



26 NOVEMBER 2020

METRO PLUS UPDATE

REPORT OF CARDIFF CAPITAL REGION DIRECTOR

AGENDA ITEM 8

Reason for Report

1. To provide members with an update on the strategic programme of the 10 'Future Mobility' Metro Plus Phase 1 projects, the Metro Plus Phase 2 Programme and the Metro Enhancement Framework (MEF) Programme.

Background

2. A report was presented to this Board on 17th September 2020 offering an update on the current Programme of 'Future Mobility' Schemes to be developed and delivered in 2020/21. At this meeting, Members noted the progress to date on the regional Programme of Future Mobility schemes.

Progress to Date

3. An overview of progress on all Metro Plus Phase 1 schemes and delivery timescales is presented in a highlight report in Appendix 1.
4. The Metro Plus Phase 2 schemes identified in my update to this meeting on 17th September are progressing through feasibility and business cases and the funding attributed to those schemes and anticipated spend to the end of the financial year can be found at Appendix 2. Peer reviews for all of the Metro Plus schemes took place throughout the month of September and further peer reviews will take place in December to enable a further Programme update and to make any adjustments once the reviews are complete. A further update will be brought back to the next meeting of this Board.
5. The four MEF schemes that currently make up the programme are also ongoing and undertaking feasibility and business casework and will be the subject of a future report once this work is completed.

6. Merthyr CBC is responsible for reporting quarterly to WG on the LTF spend. Alongside this, it is essential that a robust monitoring of the progress of schemes to enable the drawdown of city deal funds is in place. A review of how this can align has now been undertaken and processes are now in place to ensure that the two strongly align.
7. It should be noted that progress on all schemes has been slower than anticipated this financial year – mainly due to COVID-19 and the knock on impacts of lockdowns, the supply chains, internal local authority legal reporting processes through public committees and the difficulties of securing consultancy services during this difficult time. However, progress has been made on most schemes as identified within Appendices 1 & 2.

Local Member consultation (where appropriate)

8. 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 takes place.

Reason for Recommendations

9. To offer an update on progress of the regional Programme of Future Mobility schemes.

Financial Implications

10. In February 2019, Regional Cabinet gave an In-Principle approval to the Metro Plus Phase 1 – a programme of 10 projects with an anticipated value of £50 million and with a proposed funding package consisting of:
 - £15 million Welsh Government Local Transport Fund (LTF);
 - £15 million City Deal;
 - £20 million funded locally by each partnering local authority.
11. The attached report and appendices provides an update in respect to various regional projects for future mobility.
12. The risks of projects potentially being delivered beyond March 2022 will need to continue to be considered carefully as part of future reports to:
 - understand the impact on LTF grants and ensuring compliance with terms and conditions;
 - highlight the value of local authority contributions towards projects as originally anticipated in order to determine the wider financial match funding impact of City Deal investment as part of these projects; and
 - identify any projects likely to necessitate a change in scope or variation compared to the original business case approval.

Legal Implications

13. This report provides an update on the current position. There are no legal implications.

Well-being of Future Generations (Wales) Act 2015

14. In delivering the Programme 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 CCRC) 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.

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.

15. 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.

Recommendations

16. It is recommended that the CCRTA:

- (1) notes 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.

Kellie Beirne
Director, Cardiff Capital Region
26 November 2020

Appendices

Appendix 1 Metro Plus Phase 1 Schemes Highlight Report

Appendix 2 Indicative Allocations for Metro Plus Phase 1, Phase 2, MEF and CVL Enhancements

