



**17 SEPTEMBER 2020**

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## **METRO PLUS UPDATE**

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

#### **AGENDA ITEM 5**

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##### **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 4<sup>th</sup> June 2020 offering an update on the current Programme of 'Future Mobility' Schemes to be developed and delivered in 2020/21. The report included information on the award of funding from Welsh Government (WG) from its LTF fund for the 2020/21 financial year, as well as the City Deal Investment required for the year from the £15m allocated budget for Metro Plus Phase 1 schemes. At this meeting, Members noted the award of funding from WG and the required allocation from the City Deal Investment Fund required to progress delivery of the Programme in 20/21.

##### **Progress to Date**

3. An overview of progress on all Metro Plus Phase 1 schemes and delivery timescales is presented in a summary spreadsheet in Appendix A.
4. The Metro Plus Phase 2 schemes identified in my update to this meeting on 4<sup>th</sup> June are progressing through feasibility and business cases and the funding attributed to those schemes up to end September and anticipated spend to the end of the financial year can be found at Appendix B. Peer reviews for all of the Metro Plus schemes are taking place throughout the month of September with a view to updating the Programme and making 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 case work 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.

### **Local Member consultation (where appropriate)**

7. 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**

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

### **Financial Implications**

9. 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

The attached report and appendices provides an update in respect to various regional projects for future mobility.

10. The progress report forecasts indicate that most of the LTF grant and City Deal allocation will be drawn down and schemes completed by March 2022, three years after the initial in Principal approval. The risks of projects potentially being delivered beyond that point will need to be considered carefully a part of the peer review being undertaken during September and also to understand the:
  - Impact on LTF grants and ensuring compliance with terms and conditions;
  - To 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
  - To identify any projects likely to necessitate a change in scope or variation compared to the original business case approval.

## Legal Implications

11. This report provides and update on the current position. There are no legal implications.

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

12. 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 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.

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.

13. 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 C.

### **Recommendations**

14. 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 A and B.

**Kellie Beirne**  
**Director, Cardiff Capital Region**  
**17 September 2020**

### **Appendices**

- Appendix A Overview of all Metro Plus Phase 1 Schemes
- Appendix B Indicative Allocations for Metro Plus Phase 1, Phase 2, MEF and CVL enhancements
- Appendix C Well-being of Future Generations Assessment

