



18 FEBRUARY 2021

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

REPORT OF CARDIFF CAPITAL REGION DIRECTOR

AGENDA ITEM 8

Reason for Report

1. The purpose of this report is to receive an update on the transportation study work that will identify the short-term and long-term public transport options that offer the best business cases in order to improve access along the North West Cardiff Corridor.
2. This report asks Members to note the outcome of the current stage of the study work and the proposed way forward to progress the short-term and long-term business cases.

Background

3. On 28th November 2019, RTA Members endorsed MEF that was prepared to enable WG, TfW and the CCRTA to start developing the pipeline of future transport projects that can be delivered to further complement the existing commitments being delivered as part of the Metro and Metro Plus programme.
4. The MEF was devised by WG collaboratively with TfW & Cardiff Capital Region Transport Authority (CCRTA) through a working group to help identify areas & 'transport corridors' where transport solutions could address the WFGA goals.
5. The MEF was prepared as a way of prioritising transport corridors following the existing commitments and to prioritise WG transport grant funding that will be directed towards these priorities in the future.

Update

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

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

7. It is now proposed that a coherent transport investment program for the proposals will be prepared in partnership with CCRTA.
8. The WeITAG process for this corridor has identified and considered potential solutions that include all modes of transport across the Metro network.
9. Identical reports have been submitted to both Cardiff Council and RCTCBC to update local Members on progress of the WeITAG Study with recommendations as identified within the report (as attached at appendix 1).

Reason for Recommendations

10. To provide Members with an update on the work done to date.
11. To request that Members endorse the work carried out to date and also to note the recommended way forward for this corridor.

Financial Implications

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

Legal Implications

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

Well-being of Future Generations (Wales) Act 2015

14. In developing the Plan and in considering its endorsement regard should be had, amongst other matters, to:
 - a) the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards;
 - b) public sector duties under the Equalities Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties Councils must in making decisions have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are: a. age; b. gender reassignment; c. sex; d. race – including ethnic or national origin, colour or nationality; e. disability; f.

pregnancy and maternity; g. marriage and civil partnership; h. sexual orientation; i. religion or belief – including lack of belief, and;

c) the Well-being of Future Generations (Wales) Act 2015. The Well-being of Future Generations (Wales) Act 2015 ('the Act') is about improving the social, economic, environmental and cultural well-being of Wales. The Act places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language and is globally responsible. In discharging their respective duties under the Act, each public body listed in the Act (which includes the Councils comprising the 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.

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

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

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

Equality Act 2010

17. In considering this matter, regard should be had, amongst other matters, to the Councils' duties under the Equality Act 2010. Pursuant to these legal duties the CCRTA must in making decisions have due regard to the need to (1) eliminate unlawful discrimination (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are:

- age;
- gender reassignment;
- sex;

- race – including ethnic or national origin, colour or nationality;
- disability;
- pregnancy and maternity;
- marriage and civil partnership;
- sexual orientation;
- religion or belief – including lack of belief.

Recommendations

18. It is recommended that RTA:

- a) notes the work carried out to date on the NW Cardiff Corridor and
- b) endorses the work carried out to date and note the way forward.

Kellie Beirne
Director, Cardiff Capital Region
18 February 2021

Appendices

Appendix 1 Cardiff Council Report to Cabinet 21st January 2021

Appendix 2 Well-being of Future Generations Assessment

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

**CARDIFF COUNCIL
CYNGOR CAERDYDD**

CABINET MEETING: 21st JANUARY 2021

**NORTH WEST CARDIFF CORRIDOR
TRANSPORTATION STUDY: UPDATE**

**STRATEGIC PLANNING & TRANSPORT
(COUNCILLOR CARO WILD)**

AGENDA ITEM:

Reason for this Report

1. The purpose of this report is to receive an update on the transportation study work that will identify the short-term and long-term public transport options that offer the best business cases in order to improve access through North West Cardiff towards the City Centre.
2. This report asks Cabinet to note the outcome of the current stage of the study work and the way forward to progress the short-term and long-term business cases.

