

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

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| <p>Name of the Officer completing the evaluation:</p> <p>Clare Cameron</p> <p>Phone no: 07976 708539 E-mail: clare.cameron@cardiff.gov.uk</p> | <p>Please give a brief description of the aims of the proposal</p> <p>To provide members with an update on the Metro Plus Programme and propose revisions to enable its delivery</p> |
| <p>Proposal: Metro Plus Delivery Programme Update</p> | <p>Date Future Generations Evaluation form completed: 9 September 2021</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? |
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| <p>A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p> | <p>The Metro Plus RTA Programme will have a slight to large positive impact on the strategic objectives contained within the Prosperity and Opportunity theme.</p> <p>In particular, the programme will greatly assist in providing the right infrastructure to improve connectivity by means of good transport links. Those schemes where new links or improvements in corridors are to be implemented are likely to have the largest benefit, for example, Abertillery Interchange.</p> <p>As a whole, connectivity across the region will improve through implementation of the programme. All of the combined improvements to Interchanges, Park and Ride and bus priority will assist in creating a seamless network allowing ease of transfer between modes. The programme will facilitate ease of access for communities across south east Wales, for those with and without access to a private car thereby improving connectivity to a range of services.</p> | <p>Proposals to improve progress against each of the projects currently in progress – are set out in the report. This report does not seek to simply report progress – but to address the actions needed to drive it.</p> |

| Well Being Goal | Does the proposal contribute to this goal? Describe the positive and negative impacts. | What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts? |
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| | <p>Both the Metro Plus RTA Programmes and MEF will improve connectivity to the South Wales Metro, permitting regional connectivity throughout south east Wales and beyond.</p> <p>The interventions will support a more productive economy through an increase in access to the South Wales transport network. This will allow for individuals, households, public sector and business to grasp new opportunities, from the improved access provided by new and improved transport options.</p> <p>By improving access throughout the south east Wales region, the Metro Plus programme will help increase the skills base of the labour market, by providing means of access to new educational, employment, healthcare and training opportunities.</p> <p>As the Metro Plus RTA Programmes and the MEF include investment across the whole of south east Wales it will improve the quality of the region as a whole and is likely to encourage new inward investment as businesses have access to a wide pool of potential resources that can easily travel around the region to access new job and training opportunities.</p> <p>The programmes clearly demonstrates a commitment to a sustainable future, as all of the transport interventions include focus on facilitating and promoting sustainable transport access.</p> <p>The Statistical Bulletin on the regional economic and labour market profile issued by the Welsh Government in January 2018 shows the employment rate, economic inactivity rate and benefit claims and ILO unemployment rates for 16+ across Wales. It can be seen that the International Labour Organisation (ILO) unemployment rate for south east</p> | |

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| | <p>Wales is higher than for Wales as a whole (5.6 compared to 4.7 for Wales as a whole). A breakdown of the data shows that the highest rate of ILP unemployment for 16+ is within Merthyr Tydfil (7.6) and second is Rhondda Cynon Taf (6.3). Both these local authority areas are within south east Wales and will directly benefit (as will all communities across south east Wales) from the improved transport provision that the Metro Plus RTA Programmes and MEF would deliver.</p> <p>The Metro Plus RTA Programme and MEF will deliver direct transport improvements into those areas where evidence shows high rates of claiming job seekers allowance, allowing access to sustainable public transport for those seeking employment, increasing their chance of gaining employment through access to wider employment markets.</p> <p>The majority of the schemes included within the Metro Plus Programme are located within the most deprived areas. Those that are corridor based can be seen to be passing through a number of those areas classified as the most deprived. Improvements in access to sustainable public transport provided will help to improve levels of deprivation in these areas, where caused by a lack of transport options. The Programmes will deliver a transport network penetrating the most deprived areas, providing a means of travel to major cities such as Cardiff and Newport, permitting access to a wide range and higher number of employment opportunities for all community members located within the most deprived areas of south east Wales. This will increase their personal prosperity and the economic prosperity of the area within which they live as they spend their income on local goods and services.</p> | |