Local Authority	Site Reference	Scheme Summary	Indicative RAG rating of project as a whole	2019/20			2020/21			2021/22			2022/23			Total			Start of Construction	Overall project build completion date	Update 24/1/20	Update 29/5/20	Update 3/9/20
				CCRCD (£)	LTF (£)	Total (£)	CCRCD (£)	LTF (£)	Total (£)	CCRCD (£)	LTF (£)	Total (£)	CCRCD (£)	LTF (£)	Total (£)	CCRCD (£)	LTF (£)	Total (£)					
Merthyr Tydfil	Pentrebach P&R	P&R embedded in the centre of regeneration area; mixed use housing & business development		0	0	0	100,000	0	100,000	1,400,000	1,500,000	2,900,000	0	0	0	1,500,000	1,500,000	3,000,000	Apr-21	Dec-22	An optimisation exercise has been carried out by TFW and it has been decided that due to Hoover only willing to sell 2/3 of the site, the station will not be moved. It has also been decided not to double the line and no passive provision is required, therefore, a potential issue with a retaining wall is no longer a problem. This makes the scheme a straight forward park & ride scheme at the southern end of the station, off the roundabout, that will enhance the provision of doubling the frequency from 2tph to 4tph by 2022 as per franchise. WG is currently acquiring the land, and is going through the process of due diligence. The funding allocated from LTF this year will be spent on the acquisition and due diligence work. The park & ride needs to be in place by end 2022 in time for the additional frequency. Therefore, it is expected that WeITAG 3 work will be carried out in the next financial year, with delivery the following financial year. <b>Moved to amber as scheme identified and until land acquisition progressing.</b>	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. Acquisition should be concluded in 20/21 and WeITAG work progressed.	No change - due diligence ongoing
Torfaen	Pontypool and New Inn	Park and ride		0	350,000	350,000	1,500,000	1,150,000	2,650,000	0	0	0	0	0	0	1,500,000	1,500,000	3,000,000	Mar-20	Jul-21	Drawings complete / Environmental Management Plan complete / Planning App submitted. Qtr 4 complete tenders docs / submit SABs app/ complete design of access road to A4042. Risks - delay in construction due to delay in SABs approval / additional GI works and therefore increase in fees spend. <b>Moved to Green.</b>	<p>Quarter 1: April – June</p> <ul style="list-style-type: none"> <li>Planning received 25.05.20 (Delayed due to Planning Committee not being held due to pandemic)</li> <li>SaBs issued 29.05.20 (7 week determination period)</li> <li>F003 submitted to Network Rail for approval.</li> <li>Tender Documentation completed.</li> </ul> <p>Quarter 2: July – September</p> <ul style="list-style-type: none"> <li>Finalise tender documentation (update specification etc.)</li> <li>Tender Issue July 2020</li> <li>Tender Return August 2020</li> <li>Commence site September 2020</li> </ul> <p>Quarter 3: October – December</p> <ul style="list-style-type: none"> <li>Site Establishment</li> <li>Earthworks, ducting and drainage</li> <li>Preparation of overbridge/lift shaft/Platform minor improvements</li> </ul> <p>Quarter 4: January – March</p> <ul style="list-style-type: none"> <li>Installation of Overbridge and Lift Shaft</li> <li>Final elements including street lighting, CCTV, kerbing and surfacing.</li> </ul>	Tender early September. Await results of tender to consider financial implications and address any shortage in funding prior to award of contract.
Blaenau Gwent	Abertillery Transport Interchange	Abertillery Transport Interchange to accommodate New rail link from Abertillery to Ebbw Valley Line		0	0	0	500,000	0	500,000	1,000,000	1,500,000	2,500,000	0	0	0	1,500,000	1,500,000	3,000,000	TBC	TBC	Motts have carried out an OBC study on behalf of WG and have a preferred option. The Capital Expenditure is identified within the OBC and will inform the LTF/CD for next financial year. Tech Valleys are interested in being a partner in the delivery to increase service provision and therefore there is more potential for additional investment. WG currently investigating purchasing the land. It is anticipated that the allocated LTF this year will contribute to this work. <b>Moved to amber as scheme identified and land acquisition progressing.</b>	<ul style="list-style-type: none"> <li>LTF Metro Phase 1 – Being progressed by TFW in partnership with BG. The land acquisition is progressing this financial year, however there are delays given the current Covid-19 situation. It is anticipated that the acquisition costs will be lower than originally estimated, but this will be reviewed during the summer.</li> </ul>	BG seeking approval from Full Council to negotiate purchase of land.