Background

3. Cabinet considered a report on the Cardiff Capital Region Metro vision on 21st February 2014. Cabinet resolved to:
 - a) Authorise officers to engage with Welsh Government, key transport and other stakeholders in carrying out further detailed work to develop the Metro proposals and that progress with this work be reported to Cabinet, as necessary; and
 - b) Authorise officers to develop proposals for a project delivery mechanism appropriate for the implementation of Metro plan projects in Cardiff, including arrangements for resourcing, governance, programme management and partnership working, the meeting of

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

4. The Transport White Paper approved by Cabinet on 23rd January 2020 included proposals for major new rapid public transit for North West Cardiff into RCT. In the short term the focus was on new Bus Rapid Transit services, Park & Ride, transport hubs and interchanges. The longer-term Crossrail route could include tram-train lines serving North West Cardiff and beyond to Rhondda Cynon Taf (RCT). The Adopted Local Development Plan 2006-2026 also includes a policy framework to protect routes required for Cardiff City Region Metro network improvements. Cabinet resolved on the 23rd January 2020 inter alia:
 - a) The development of strategic and outline Business Cases on Delivery Options be approved and authority be delegated to the Director of Planning, Transport and Environment, subject to consultation with the Cabinet Member Strategic Planning and Transport, Cabinet Member Finance, Modernisation & Performance, s.151 Officer and Director Governance and Legal Services, to deal with all aspects of the procurement process (including approving the evaluation criteria to be used, commencing the procurement and authorising the award of the proposed contract) and all ancillary matters pertaining to the procurement.
 - b) A further report be received on the outcomes of the Outline Business Case to agree any necessary consultation and next steps to develop the full business case.
 - c) Authority be delegated to the Director of Planning, Transport and Environment in consultation with the Leader and Cabinet Member for Strategic Planning and Transport, to engage with the Regional Transport Authority and other partners/stakeholders on the White Paper and delivery option Business Cases.
5. In July 2019, Mott Macdonald Transport Consultants were commissioned to undertake a WelTAG Stage 1 study to investigate which short-term and long-term public transport options serving a corridor from North West Cardiff towards the City Centre offer the best business case for further development and eventual implementation. Transport for Wales (TfW), the Welsh Government and Cardiff and RCT Councils jointly commissioned this study.
6. The study work was done in accordance with the Welsh Government, "Welsh Transport Appraisal Guidance" (WelTAG) and the Future Generations framework. The purpose of WelTAG Stage 1 is to understand the issues of concern, explore the context and to present a long list of possible solutions, sufficient to be able to decide whether there are any solutions within the transport sector that are worth pursuing and to select a short list of options for more detailed consideration.
7. In accordance with WelTAG guidance, a Review Group for the study was established and included Welsh Government, TfW/ TfW Rail Services,

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

8. This corridor was identified for further investigation primarily due to the following factors:
 - The Wales Spatial Plan Update 2008 has identified the area centred on North West Cardiff / Talbot Green / Llantrisant as a Strategic Opportunity Area within the Cardiff Capital Region.
 - Cardiff's role has been recognised as a key economic driver for the Capital Region. However, it has also been recognised that it will not be able to function effectively as a networked city region unless a fully integrated, high quality transport system is put in place. The highway network along the North West Cardiff corridor (particularly the A4119) is experiencing significant traffic congestion which is forecast to worsen.
 - Both Cardiff and Rhondda Cynon Taf Councils' Local Development Plans have highlighted significant future growth taking place along the corridor linking Talbot Green, Llantrisant and North West Cardiff, in terms of residential development and economic activity.
9. The scale of these proposed developments is likely to have a significant impact on the existing transport infrastructure in the area, with residents and commuters working in Cardiff experiencing worsening conditions. It is recognised that any future large scale developments in this area will place considerable pressure on the existing transport network unless the planned growth can be delivered in a sustainable way and that a phasing of new transport infrastructure can support these planned developments. Developer contributions through s106 Agreements are being used to invest in a phased implementation of infrastructure supported with subsidised bus services and incentives to use sustainable travel in order to mitigate the impacts. The master planning design of the strategic sites is aimed at supporting sustainable travel, reducing travel distances and internalising trips. Land is also being reserved to provide for additional future public transport and active travel routes.