Appendix 3 Well-being of Future Generations Assessment

CCR Project Highlight Report

1. Project Details	Project Name:	Metro Plus	Reporting Period:	November 2020		
	Log Ref:		IIF Stage:			
	Senior Reporting Officer:	Kellie Beirne	Total CCR funding agreed to date:			
	Project/Programme Manager:	Clare Cameron	Total Potential Investment:			
	Portfolio Member:	CIr Huw David	Current Overall RAG Status:			
	Challenge Advisor:		Previous Overall RAG Status:			
	Project Start Date:	1/4/19	Planned Project Completion Date:			
	2. Project Description	<p><i>[Brief overview of what the project is about]</i></p> <p>A programme of activity complementing and enhancing Metro and Metro Central investments - called Metro Plus Phase 1. Metro Plus Phase 1 includes the following interventions:-</p> <p>Bus priority within Cardiff; Bus priority between Cardiff & Newport; Transport Interchanges at Porth / Barry Docks / Caerphilly / Abertillery; Park & Ride at Severn Tunnel Junction / Pontypool & New Inn / Pyle / Pentrebach</p>				
3. Summary Project Objectives/Goals	<p><i>[Refer to Business Case and include 3 key agreed project benefits. Insert links to any relevant documents; business cases/Cabinet Reports/Logic Models, etc.]</i></p>					
	Ref	Objective	Current Progress			
	1	TPO1 Deliver improved regional connectivity through lower journey times				
	2	TPO2 Deliver improved regional connections between people and employment				
	3	TPO3 Deliver improved access to key facilities and services				
	4	TPO4 Improved transport options through integration of high quality transport modes				
	5	TPO5 Provide strategic links to regionally/ nationally significant developments, both new and existing				
	6	TPO6 Reduce barriers to economic activity through affordable transport				
	7	TPO7 Reduce emissions through sustainable transport				
	8	TPO8 Minimise transport's impact on the natural and built environment				
4. Summary Project Benefits	<p><i>[Refer to Business Case and include 3 key agreed project benefits. Insert links to any relevant documents; business cases/Cabinet Reports/Logic Models, etc.]</i></p>					
	Ref	Benefit	Target	Current Outcomes	Anticipated Outcomes	Action
1	Improved access to the rail stations and bus services					

CCR Project Highlight Report

		and improved infrastructure at the interchanges and park and ride sites will encourage greater use of public transport. The schemes will provide improved accessibility to employment opportunities, education facilities and health services through the interchange of bus and rail.				
	2	The schemes will encourage car users to use public transport and therefore reduce congestion on the highway network and improve the efficiency of public transport journey times along the strategic transport corridors.				
	3	This will have a positive impact on local air quality, biodiversity,				

CCR Project Highlight Report

		heritage and noise.				
	4	The provision of EV Charging at park and ride sites will allow those without off-street parking provision to consider changing to EVs.				
	5	Landscape and townscape will also be positively impacted through the regeneration of unoccupied land for the park and rides.				
	6	Many of the schemes are currently within the top 25% and 50% most deprived areas in Wales (WIMD 2014), and between 35-45% of households in these areas have access to a vehicle (2011 Census). Therefore, by improving accessibility to public transport, residents of				

CCR Project Highlight Report

		these areas and beyond will benefit from its connectivity to services.				
	7	The park and ride sites will complement the anticipated frequency enhancements to the core valley lines that are being delivered as part of the Metro.				
	8	By providing park and ride on strategic locations, it will aid in unlocking other brownfield sites for housing, commercial and mixed-use development.				
	9	The schemes will reduce the level of traffic on the strategic highway network, which will have a positive impact on public transport journey time and reliability, as well as reducing the potential for accidents.				

