endorses the work carried out to date and note the way forward.

Kellie Beirne
Director, Cardiff Capital Region
18 February 2021

Appendices

Appendix 1 Cardiff Council Report to Cabinet 21st January 2021
Appendix 2 Well–being of Future Generations Assessment

BY SUBMITTING THIS REPORT TO THE CABINET OFFICE, I, ANDREW GREGORY, DIRECTOR PLANNING, TRANSPORT & ENVIRONMENT AM CONFIRMING THAT THE RELEVANT CABINET MEMBER(S) ARE BRIEFED ON THIS REPORT

CARDIFF COUNCIL
CYNGOR CAERDYDD

CABINET MEETING: 21st JANUARY 2021

NORTH WEST CARDIFF CORRIDOR TRANSPORTATION STUDY: UPDATE

STRATEGIC PLANNING & TRANSPORT (COUNCILLOR CARO WILD)

AGENDA ITEM:

DRAFT

Reason for this Report

1. The purpose of this report is to receive an update on the transportation study work that will identify the short-term and long-term public transport options that offer the best business cases in order to improve access through North West Cardiff towards the City Centre.

2. This report asks Cabinet to note the outcome of the current stage of the study work and the way forward to progress the short-term and long-term business cases.

Background

3. Cabinet considered a report on the Cardiff Capital Region Metro vision on 21st February 2014. Cabinet resolved to:

   a) Authorise officers to engage with Welsh Government, key transport and other stakeholders in carrying out further detailed work to develop the Metro proposals and that progress with this work be reported to Cabinet, as necessary; and

   b) Authorise officers to develop proposals for a project delivery mechanism appropriate for the implementation of Metro plan projects in Cardiff, including arrangements for resourcing, governance, programme management and partnership working, the meeting of

any regulatory or statutory requirements and other ancillary matters, and such matters to be set out in a future report to Cabinet.

4. The Transport White Paper approved by Cabinet on 23rd January 2020 included proposals for major new rapid public transit for North West Cardiff into RCT. In the short term the focus was on new Bus Rapid Transit services, Park & Ride, transport hubs and interchanges. The longer-term Crossrail route could include tram-train lines serving North West Cardiff and beyond to Rhondda Cynon Taf (RCT). The Adopted Local Development Plan 2006-2026 also includes a policy framework to protect routes required for Cardiff City Region Metro network improvements. Cabinet resolved on the 23rd January 2020 inter alia:

   a) The development of strategic and outline Business Cases on Delivery Options be approved and authority be delegated to the Director of Planning, Transport and Environment, subject to consultation with the Cabinet Member Strategic Planning and Transport, Cabinet Member Finance, Modernisation & Performance, s.151 Officer and Director Governance and Legal Services, to deal with all aspects of the procurement process (including approving the evaluation criteria to be used, commencing the procurement and authorising the award of the proposed contract) and all ancillary matters pertaining to the procurement.

   b) A further report be received on the outcomes of the Outline Business Case to agree any necessary consultation and next steps to develop the full business case.

   c) Authority be delegated to the Director of Planning, Transport and Environment in consultation with the Leader and Cabinet Member for Strategic Planning and Transport, to engage with the Regional Transport Authority and other partners/stakeholders on the White Paper and delivery option Business Cases.

5. In July 2019, Mott Macdonald Transport Consultants were commissioned to undertake a WelTAG Stage 1 study to investigate which short-term and long-term public transport options serving a corridor from North West Cardiff towards the City Centre offer the best business case for further development and eventual implementation. Transport for Wales (TfW), the Welsh Government and Cardiff and RCT Councils jointly commissioned this study.

6. The study work was done in accordance with the Welsh Government, “Welsh Transport Appraisal Guidance” (WelTAG) and the Future Generations framework. The purpose of WelTAG Stage 1 is to understand the issues of concern, explore the context and to present a long list of possible solutions, sufficient to be able to decide whether there are any solutions within the transport sector that are worth pursuing and to select a short list of options for more detailed consideration.