Issues

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

11. The Stage 1 WelTAG report in Appendix A identifies a shortlist of potential short-term measures that could be delivered before 2025 including:
 - Increased service frequency on the City Line between Cardiff Central and Radyr (of at least 4 trains per hour);
 - A new station on the City Line at Ely Mill;
 - Increased service frequency on the South Wales Main Line and therefore enhanced services from Pontyclun;
 - A new 'Parkway' station on the South Wales Main Line at Junction 34 of the M4;
 - Enhanced quality of interchange at train stations between active travel, bus, rail and car;
 - Improved active travel:bus:rail interchange at Radyr station on the City Line;
 - A strategic bus park and ride at Junction 33 of the M4 Motorway;
 - A new BRT route between central Cardiff and Junction 33 via Leckwith Road and the A4232;
 - A bus gate and spur providing access from the A4232 (northbound and southbound) to Plasdwr;
 - An active travel:bus:rail interchange at Waun-gron Park station on the City Line;
 - A new BRT route from Central Cardiff to Plasdwr via Cowbridge Road East, Waun-gron Park and Fairwater; and
 - A new BRT route from Junction 33 to Talbot Green via the A4119 with onward connections to settlements in southern Rhondda Cynon Taf.
12. The short-term options will require further design, development and assessment which will be undertaken as part of the WelTAG Stage 2 process.
13. Regarding the next stages of work, the first phase of assessment will examine the opportunity for new Bus Rapid Transit services, Park & Ride, transport hubs and interchanges, along with 4 trains per hour on the City Line through unlocking the pinch point at Cardiff West, new stations, new tram-train routes including Cardiff Crossrail supported with Active Travel connections. Short term improvements up to 2025 will focus on bus related and Active Travel improvements. The later phase of work, 2025-2030 will include an assessment of rail and tram route improvements for Crossrail including lines serving North West Cardiff and beyond to Rhondda Cynon Taf (RCT). The tram-train routes for further study include:
 - A new tram-train route via the City Line and potentially utilising the route of the safeguarded corridor between central Cardiff, Junction 33 and Creigiau;
 - An extension of the tram-train route from Creigiau to Pontyclun via Cross Inn; and
 - An extension of the tram-train route from Creigiau to Beddau via Cross Inn.
 -

14. A key constraint to achieving the new tram-train options, as well as increasing frequencies on the existing City Line, is the capacity of Cardiff West Junction and Cardiff Central to accommodate additional rail services. Network Rail is leading on a technical feasibility study to identify options to improve the network capacity for North West Corridor, City Line and Crossrail.
15. The development of a sustainable public transport solution for the North West Cardiff Corridor will support the aims and objectives of the Council's Capital Ambition, Corporate Plan, Local Development Plan, Local Transport Plan, Transport White Paper and One Planet Strategy. For example, the public transport proposals will help address air quality and congestion issues, support the shift to a Carbon Neutral City and improve connectivity and access to new employment opportunities.
16. These proposals will also meet a number of the goals set out in the Well-being of Future Generations (Wales) Act 2015. For example, a prosperous Wales, a more equal Wales, a healthier Wales and a Wales of cohesive communities.
17. The transportation study and related Business Case process has highlighted the advantages of a 'joined-up' approach to developing a range of public transport proposals in the Cardiff Capital Region, many of which will operate cross boundary. It has also highlighted the importance of achieving improved connectivity to/from central Cardiff and between local and regional destinations elsewhere.
18. This project is of regional significance and has the potential to attract several hundreds of millions of pounds of funding into the area. If delivered, the public transport solutions will transform travel behaviour and provide a safe, reliable, convenient and sustainable transport option. As well as facilitating transport from Rhondda Cynon Taf into Cardiff, it would support growth in the Strategic Development sites of the Adopted Local Development Plan 2006-2026:
 - Site C: North West Cardiff
 - Site D: North of Junction 33
 - Site E: South of Creigiau
19. It could also encourage travel into Rhondda Cynon Taf, particularly in association with the development of the new town centre at Talbot Green. It is possible that the wider economic benefits could extend northwards into the Rhondda Valley and Gilfach Goch areas as the creation of new employment in Talbot Green and planned reduction in journey times to/from Cardiff will offer residents in these communities with improved access to new jobs, training and learning opportunities.
20. The next step is the WelTAG Stage 2 process which will progress assessment of increased service frequency on the City Line and South Wales Main Line, new stations and station improvements with inter-connected bus and active travel measures for the short-term up to 2025. Further packages of technical feasibility work will be undertaken at the