CCR Project Highlight Report

	10	The bus corridor improvements will allow for easier, faster and more efficient movement of buses into Cardiff and around the City Centre and will enable regional routes to operate more effectively.				
<p>5. Project Period Executive Summary</p>	<p>[Overall summary of progress made against plan in this reporting period.]</p> <p>Merthyr - Welsh Government due diligence on the land acquisition continues and is complicated by the need to accommodate continued occupation of part of the building by the present owner.</p> <p>Torfaen -</p> <ul style="list-style-type: none"> • Tender Issued Sept 2020 4 week tender – construction industry requested 2 week extension which was granted so now due Nov 12th • Commence site February 2020 – earth works / ecology – big cost items to be delivered early <p>Blaenau-Gwent - Being progressed by TfW in partnership with BG. The land acquisition is progressing this financial year and positive movement in past quarter. Acquisition costs approx. £250k. Sept Update:- Land purchase being progressed. And opportunity to progress Outline Business Case for the new station.</p> <p>Vale of Glamorgan – WelTAG 2/3 ongoing and being carried out by Amey Consulting. Due to be completed by 31/3/21. A series of options have been prepared for consideration to take to Full Business Case for the bus station element. Housing site and park & ride to be considered separately following an assessment of COVID implications on additional park and ride. Sept Update:- WelTAG 2/3 ongoing with intention of being ready to tender early in new financial year.</p> <p>Caerphilly - Progress feasibility options and produce a WelTAG Stage 1 report. Mott MacDonald (via TfW) have been commissioned to scope out the RIBA requirements for the design of the new iconic building and consider preliminary options. An architectural competition is being proposed as part of the WelTAG & RIBA Stage 2/3.</p>					

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	<p>Newport - WeITAG 1 complete and under review. Funding to deliver WeITAG 2. Awaiting SEWTC report due 26 November 2020.</p> <p>Bridgend - Pyle P&R - This scheme will expand the existing park and ride car park to accommodate increasing demand. It will also serve as the origin and destination point between Porthcawl and Pyle park and ride. Porthcawl Terminus is an essential transportation component of the Porthcawl Regeneration Strategy - The provision of a bus hub will deliver the Metro aspiration. Currently, what serves as a bus station in Porthcawl is a series of bus stops that neither serve the purpose of a bus station nor give the impression of a bus station. A purpose built bus terminus will improve the image of public transport in Porthcawl thereby encouraging wider use of buses.</p> <p>RCT - The Phase 2 P&R scheme was completed to time and budget and is now open to the public and being well used. Design of Phase 3 is underway with construction scheduled for 2021/22. The Interchange building design is progressing with RIBA Stage 2 complete. The acquisition of Barclays and the doctors' surgery are complete and the council's day centre and Barclays have been demolished and cleared. The surgery is part demolished awaiting removal of gas services (gas staff furloughed). This will be completed in 20/21, together with RIBA Stage 3 design and WeITAG work Nov update:- RIBA Stage 3 design complete and full RIBA Stage 4 design commissioned. Regular meetings being held with TfW to Co-Design and inform capital and revenue costs and implications together with future funding arrangements. Detailed liaison ongoing with BT regarding access.</p> <p>Cardiff – Work ongoing on City Centre East Surveys/ modelling; Design; Land Purchase; Accommodation Works; Construction. Stage 1 of the wider scheme is on site but this fund is slightly delayed due to COVID 19. Cardiff Council has presented the scheme to Members in an informal Briefing session and next stage is for Cardiff Council to carry out public consultation on the scheme. It is envisaged that works will commence on site in the new financial year.</p> <p>Monmouthshire – Car Park extension Construction of new 150-space car park to the south of the existing station. Will also include extension of the existing station footbridge to the new car park extension, improved AT access, parking restrictions across Rogiet. Potential to restore Country Park car park, including new parking restrictions to prevent commuters parking their vehicles at the Country Park car park and prevent its use by visitors. Improved station facilities Development of plans for additional cycle storage, possible ticket office, waiting room, café, solar panels, bus interchange. Sept update: Negotiations with TfW Rail Services ongoing. Anticipated that car park construction could commence in the new calendar year.</p>								
<p>6. Matters arising for Executive Attention</p>	<p><i>[List here key matters that should be escalated to senior stakeholders for their attention and possible intervention]</i></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">Ref</th> <th style="width: 40%;">Area of Concern</th> <th style="width: 40%;">Proposed Action</th> <th style="width: 10%;">Responsibility</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td>Risk re Torfaen scheme re affordability</td> <td>Await costs from tender return and discuss with LA</td> <td>KB/CC/Torfaen Council</td> </tr> </tbody> </table>	Ref	Area of Concern	Proposed Action	Responsibility	1	Risk re Torfaen scheme re affordability	Await costs from tender return and discuss with LA	KB/CC/Torfaen Council
Ref	Area of Concern	Proposed Action	Responsibility						
1	Risk re Torfaen scheme re affordability	Await costs from tender return and discuss with LA	KB/CC/Torfaen Council						