Vale of Glamorgan	Barry Docks Bus Interchange	New bus station with additional park and ride and sustainable transport infrastructure		0	85,000	85,000	250,000	0	250,000	1,250,000	1,415,000	2,665,000	0	0	0	1,500,000	1,500,000	3,000,000	Apr-21	Mar-22	Delegated powers approved to underwrite cost of WeITAG 3 to enable VoG to let contract up to £390k. £85k LTF to be delivered 2019/20 and work to be completed Winter 20/21. Contract awarded to Amey Rail Services. Delivery of scheme 2021/22. <b>Moved to Green.</b>	WeITAG 3 ongoing and being carried out by Amey Consult	WeITAG 2/3 ongoing with intention of being ready to tender early in new financial year.
Caerphilly	Caerphilly Bus Interchange	New rail/bus interchange		0	200,000	200,000	250,000	0	250,000	1,250,000	1,300,000	2,550,000	0	0	0	1,500,000	1,500,000	3,000,000	April 2020 start Design phase	2023 (But transport element might be longer)	The Urban Study is complete along with WeITAG 1. Consultation has also been carried out with stakeholders (although CCR not included and Caerphilly Council advised that CCR needs to be included as a funder and stakeholder). All reports received. Plan for next steps for the transport elements to progress and 'substantial drawdown' anticipated in 2020/21. Await works programme for 2020/21. <b>Moved to Green.</b>	Progress feasibility options and produce a WeITAG Stage 1 report. Estimated cost £200-300k.	Progress WeITAG 1: the WeITAG & RIBA Stage 1 study has been commissioned (approx. a £150k commitment). The intention is to progress the WeITAG & RIBA Stage 2 commission before the end of 2020/21.
Newport	Priority bus route (PBR)	Bus priority corridor (linked to 600 space P&R @ Royal Gwent likely to be developed by NCC or ABLHB)		0	30,000	30,000	50,000	0	50,000	1,450,000	1,470,000	2,920,000	0	0	0	1,500,000	1,500,000	3,000,000	Apr-21	Mar-22	Newport to let WeITAG 1 contract imminently. Spend 2020/21 £75k <b>Green.</b>	WeITAG 1 complete and under review. Funding to deliver	No change. Awaiting review of WeITAG 1 alongside M4 report due in Autumn which will have a knock on effect on this scheme.
Bridgend	Pyle Park and Ride and bus terminal / station at Porthcawl	P&R scheme to include bus terminal / station at Porthcawl		0	100,000	100,000	285,000	0	285,000	1,215,000	1,400,000	2,615,000	0	0	0	1,500,000	1,500,000	3,000,000	Apr-21	Mar-22	Bridgend carrying out WeITAG 2 whilst also looking at feasibility of moving the station (one of the options identified in WeITAG 1). They sold the project by linking it to the redevelopment in Porthcawl, and are also considering a bus station provision in Porthcawl to accommodate a multi modal p&r. This would be a better strategic offer than just upgrading the p&r at Pyle. Likely that funding from LTF will deliver p&r site at Pyle and no CCR funding required. Recommended Porthcawl become Phase 2 project and more consideration be given to move Pyle Station longer term to link to large scale development (2000 houses plus), currently being considered as part of update in LDP. To be decided in next 6 months. New development dependent on transport interventions. <b>Remains Green.</b>	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 use the proposed. Porthcawl Terminus which is an essential transportation component of the Porthcawl Regeneration Strategy. This strategy will become Supplementary Planning Guidance of the Bridgend Local Development Plan. Porthcawl Terminus - The original South Wales Metro proposals identified Porthcawl as part of the network. The provision therefore 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 would improve the image of public transport in Porthcawl thereby encouraging wider use of buses. The proposed regeneration of Porthcawl with the expansion of its bus bid will fund a bus bay that will act both as a bus terminus and also act as a bus based origin-and-destination point linking Pyle railway station and Porthcawl. Bridgend County Borough Council is planning for a facility that can accommodate 6 buses.	WeITAG 2 being progressed.
Rhondda Cynon Taf	Porth Interchange	Transport Hub, which will house a seven bay bus interchange, taxi rank and cycle racks, and have direct, adjacent, access to the station platforms and additional Park and Ride.		0	800,000	800,000	950,000	0	950,000	550,000	700,000	1,250,000	0	0	0	1,500,000	1,500,000	3,000,000	Jan-20	Dec-21	P & R scheme on site being delivered. Completion of this element expected by 31st March 2020. Other elements of scheme ongoing and delivery to begin 2020/21. <b>Remains Green.</b>	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	Full design being progressed. Interface with rail being progressed.