7. In accordance with WelTAG guidance, a Review Group for the study was established and included Welsh Government, TfW/ TfW Rail Services,

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Cardiff Council, RCT, Vale of Glamorgan County Council, Cardiff Capital Region Transport Authority and Network Rail. The purpose of the WelTAG Review Group was to consider the contents of the WelTAG Stage Reports, assess the study objectives, assess each of the options presented, and decide on the actions to be taken at the end of that WelTAG stage.

8. This corridor was identified for further investigation primarily due to the following factors:

- The Wales Spatial Plan Update 2008 has identified the area centred on North West Cardiff / Talbot Green / Llantrisant as a Strategic Opportunity Area within the Cardiff Capital Region.

- Cardiff's role has been recognised as a key economic driver for the Capital Region. However, it has also been recognised that it will not be able to function effectively as a networked city region unless a fully integrated, high quality transport system is put in place. The highway network along the North West Cardiff corridor (particularly the A4119) is experiencing significant traffic congestion which is forecast to worsen.

- Both Cardiff and Rhondda Cynon Taf Councils' Local Development Plans have highlighted significant future growth taking place along the corridor linking Talbot Green, Llantrisant and North West Cardiff, in terms of residential development and economic activity.

9. The scale of these proposed developments is likely to have a significant impact on the existing transport infrastructure in the area, with residents and commuters working in Cardiff experiencing worsening conditions. It is recognised that any future large scale developments in this area will place considerable pressure on the existing transport network unless the planned growth can be delivered in a sustainable way and that a phasing of new transport infrastructure can support these planned developments. Developer contributions through s106 Agreements are being used to invest in a phased implementation of infrastructure supported with subsidised bus services and incentives to use sustainable travel in order to mitigate the impacts. The master planning design of the strategic sites is aimed at supporting sustainable travel, reducing travel distances and internalising trips. Land is also being reserved to provide for additional future public transport and active travel routes.

Issues

10. The WelTAG Stage 1 of the Business Case for the North West Cardiff Corridor has been completed, with an executive summary of the outcome included in Appendix A. The overarching purpose of the WelTAG Stage 1 study is to identify a short-list of potential public transport solutions for the corridor, in response to a set of objectives that have been derived from a specific set of existing and future transport-related issues.

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11. The Stage 1 WelTAG report in Appendix A identifies a shortlist of potential short-term measures that could be delivered before 2025 including:
    - Increased service frequency on the City Line between Cardiff Central and Radyr (of at least 4 trains per hour);
    - A new station on the City Line at Ely Mill;
    - Increased service frequency on the South Wales Main Line and therefore enhanced services from Pontyclun;
    - A new 'Parkway' station on the South Wales Main Line at Junction 34 of the M4;
    - Enhanced quality of interchange at train stations between active travel, bus, rail and car;
    - Improved active travel:bus:rail interchange at Radyr station on the City Line;
    - A strategic bus park and ride at Junction 33 of the M4 Motorway;
    - A new BRT route between central Cardiff and Junction 33 via Leckwith Road and the A4232;
    - A bus gate and spur providing access from the A4232 (northbound and southbound) to Plasdwr;
    - An active travel:bus:rail interchange at Waun-gron Park station on the City Line;
    - A new BRT route from Central Cardiff to Plasdwr via Cowbridge Road East, Waun-gron Park and Fairwater; and
    - A new BRT route from Junction 33 to Talbot Green via the A4119 with onward connections to settlements in southern Rhondda Cynon Taf.

12. The short-term options will require further design, development and assessment which will be undertaken as part of the WelTAG Stage 2 process.