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

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

Local Member consultation (where appropriate)

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

Reason for Recommendations

23. Prior to implementing proposals for major infrastructure schemes in Wales, promoters are required to follow a multi stage business case process which examines the Strategic, Economic, Financial, Commercial and Management Cases for implementing any new schemes. This process has been established by the Welsh Government and is known as WelTAG. It is closely aligned to the Department for Transport's WebTAG process.
24. Developing a business case involves five distinct stages (i) Strategic Outline Case, (ii) Outline Business Case, (iii) Full Business Case, (iv) Implementation and (v) Post Implementation. Stage 1 has been completed for the North West Cardiff Corridor Transportation Study and it is now intended to take the business case for the proposals drawn-up forward to Stage 2 for the short-term options short-listed.

Financial Implications

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

Legal Implications (including Equality Impact Assessment where appropriate)

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

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

27. In developing the proposals for the North West Corridor consideration must be had to:- (i) the relevant legislative requirements and wider policy and guidance documents which regulate/affect the proposals under consideration (these are numerous and it is not practical to list the same in this advice) and (ii) the potential legal implications that could flow. The Council's internal Legal Services are not advising on this project but have been informed that the relevant legal advice has and will continue to be taken throughout the various stages of the WeITAG process.
28. In terms of on - going resource it is understood that there will be need for some input from Cardiff Council officers, as part of the wider officer working arrangements. Once further information is received on this point, consideration can be given as to how this matter can be resourced from a legal perspective (if requested) and any resulting legal costs.
29. Generic legal advice

(a) Equalities & Welsh Language

In considering this matter the decision maker must have regard to the Council's duties under the Equality Act 2010. Pursuant to these legal duties Councils must, in making decisions, have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are: (a) Age, (b) Gender reassignment, (c) Sex, (d) Race – including ethnic or national origin, colour or nationality, (e) Disability, (f) Pregnancy and maternity, (g) Marriage and civil partnership, (h) Sexual orientation and (i) Religion or belief – including lack of belief.

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

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

The Well-Being of Future Generations (Wales) Act 2015 ('the Act') places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and

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

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

The well being duty also requires the Council to act in accordance with a 'sustainable development principle'. This principle requires the Council to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Put simply, this means that Council decision makers must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the Council must:

- Look to the long term
- Focus on prevention by understanding the root causes of problems
- Deliver an integrated approach to achieving the 7 national well-being goals
- Work in collaboration with others to find shared sustainable solutions
- Involve people from all sections of the community in the decisions which affect them

The decision maker must be satisfied that the proposed decision accords with the principles above; and due regard must be given to the Statutory Guidance issued by the Welsh Ministers, which is accessible using the link below: <http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en>

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

HR Implications

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

Property Implications

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

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

RECOMMENDATIONS

Cabinet is recommend to:

1. Note the outcome to date of the North West Cardiff Corridor Transportation Study.
2. Note the next stage in progressing this study – WelTAG Stage 2.