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| | <p>Currently most travel-to-work trips into Cardiff are made by car (58%), while the proportion of sustainable travel-to-work trips diminishes with the distance of commuting.</p> <p>The Metro Plus RTA Programmes provides an alternative for access into areas such as Cardiff from all areas of south east Wales, helping to facilitate modal shift. This could lead to journey timesavings on the road network across southeast Wales helping businesses and promoting economic development. Journey time savings could also be achieved for users of the public transport network, as the Metro Plus RTA Programmes promote the co-locating of modes via seamless interchanges.</p> | |
| <p>A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p> | <p>New infrastructure and enhancement of provision will open up journey alternatives for commuters, business users and leisure users. Instead of automatically undertaking a journey by car, the Metro Plus Programmes will encourage modal shift to public transport for a range of journey types. This could help to reduce the number of car journeys undertaken, helping to reduce congestion and improve other environmental factors such as an improvement in air quality and noise reduction from vehicles.</p> <p>The development of new transport schemes which can utilise new technologies such as electric charging points and electric vehicles within its operation and design will also allow formation of new industries to supply these services. A report prepared by Cenex demonstrates the need for a Programme of Electric Vehicle Infrastructure within the Programme and has proposed the level of infrastructure likely to be required up to 2030. The delivery of this programme will seek to expand on</p> | <p>This activity will be driven up in future. In addition as physical infrastructure schemes enter delivery – more comprehensive assessments will need to be carried out in full.</p> <p>All schemes will consider any likely changes in need due to COVID 19.</p> |


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| | this provision for the region as a whole, which will help combat climate change. | |
| <p>A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood</p> | <p>A potential reduction in car trips may make the roads safer, thus opening them up for more Active Travel journey opportunities. There is also likely to be growth in active travel journeys undertaken to interchanges to access the Metro Plus Programme of schemes.</p> <p>The potential to increase active travel journeys will have associated health benefits leading to cost savings across a range of health service provisions. There can also be economic benefits for the region from increasing active travel. It has been quoted in the 'Transport Fit for Future Generations' Report that 'expanding the investment programme in Active Travel out to the whole of the Cardiff Capital Region would cost approximately £290 million but would result in economic benefits of £2.5bn over 20 years, delivering a 19% and 82% increase in walking and cycling trips respectively'.</p> <p>CCR is working with bus operators to provide better infrastructure that improves reliability and working in partnership to encourage operators to invest in newer buses, electric vehicles and providing better access to information, thus aiding positive improvements in air quality through ULEV vehicles and more reliable provision.</p> | |
| <p>A Wales of cohesive communities Communities are attractive, viable, safe and well connected</p> | <p>The programme will greatly assist in providing infrastructure to improve connectivity by means of good transport links. Those schemes where new links or improvements in corridors are to be implemented are likely to have the largest benefit for example, Abertillery Interchange and Spur.</p> <p>All of the combined improvements in interchanges, Park and Ride and bus priority will assist in creating a seamless network allowing ease of transfer</p> | <p>A greater contribution will be made to this by the aforementioned data capability, sectoral analysis and place assessments.</p> |



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| | <p>between modes. This will facilitate ease of access for communities across south east Wales, for those with and without access to a private car thereby improving connectivity to a range of services. The Metro Plus Programmes will also improve connectivity to the South Wales Metro, permitting regional connectivity throughout south east Wales and beyond.</p> <p>Currently most travel-to-work trips into Cardiff are made by car (58%), while the proportion of sustainable travel-to work trips diminishes with the distance of commuting. The Metro Plus Programmes provide an alternative for access into Cardiff from all areas of south east Wales helping to facilitate modal shift. This will lead to journey timesavings on the road network across southeast Wales helping businesses and promoting economic development. Journey time savings will also be achieved for users of the public transport network, as the Metro Plus Programmes promote the co-locating of modes via seamless interchanges. A greater contribution will be made to this by the data capability, sectoral analysis and place assessments.</p> | |
| <p>A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing</p> | <p>The Metro Plus Programmes include investment across the whole of south east Wales and it will improve the quality of the region as a whole. Therefore, it is likely to encourage new inward investment as businesses have access to a wide pool of potential resources that can easily travel around the region and wider, to access new job and training opportunities.</p> <p>The Metro Plus Programmes will sustain new connections, share good practice and secure propositions and deals that support economic growth.</p> | <p>Develop the legacy impact of the event, sustaining new connections, sharing great practice and potentially securing propositions and deals that support economic growth.</p> |