Local Authority	Site Reference	Scheme Summary	Indicative RAG rating of project as a whole	2019/20			2020/21			2021/22			2022/23			Total			Start of Construction	Overall project build completion date	Update 24/1/20	Update 29/5/20	Update 3/9/20	
				CCRCD (£)	LTF (£)	Total (£)	CCRCD (£)	LTF (£)	Total (£)	CCRCD (£)	LTF (£)	Total (£)	CCRCD (£)	LTF (£)	Total (£)	CCRCD (£)	LTF (£)	Total (£)						
Cardiff	East Cardiff Bus Priority & Cycle Super Highway	City Centre East project incorporating a series of sustainable and active travel packages that will enable improved bus connections in Cardiff City Centre, improved active travel infrastructure and pedestrian safety improvements.		0	510,000	510,000	1,250,000	0	1,250,000	250,000	990,000	1,240,000	0	0	0	1,500,000	1,500,000	3,000,000	Summer 2020	Dec-21	Additional spend to 31/3/20 £181k, £85k of this agreed through RTA from CCR IF subject to full spend of LTF first. Autumn / Winter anticipated start delivery. <b>Remains Green.</b>	City Centre East (City Deal) 2020/21 Surveys/ modelling 50 Design 143 Land Purchase Accommodation Works 43 Construction 1,250 Project Management 80 Monitoring and Evaluation Promotion GROSS TOTAL 1,566 Match funding amount 316 Match funding percentage contribution 20% (insert name of organisation) AQ NET TOTAL 1,250  This scheme is due to be on site in September 2020 subject to any further delays that occur from COVID 19.	Stage 1 of programme commenced in Wood Street. Part of a wider programme. This element to be delivered commencing Autumn.	
Monmouthshire	STJ P&R	150-200 P&R spaces to the South of the station. The existing North Side station car park will then be reconfigured to provide more than 40 additional bike and ride spaces along with safer walking and cycling access and a revamped bus-rail interchange, EV charging spaces and new over bridge. Collating all parking on 4 sites within the area to bring under one management.		0	340,000	340,000	50,000	1,160,000	1,210,000	1,450,000	0	1,450,000	0	0	0	1,500,000	1,500,000	3,000,000	Spring 2020	Dec-21	Monmouthshire County Council have been in Negotiations with TFW corporate to come up with a solution to Procure Amey consulting. These have now been completed and they are in the process of signing the contracts, hopefully within the next two weeks. (15/1/20 email update). This will allow the project team to be fully compliant with the requirements of Network rail and have a team in place that can directly converse with and seek advice from the correct departments. This will be pertinent to the pedestrian bridge and the infrastructure needed for the electrical charging and the digital components.  We will be in a position to let the construction phase early in the summer subject to the necessary ecology surveys being undertaken. They have in the meantime commissioned Capita Consulting to consider the B4245 pedestrian/cycle way to revisit the existing study and bring it up to Current active Travel Standards. <b>Committed to date £337,946.62. Moved to Green.</b>	Item Expected work 2020/21 Estimated costs 2020/21 Car Park extension Construction of new 150-space car park to the south of the existing station £660k Footbridge Extension Development of extension of the existing station footbridge to the new car park extension, agreeing extension with Network Rail £150k Improved AT access from Rogiet New footpath across existing station car park and along Station Approach, upgrade Station Approach / Station Road junction, new / improved footpath along Station Road to B4245 junction £375k Improved AT access from Caldicot Development of plans to upgrade existing mudpath between station entrance and Caldicot £15k Improved AT access from Magor Development of new combined foot/cyclepath along B4245 between Rogiet and Undy. (This section of road currently has no separate path.) £15k Parking restrictions across Rogiet Additional parking their vehicle in the street of Rogiet £10k Restore Country Park car park Including new parking restrictions to prevent commuters parking their vehicle Country Park car park and prevent its use by visitors £10k Improved station facilities Development of plans for additional cycle storage, possible ticket office, waiting room, café, solar panels, bus interchange £10k	Negotiations with TFW Rail Services ongoing. Anticipated that car park construction will commence in January.	
Total				0	2,415,000	2,415,000	5,185,000	2,310,000	7,495,000	9,815,000	10,275,000	20,090,000	0	0	0	15,000,000	15,000,000	30,000,000						