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

The following appendices are attached:

The following background papers have been taken into account

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

Name of the Officer completing the evaluation: Clare Cameron Phone no: 07976 708539 E-mail: clare.cameron@cardiff.gov.uk	Please give a brief description of the aims of the proposal Update Members on the first MEF Corridor Study – NW Cardiff Corridor and next steps.
Proposal: NW Cardiff MEF Corridor Study Update	Date Future Generations Evaluation form completed: 18 February 2021

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

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs	Carrying out a study of the first prioritized corridor within the Metro Enhancement Framework which focuses on and prioritises the future transport programme for South East Wales ensures transport investment is prioritised based on a set of evidence based criteria, targets set around GVA, jobs and leverage and is our key means of securing greater prosperity. Managing progress in this way contributes to a growing sense of self awareness.	Proposals to improve the prioritized programme of transport investment are set out in the report. This report seeks to address the actions needed to drive delivery.
A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	New infrastructure and enhancement of provision will open up journey alternatives for commuters, business users and leisure users. Instead of automatically undertaking a journey by car, the Metro Enhancement Framework Study will promote and provide an alternative thereby encouraging modal shift to public transport for a range of journey types. This could help to reduce the number of car journeys undertaken, helping to reduce congestion and improve other environmental factors such as an improvement in air quality. The development of new transport schemes which can utilise new technologies such as electronic charging points and electronic vehicles etc	As physical infrastructure schemes enter delivery – more comprehensive assessments will need to be carried out in full.