13. Regarding the next stages of work, the first phase of assessment will examine the opportunity for new Bus Rapid Transit services, Park & Ride, transport hubs and interchanges, along with 4 trains per hour on the City Line through unlocking the pinch point at Cardiff West, new stations, new tram-train routes including Cardiff Crossrail supported with Active Travel connections. Short term improvements up to 2025 will focus on bus related and Active Travel improvements. The later phase of work, 2025-2030 will include an assessment of rail and tram route improvements for Crossrail including lines serving North West Cardiff and beyond to Rhondda Cynon Taf (RCT). The tram-train routes for further study include:
    - A new tram-train route via the City Line and potentially utilising the route of the safeguarded corridor between central Cardiff, Junction 33 and Creigiau;
    - An extension of the tram-train route from Creigiau to Pontyclun via Cross Inn; and
    - An extension of the tram-train route from Creigiau to Beddau via Cross Inn.
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14. A key constraint to achieving the new tram-train options, as well as increasing frequencies on the existing City Line, is the capacity of Cardiff West Junction and Cardiff Central to accommodate additional rail services. Network Rail is leading on a technical feasibility study to identify options to improve the network capacity for North West Corridor, City Line and Crossrail.

15. The development of a sustainable public transport solution for the North West Cardiff Corridor will support the aims and objectives of the Council's Capital Ambition, Corporate Plan, Local Development Plan, Local Transport Plan, Transport White Paper and One Planet Strategy. For example, the public transport proposals will help address air quality and congestion issues, support the shift to a Carbon Neutral City and improve connectivity and access to new employment opportunities.

16. These proposals will also meet a number of the goals set out in the Well-being of Future Generations (Wales) Act 2015. For example, a prosperous Wales, a more equal Wales, a healthier Wales and a Wales of cohesive communities.

17. The transportation study and related Business Case process has highlighted the advantages of a 'joined-up' approach to developing a range of public transport proposals in the Cardiff Capital Region, many of which will operate cross boundary. It has also highlighted the importance of achieving improved connectivity to/from central Cardiff and between local and regional destinations elsewhere.

18. This project is of regional significance and has the potential to attract several hundreds of millions of pounds of funding into the area. If delivered, the public transport solutions will transform travel behaviour and provide a safe, reliable, convenient and sustainable transport option. As well as facilitating transport from Rhondda Cynon Taf into Cardiff, it would support growth in the Strategic Development sites of the Adopted Local Development Plan 2006-2026:

    - Site C: North West Cardiff
    - Site D: North of Junction 33
    - Site E: South of Creigiau

19. It could also encourage travel into Rhondda Cynon Taf, particularly in association with the development of the new town centre at Talbot Green. It is possible that the wider economic benefits could extend northwards into the Rhondda Valley and Gilfach Goch areas as the creation of new employment in Talbot Green and planned reduction in journey times to/from Cardiff will offer residents in these communities with improved access to new jobs, training and learning opportunities.

20. The next step is the WelTAG Stage 2 process which will progress assessment of increased service frequency on the City Line and South Wales Main Line, new stations and station improvements with inter-connected bus and active travel measures for the short-term up to 2025. Further packages of technical feasibility work will be undertaken at the

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appropriate time to inform future WelTAG studies and business cases for the long-term options. Some of the long-term options may be reliant on sufficient density and quantum of development to support the demand needed to justify the business case for investment.

21. The WelTAG Stage 2 Outline Business Cases will identify preferred options to be assessed in detail in the WelTAG Stage 3 Full Business Cases.

Local Member consultation (where appropriate)

22. Following completion of the initial stages of the WelTAG process, extensive consultation with the public and key stakeholders will be undertaken at the appropriate time prior to the WelTAG Stage 3 Full Business cases. This consultation will be undertaken in accordance with Welsh Government guidance.

Reason for Recommendations

23. Prior to implementing proposals for major infrastructure schemes in Wales, promoters are required to follow a multi stage business case process which examines the Strategic, Economic, Financial, Commercial and Management Cases for implementing any new schemes. This process has been established by the Welsh Government and is known as WelTAG. It is closely aligned to the Department for Transport's WebTAG process.