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	2	Risk re Monmouthshire resources to progress scheme in a timely manner	Meeting scheduled 20/10/20 for update before making recommendation to raise issue with Monmouthshire Director	KB/CC/Monmouthshire CC
	3			
7. Key Activities and Deliverables from this period	<p>(1) Tender issued for Pontypool & New Inn scheme deliver.</p> <p>(2) Porth - RIBA 3 complete. RIBA 4 Commissioned.</p> <p>(3) STJ - Technical notes shared with NR and NR agreed to extend BAPA for north car park access works rather than start new BAPA.</p> <p>(4) Caerphilly officers working with TfW and the Urbanists to find a way of taking forward iconic building architecture. Note the WeITAG & RIBA Stage 1 commission has begun.</p> <p>(5) Bridgend Council has acquired the site for the bus provision at Porthcawl. WeITAG 2 is progressing for Pyle P&R.</p> <p>(6) Barry Docks – WeITAG 2/3 ongoing. Update meeting with consultants on 23/10/20.</p> <p>(7) Abertillery – Approval for land purchase. Awaiting result of WG bid to UK Gov for £50m restoring railways fund – due Oct 20.</p> <p>(8) Newport – WeITAG 1 report received.</p> <p>(9) Cardiff – Wood Street on site (funded by other grant). Once significantly progressed, Metro Plus scheme will follow.</p> <p>(10) Merthyr – Due diligence ongoing.</p>			
8. Key Activities and Deliverables planned for next period	<p>[List what needs to happen in the next reporting period to keep the project on track and delivering in line with schedule.]</p> <p>(1) Award Tender for Pontypool & New P&R and resolve budget issue.</p> <p>(2) Continue full RIBA 4 design for Porth.</p> <p>(3) Update from Monmouthshire Council due 20/10/20.</p> <p>(4) Caerphilly - Identify architect to progress building design. Commission WeITAG & RIBA Stage 2 before the end of the financial year</p> <p>(5) Bridgend – Progress WeITAG 2/3 for both Pyle and Porthcawl.</p> <p>(6) Barry Docks – Continue WeITAG 2/3.</p> <p>(7) Abertillery – Decision once restoring railways fund result known.</p> <p>(8) Newport – review WeITAG 1 and propose next steps.</p> <p>(9) Cardiff – works progressing over larger programme.</p> <p>(10)Merthyr – due diligence ongoing.</p>			

9. Key Risks						
Risk Description		Potential Impact		Risk Rating	Risk Owner	Proposed Mitigation
(1)	Pontypool & New Inn affordability of scheme	(1)	Scheme not delivered. Scheme original spend estimate 3.450m for 20/21.		KB/CC/Torfaen Council	Torfaen Council underwrite risk. Budget reduced to 500k for 20/21.
(2)	Porth potential capital and revenue budget pressures	(2)	Scheme scaled back		RCT/TfW	RCT / TfW working to resolve potential capital and revenue pressures.
(3)	STJ slow on progress – significant risk to spending funding this financial year	(3)	Scheme timescale setback by up to 9 months. Scheme budget original estimate 1.210m for 20/21		Monmouthshire CC	Monmouthshire CC to update on resource issue solution. Budget reduced to 300k for this financial year.