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	within its operation and design will also allow formation of new industries to supply these services.	
<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 Programme of schemes.</p> <p>The potential to increase active travel journeys could have associated health benefits leading to cost savings across a range of health service provisions (a 2012 meta-analysis estimated physical inactivity to be responsible for 5.3 million (of 57 million) deaths worldwide, similar to the burden of tobacco smoking and obesity¹¹).</p> <p>There can also be economic benefits for the region from increasing active travel. It has been quoted in a recent report by the 'Transport Fit for Future Generations Report' that 'expanding the investment programme in Active Travel out to the whole Cardiff Capital Region would cost approx. £290 million but would result in economic benefits of £2.5bn over 20 years, delivering a 19% and 82% increase in walking and cycling trips respectively'.</p>	<p>All corridor based proposals will include Active Travel options and opportunities.</p>
<p>A Wales of cohesive communities Communities are attractive, viable, safe and well connected</p>	<p>The MEF corridor will greatly assist in providing the right infrastructure to improve connectivity by means of good transport links. Those schemes where new links or improvements in corridors are to be implemented are likely to have the largest benefit for example, Abertillery Interchange.</p> <p>All of the combined improvements in interchanges, Park and Ride and bus and rail priority will assist in creating a seamless network allowing ease of transfer between modes. This will facilitate ease of access for communities across south east Wales, for those with and without access to a private car thereby improving connectivity to a range of services.</p> <p>The Metro Enhancement Framework corridor study will also identify solutions to improve connectivity to the South Wales Metro and consider its expansion, permitting regional connectivity throughout south east Wales and further beyond.</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 Enhancement Framework will consider alternatives for access into areas such as Cardiff from all areas of south east Wales</p>	<p>A greater contribution will be made to this by the aforementioned criteria, 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?
	helping to facilitate modal shift. This could lead to journey time savings on the road network across south east Wales helping businesses and promoting economic development. Journey time savings could also be achieved for users of the public transport network, as the Metro Enhancement Framework will promote the co-locating of modes via seamless interchanges.	
<p>A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing</p>	The Metro Enhancement Framework study for NW Cardiff will include investment within south east Wales and it will improve the quality of the region as a whole, potentially taking traffic off the M4. Therefore it is likely to encourage new inward investment as businesses have access to a wide pool of potential resources that can easily travel around the region and wider, to access new job and training opportunities.	Develop the legacy impact of the event, sustaining new connections, sharing great practice and potentially securing propositions and deals that support economic growth.
<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>	Providing new and improved sustainable transport infrastructure across the Region will help increase the means of access to sport and recreation. All signage will be bilingual and buses are already equipped with AudioVisual (AV) for those vehicles younger than 2012 to enable them to deliver bilingual messaging.	
<p>A more equal Wales People can fulfil their potential no matter what their background or circumstances</p>	<p>City Deal is about delivering as far as possible across 10 LAs and a population of 1.5m people. It is about economic gains – but importantly how this will convert as tools for improving people’s lives.</p> <p>This MEF study directly affects 34 local authority areas and will support a more productive economy through an increase in access to the South Wales transport network. This will allow for individual, households, public sector and business to grasp new opportunities, from the improved access provided by new and improved transport options.</p> <p>Transport improvements that improve access throughout the south east Wales region will help increase the skills base of the labour market, through</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>providing means of access to new educational, employment, healthcare and training opportunities.</p> <p>This MEF study will help prioritise the delivery of direct transport improvements into those areas where evidence shows high rates of claiming job seekers allowance, allowing access to sustainable public transport for those seeking employment, increasing their chance of gaining employment through access to wider employment markets. This will increase their personal prosperity and the economic prosperity of the area within which they live as they spend their income on local goods and services.</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>Long Term</p> <p>Balancing short term need with long term and planning for the future</p>	<p>The Metro Enhancement Framework prioritization assists Government with delivering on the four Grand Challenges within the UK Industrial Strategy - Future of Mobility; Artificial Intelligence and Big Data; Clean Growth and Meeting the Needs of an Ageing Society.</p> <p>Being a framework that is focused on the provision and improvement of sustainable transport, it helps in particular to achieve the goals of a 'globally responsible Wales', 'A Wales of cohesive communities', 'a healthier Wales' and 'a prosperous Wales'.</p> <p>The MEF study will prioritise transport interventions that provide an increase to the network capacity, providing new and improved transport facilities, increasing capacity at interchanges across the rail network along with providing new capacity along transport corridors.</p> <p>In developing the study of NW Cardiff, long terms trends have been analysed. For example, the need to provide for electric powered vehicles at all sites where a programme will be investigated. For example, a separate report produced by Cenex has considered how electric vehicle charging can be provided, what type of provision is required and the operating model for implementation. The study will also look to address future trends such as population increases and decreases, providing increased public transport capacity and helping to prevent out-migration from some communities through improved access.</p>	
 <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	<p>The studyF will be considered for the future transport interventions formed through collaborative working with WG, TfW and the local authorities. The Well-being objectives of each of the parties have been considered when developing the programme.</p>	<p>Public consultation will take place through the WeITAG process as each proposal develops through the WeITAG stages.</p>
 <p>Involvement</p> <p>Involving those with an interest and seeking their views</p>	<p>The study has been formed through collaborative working between WG, TfW and the local authorities. The Well-being objectives of each of the local authorities have been considered when developing the programme.</p>	<p>The RTA will ensure that all partners are included whilst delivering any future 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 study is designed to prevent further environmental damage from transport through the promotion and development of a sustainable transport network and the criteria used will help achieve this.</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 study will provide an effective tool to consider connecting areas across Wales for those communities where population is declining. This may permit people to stay within the community within which they have grown up, commuting to and from employment as an efficient transport network is available, rather than needing to relocate to seek employment.</p>	<p>This will be an increasing focus of and future scheme and programme delivery.</p>
 <p>Considering impact on all wellbeing goals together and on other bodies</p> <p>Integration</p>	<p>The study has been developed with consideration to a wide range of contextual factors. Strategic fit of any future programme has been considered along with a number of other wider issues such as carbon reduction.</p> <p>In terms of the study impact on wellbeing goals, a positive impact can be seen. In particular the study 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 study will help to prioritise a future programme to achieve goals that aim to tackle poverty and deprivation, improve access to skills, improve employment opportunities and provide improved infrastructure and healthier communities for all characteristics as all infrastructure included within the projects will be designed in accordance with current inclusive design.	None arising at this time.	
Disability	As above	As above	
Gender reassignment	As above	As above	
Marriage or civil partnership	As above	As above	
Pregnancy or maternity	As above		
Race	As above		
Religion or Belief	As above		
Sex	As above		
Sexual Orientation	As above		
Welsh Language	As above	Not at this time but the situation will be kept under review.	

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

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

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

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

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

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

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

The impacts of this proposal will be evaluated on:	Delivery of additionality and measurements identified within the Investment and Infrastructure Framework
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