24. Developing a business case involves five distinct stages (i) Strategic Outline Case, (ii) Outline Business Case, (iii) Full Business Case, (iv) Implementation and (v) Post Implementation. Stage 1 has been completed for the North West Cardiff Corridor Transportation Study and it is now intended to take the business case for the proposals drawn-up forward to Stage 2 for the short-term options short-listed.

Financial Implications

25. A grant of £550,000 has been secured by Rhondda Cynon Taf Council from the Welsh Government's Local Transport Fund in 2020/2021 to progress WelTAG Stage 2 of the Business Case. This will be managed via Transport for Wales and any expenditure will need to be in accordance with the terms, conditions and timescales of the grant. The initial study highlighted various options and a number of potential sources of funding that may be available towards costs. As proposals are considered as part of further detailed business case development, the financial implications and associated risks and mitigations will need to be considered in further detail.

Legal Implications (including Equality Impact Assessment where appropriate)

26. The report is submitted for noting purposes only and as such does not seek a decision. It is understood that; (i) the WelTAG process is being

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followed in this project, (ii) WelTAG is the name given to the Welsh Transport Appraisal Guidance produced by the Welsh Government for use in the development, appraisal and evaluation of any proposed transport intervention, (iii) the output produced at the end of each stage is a document, known as a WelTAG Stage Report (iv) the Stage Report is considered by a Review Group who review the contents of the Stage Report and decide on the actions to be taken. As regards the Review Group, it is understood that pursuant to the delegated authority granted to the Director of Planning, Transport and Environment (which delegations are referred to in the body of the report under the heading Background) the Director is a member of and engages with the Review Group on behalf of the Authority.

27. In developing the proposals for the North West Corridor consideration must be had to:- (i) the relevant legislative requirements and wider policy and guidance documents which regulate/affect the proposals under consideration (these are numerous and it is not practical to list the same in this advice) and (ii) the potential legal implications that could flow. The Council's internal Legal Services are not advising on this project but have been informed that the relevant legal advice has and will continue to be taken throughout the various stages of the WelTAG process.

28. In terms of on - going resource it is understood that there will be need for some input from Cardiff Council officers, as part of the wider officer working arrangements. Once further information is received on this point, consideration can be given as to how this matter can be resourced from a legal perspective (if requested) and any resulting legal costs.

29. Generic legal advice

(a) Equalities & Welsh Language

In considering this matter the decision maker must have regard to the Council's duties under the Equality Act 2010. 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 and (i) Religion or belief – including lack of belief.

The decision maker should be mindful of the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards.

(b) The Well-being of Future Generations (Wales) Act 2015

The Well-Being of Future Generations (Wales) Act 2015 ('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

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thriving Welsh language, and is globally responsible. In discharging its duties under the Act, the Council has set and published well being objectives designed to maximise its contribution to achieving the national well being goals. The well being objectives are set out in Cardiff's Corporate Plan 2020 -23.

When exercising its functions, the Council is required to take all reasonable steps to meet its well being objectives. This means that the decision makers should consider how the proposed decision will contribute towards meeting the well being objectives and must be satisfied that all reasonable steps have been taken to meet those objectives.

The well being duty also requires the Council to act in accordance with a 'sustainable development principle'. This principle requires the Council 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 Council decision makers must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the Council 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

The decision maker must be satisfied that the proposed decision accords with the principles above; and due regard must be given to the Statutory Guidance 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

(c) The decision maker must be satisfied that the proposal is within the Policy and Budget Framework, if it is not then the matter must be referred to Council.

HR Implications

30. There are no HR implications arising from this report.

Property Implications

31. There are not immediate property implications raised within this report. However the specific options detailed and put forward for future consideration do contain actions potentially relevant to Council land and property. At such time when the options are considered in full, it will be important to review in consultation with Strategic Estates and in

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adherence with the Council's asset management processes, professional advice and agreed governance relating to land and property transactions.