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(4) Caerphilly will not be delivered within the 3 year timescale	(4) Scheme not delivered		Caerphilly CBC	Request extension of timescale to RTA
(5) Cardiff Bus Priority scheme behind due to COVID	(5) Scheme original spend estimate 1.25m for 20/21		Cardiff Council	Budget reduced to 750K for this financial year
Insert link to Project Risk Register				

10. Key Issues and Actions

Issue Description	Agreed Actions	Owner	Target Completion Date
(1) Pontypool & New Inn scheme behind schedule due to COVID and reporting / planning process mechanisms during lockdown	(1) Resolved but scheme timescale 3 months behind schedule	Torfaen Council	Complete but accepted that scheme is behind schedule and will run further into 2021/22
(2) Porth – slight delay in timescale due to COVID and furlough	(2) Resolved but scheme timescale slightly behind. However, it is anticipated that this time will be made up and within overall timescale	RCT	Complete but accepted that scheme is behind schedule and will run further into 2021/22
(3) STJ – significant delay due to COVID and lack of resource. Some issues with TfW rail services progress	(3) Update expected 20/10/20	Monmouthshire CC	Update due 20/10/20
Insert link to Project Issues Log:			

11. Revenue Expenditure

Total Revenue Project Budget Approval (£)	Previous Year(s) Expenditure (£)	Current Year Spend to Date (£)	Total Anticipated Spend to the 31 st March (£)	Anticipated Future Years expenditure (£)	Anticipated Total Project Over/Under Spend (£)
Porth				£180k to manage station building. £95k to be funded by TfW and RCT to consider funding the difference	
Commentary					

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12. Capital Expenditure					
Total Capital Project Budget Approval (£)	Previous Year(s) Expenditure (£)	Current Year Spend to Date (£)	Total Anticipated Spend to the 31 st March (£)	Anticipated Future Years expenditure (£)	Anticipated Total Project Over/Under Spend (£)
3m	P&NI 350K	150-200K	500k	2.15m	3.8m
3m	Porth 800k	150k	950k	1.25m	3m
3m	STJ 340K	70K	300K	2.36m	3m
3m	Caerphilly 200k (on Llanbradach P&R	100K	250K	2.55m	3m (unknown at this stage)
3m	Pyle & Porthcawl 100k	120k	285k	2.615m	3m
3m	Barry Docks 90k	100k	250k	2.66m	3m
3m	Abertillery 0k	0k	500k	2.5m	3m
3m	Newport Bus Priority 30k	0k	50k	2.92m	3m
3m	Cardiff Bus Priority 510k	100k	750k	1.74m	3m
3m	Merthyr Pentrebach 0k	0k	100k	2.9m	3m
Commentary		P&NI estimated over budget allocation – need to resolve difference once tender returned			

LTF / City Deal proposed funding allocations for Metro Plus Phase 1, 2, MEF and CVL Developments

Scheme	Metro 1	Metro 2	Other	2019/20 (all LTF £000k)	2020/21 Request	2020/21 LTF (£000k)	2020/21 City Deal (£000k)	Balance (£000k)
Abertillery Interchange	X			-	500	500		
Brynmawr Interchange		X		-	50	50		
Pyle & Porthcawl	X			100	285		285	
Pencoed Level Crossing		X		-	130	130		
Brackla Station		X		-	100	100		
Caerphilly Interchange	X			200	250		250	
Ystrad Mynach P&R		X		-	175	175		
Cardiff City Centre East	X			510	750	750		
Cardiff Bus Priority		X		-	100	100		
Pentrebach Station	X			0	100	100		
Merthyr Tydfil Interchange		X		-	150	150		
Severn Tunnel Junction P&R	X			340	300	300		
Abergavenny Interchange		X		-	50	50		
Porth Hub	X			800	950		950	
Aberdare to Hirwaun		X		56	100	100		
Nantgarw / Upper Boat P&R			X	40	50	50		
Newport to Cardiff	X			30	50	50		
Barry Docks Interchange	X			90	250	250		
Cogan Station		X		-	270	270		
Pontypool & New Inn P&R	X			350	500	500		
Cwmbran Interchange		X		-	250	250		
North West Cardiff MEF			X	140	565	565		
Cardiff - VOG MEF			X	-	170	170		
Cardiff-Maesteg-Bridgend-Porthcawl MEF			X	-	170	170		
Newport to Chepstow MEF			X	-	170	170		
RTA Management					50	50		
Total					6485	5000	1485	