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| | <p>The Programmes includes ULEV infrastructure at the Metro Plus locations and a further regional bid through the ULEV fund will help to encourage the participation of taxi and bus operators and provide incentives for take up of any schemes. Business cases in association with ULEV provision and incentives will measure changes to greenhouse gases emitted as identified within the CCR ULEV Taxi Strategy and Regional Strategy for all modes.</p> | |
| <p>A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation</p> | <p>Providing new and improved sustainable transport infrastructure across the Region will help increase the means of access to sport and recreation. All signage will be bilingual, and buses are already equipped with Audio Visual (AV) for those vehicles younger than 2012 to enable them to deliver bilingual messaging. Where each individual scheme has an effect on the landscape and historic environment, sympathetic solutions will be sought to ensure that there is no/minimal negative impact.</p> | |
| <p>A more equal Wales People can fulfil their potential no matter what their background or circumstances</p> | <p>City Deal is about delivering across 10 LAs and a population of 1.5m people. It is about economic gains – but importantly how this will convert as tools for improving people’s lives. The Programme will support a more productive economy through an increase in access to the South Wales transport network. This will allow for individuals, households, the public sector and businesses to grasp new opportunities, from better access provided by new and improved transport options. Transport improvements throughout the south east Wales region will help increase the skills base of the labour market, through providing means of access to</p> | |

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| | <p>new educational, employment, healthcare and training opportunities.</p> <p>The Metro Plus Programmes will deliver direct transport improvements into those areas where evidence shows high rates of claiming job seekers allowance, allowing access to sustainable public transport for those seeking employment in wider employment markets. This will increase their personal prosperity and the economic prosperity of the area within which they live as they spend their income on local goods and services.</p> <p>Travel costs on the Core Valleys Lines are being reviewed to allow more Valleys communities to access the network at cheaper rates and enhancements to the CVL Metro programme will offer better accessibility.</p> | |

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

| Sustainable Development Principle | Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why. | Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts? |
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|  <p>Balancing short term need with long term and planning for the future</p> | <p>The Metro Plus Programme assists Government with delivering on the four Grand Challenges within the UK Industrial Strategy - Future of Mobility; Artificial Intelligence and Big Data; Clean Growth and Meeting the Needs of an Ageing Society.</p> <p>Being a programme that is focused on the provision and improvement of sustainable transport, it helps in particular to achieve the goals of a 'globally responsible Wales', 'A Wales of cohesive communities', 'a healthier Wales' and 'a prosperous Wales'.</p> <p>The Metro Plus Programme will provide increase network capacity, providing new and improved transport facilities, increasing capacity at interchanges across the rail network along with providing new capacity along transport corridors such as between Newport and Cardiff and the Abertillery to</p> | |
| | <p>Ebbw Valley Railway line.</p> <p>In developing the programme long terms trends have been analysed. For example, the need to provide for electric powered vehicles at all sites with the programme has been investigated. A separate report produced by Cenex has considered how electric vehicle charging can be provided, what type of provision is required and the operating model for implementation. The Metro Plus programme also looks to address future trends such as population increases and decreases, providing increased public transport capacity and helping to prevent out-migration from some communities through improved access.</p> | |

| Sustainable Development Principle | Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why. | Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts? |
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|  <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 WelTAG process as each scheme develops through the WelTAG stages, and, as the proposal includes all schemes identified within individual LA LDPs, the public will have been made aware of the proposals and would have already had an opportunity through the LDP consultation process to consider the principle of individual schemes.</p> |
|  <p>Involving those with an interest and seeking their views</p> <p>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? |
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|  <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? |
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| 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? |
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| 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.

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| The impacts of this project will be evaluated on: | Delivery of schemes |
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