RECOMMENDATIONS

Cabinet is recommend to:

1. Note the outcome to date of the North West Cardiff Corridor Transportation Study.

2. Note the next stage in progressing this study – WelTAG Stage 2.

SENIOR RESPONSIBLE OFFICER	**Andrew Gregory** **Director of Planning, Transport & Environment**
	Date submitted to Cabinet office

The following appendices are attached:

The following background papers have been taken into account

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Future Generations Assessment Evaluation
(includes Equalities and Sustainability Impact Assessments)

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** Update Members on the first MEF Corridor Study – NW Cardiff Corridor and next steps.
Proposal: NW Cardiff MEF Corridor Study Update	**Date Future Generations Evaluation form completed:** 18 February 2021

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.

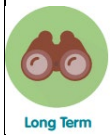
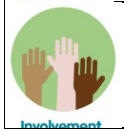
Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs	Carrying out a study of the first prioritized corridor within the Metro Enhancement Framework which focuses on and prioritises the future transport programme for South East Wales ensures transport investment is prioritised based on a set of evidence based criteria, targets set around GVA, jobs and leverage and is our key means of securing greater prosperity. Managing progress in this way contributes to a growing sense of self awareness.	Proposals to improve the prioritized programme of transport investment are set out in the report. This report seeks to address the actions needed to drive delivery.
A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	New infrastructure and enhancement of provision will open up journey alternatives for commuters, business users and leisure users. Instead of automatically undertaking a journey by car, the Metro Enhancement Framework Study 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	As physical infrastructure schemes enter delivery – more comprehensive assessments will need to be carried out in full.

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?
	within its operation and design will also allow formation of new industries to supply these services.	
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 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 (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'.	All corridor based proposals will include Active Travel options and opportunities.
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	The MEF corridor 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 and rail 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 Enhancement Framework corridor study will also identify solutions to improve connectivity to the South Wales Metro and consider its expansion, permitting 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 Enhancement Framework will consider alternatives for access into areas such as Cardiff from all areas of south east Wales	A greater contribution will be made to this by the aforementioned criteria, 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?
	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 Enhancement Framework will promote 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 Enhancement Framework study for NW Cardiff will include investment within south east Wales and it will improve the quality of the region as a whole, potentially taking traffic off the M4. 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 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. This MEF study directly affects 34 local authority areas and 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	

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?
	providing means of access to new educational, employment, healthcare and training opportunities. This MEF study will help prioritise the delivery of 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 Enhancement Framework prioritization 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 framework 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 MEF study will prioritise transport interventions that provide an increase to the network capacity, providing new and improved transport facilities, increasing capacity at interchanges across the rail network along with providing new capacity along transport corridors. In developing the study of NW Cardiff, long terms trends have been analysed. For example, the need to provide for electric powered vehicles at all sites where a programme will be investigated. For example, 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 study will also look 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.	
Working together with other partners to deliver objectives	The studyF will be considered for the future transport interventions formed through collaborative working with WG, TfW and the local authorities. The Well-being objectives of each of the parties have been considered when developing the programme.	Public consultation will take place through the WelTAG process as each proposal develops through the WelTAG stages.
 Involving those with an interest and seeking their views	The study has been formed through collaborative working between WG, TfW and the local authorities. The Well-being objectives of each of the local authorities have been considered when developing the programme.	The RTA will ensure that all partners are included whilst delivering any future 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 study is designed to prevent further environmental damage from transport through the promotion and development of a sustainable transport network and the criteria used will help achieve this. 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 study will provide an effective tool to consider connecting areas 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 and future scheme and programme delivery.
Considering impact on all wellbeing goals together and on other bodies	The study has been developed with consideration to a wide range of contextual factors. Strategic fit of any future programme has been considered along with a number of other wider issues such as carbon reduction. In terms of the study impact on wellbeing goals, a positive impact can be seen. In particular thestudy 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 study will help to prioritise a future programme 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		
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 additionality and measurements identified within the Investment and Infrastructure Framework**