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

<p>Name of the Officer completing the evaluation:</p> <p>Clare Cameron</p> <p>Phone no: 07976 708539 E-mail: clare.cameron@cardiff.gov.uk</p>	<p>Please give a brief description of the aims of the proposal</p> <p>To provide members with an update on Local Transport Fund from Welsh Government to fund Metro Plus and Metro Enhancement Framework Projects</p>
<p>Proposal: Metro Plus Update</p>	<p>Date Future Generations Evaluation form completed: 26 November 2020</p>

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

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p>A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>The Metro Plus RTA Programme will have a slight to large positive impact on the strategic objectives contained within the Prosperity and Opportunity theme.</p> <p>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.</p> <p>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.</p>	<p>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.</p>

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>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.</p> <p>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.</p> <p>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.</p>	

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>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.</p> <p>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.</p>	
<p>A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	<p>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.</p> <p>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</p>	<p>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.</p> <p>All schemes will consider any likely changes in need due to COVID 19.</p>

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>this provision for the region as a whole, which will help combat climate change.</p>	
<p>A healthier Wales People’s physical and mental wellbeing is maximized and health impacts are understood</p>	<p>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.</p> <p>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’.</p> <p>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.</p>	
<p>A Wales of cohesive communities Communities are attractive, viable, safe and well connected</p>	<p>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.</p> <p>All of the combined improvements in interchanges, Park and Ride and bus priority will assist in creating a seamless network allowing ease of transfer</p>	<p>A greater contribution will be made to this by the aforementioned data capability, sectoral analysis and place assessments.</p>

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>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.</p> <p>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.</p>	
<p>A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing</p>	<p>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.</p> <p>The Metro Plus Programmes will sustain new connections, share good practice and secure propositions and deals that support economic growth.</p>	<p>Develop the legacy impact of the event, sustaining new connections, sharing great practice and potentially securing propositions and deals that support economic growth.</p>

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>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.</p>	
<p>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</p>	<p>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.</p>	
<p>A more equal Wales People can fulfil their potential no matter what their background or circumstances</p>	<p>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</p>	

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>new educational, employment, healthcare and training opportunities.</p> <p>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.</p> <p>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.</p>	

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

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Balancing short term need with long term and planning for the future</p>	<p>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.</p> <p>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'.</p> <p>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</p>	
	<p>Ebbw Valley Railway line.</p> <p>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.</p>	

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Working together with other partners to deliver objectives</p> <p><small>Collaboration</small></p>	<p>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.</p> <p>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.</p>	<p>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.</p>
 <p>Involving those with an interest and seeking their views</p> <p><small>Involvement</small></p>	<p>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.</p> <p>Cenex were commissioned to consider EV Charging to be included within the Programme and to assess likely demand up to 2030.</p>	<p>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.</p> <p>The RTA will ensure that all partners are included whilst delivering the Programme.</p>

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Putting resources into preventing problems occurring or getting worse</p> <p>Prevention</p>	<p>The Metro Plus Programme is designed to prevent further environmental damage from transport through the promotion and development of a sustainable transport network.</p> <p>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.</p>	<p>This will be an increasing focus of scheme and programme delivery.</p>
 <p>Considering impact on all wellbeing goals together and on other bodies</p> <p>Integration</p>	<p>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.</p> <p>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.</p>	

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

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	The 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
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