Feasibility Studies allocation for future Metro+ phases (£67.5k Unofficially ringfenced for NW Cardiff).

Total

2,415,000

% of original £3.5M Claim

69.00%

## 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)	Funding to Sept
Abertillery Interchange	X			-	500		500		200
Brynmawr Interchange		X		-	50	50			50
Pyle & Porthcawl	X			100	285		285		120
Pencoed Level Crossing		X		-	130	130			80
Brackla Station		X		-	100	100			20
Caerphilly Interchange	X			200 Note this was spent of Llanbradach P&R SI works	250		250		100 Note the WeTAG & RIBA Stage 1 commission has begun. A commitment of approx. £150k. I also intend to commission WeTAG & RIBA Stage 2 before the end of the financial year
Ystrad Mynach P&R		X		-	175	175			50
Cardiff City Centre East	X			510	1250		1250		405
Cardiff Bus Priority		X		-	100	100			30

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)	Funding to Sept
Pentrebach Station	X			150	100		100		100
Merthyr Tydfil Interchange		X		-	150	150			150
Severn Tunnel Junction P&R	X			340	1210	1160	50		250
Abergavenny Interchange		X		-	50	50			20
Porth Hub	X			800	950		950		350
Aberdare to Hirwaun		X		56	100	100			100
Nantgarw / Upper Boat P&R			X	40	50	50			50
Newport to Cardiff	X			30	50		50		50
Barry Docks Interchange	X			90	250		250		250
Cogan Station		X		-	420	420			420
Pontypool & New Inn P&R	X			350	3450	1150	1500	800 to be found subject to tender process	1100
Cwmbran Interchange		X		-	250	250			30
North West Cardiff MEF			X	140	565	565			565
Cardiff â€ˆ VOG MEF			X	-	170	170			

Item 5 Appendix B LTF CD funding allocations 2020-21

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)	Funding to Sept
Cardiff- Maesteg- Bridgend- Porthcawl MEF			X	-	170	170			
Newport to Chepstow MEF			X	-	170	170			
RTA Management					40	40			
					10,985	5,000	5185		

# Future Generations Assessment Evaluation

## (includes Equalities and Sustainability Impact Assessments)

Item 5 Appendix C LTF Metro Plus Phases 1, 2, & MEF WBF

<p><b>Name of the Officer completing the evaluation:</b></p> <p>Clare Cameron</p> <p><b>Phone no:</b> 07976 708539 <b>E-mail:</b> clare.cameron@cardiff.gov.uk</p>	<p><b>Please give a brief description of the aims of the proposal</b></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><b>Proposal: Metro Plus Update</b></p>	<p><b>Date Future Generations Evaluation form completed: 11 September 2020</b></p>

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

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p><b>A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>The 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>Both the Metro Plus RTA Programmes and MEF will improve connectivity to the South Wales Metro,</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>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 Wales is higher than for Wales as a whole (5.6 compared to 4.7 for wales as a whole).</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>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.</p> <p>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. Currently most travel-to-work trips into Cardiff are made by car (58%), while the proportion of</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>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><b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	<p>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 this provision for the region as a whole, which will help combat climate change.</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>

<b>Well Being Goal</b>	<b>Does the proposal contribute to this goal? Describe the positive and negative impacts.</b>	<b>What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?</b>
<p><b>A healthier Wales</b> 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><b>A Wales of cohesive communities</b> 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 between modes. This will facilitate ease of access for communities across south east Wales, for those</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>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><b>A globally responsible Wales</b> 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><b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation</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><b>A more equal Wales</b> 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 new educational, employment, healthcare and training opportunities.</p>	

<b>Well Being Goal</b>	<b>Does the proposal contribute to this goal? Describe the positive and negative impacts.</b>	<b>What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?</b>
	<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 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>Collaboration</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 WeITAG process as each scheme develops through the WeITAG 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>Involvement</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?**

- |   |
|---|
| <ul style="list-style-type: none"> <li>• Evidence and input contributed by theme leads</li> <li>• Outcomes of assessments such as audit reports</li> <li>• Delivery against targets set out in individual business cases/ approved project documentation</li> </ul> |
|---|

**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?**

<p><i>The areas requiring attention and focus are set out and follow-up actions will be assessed and monitored ongoing through the quarterly reporting mechanism. .</i></p>
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**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.**

<p><b>The impacts of this project will be evaluated on:</b></p>	<p><b>Delivery of schemes</b></p>
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