



**3 MARCH 2022**

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**METRO PLUS UPDATE LOCAL TRANSPORT FUND (LTF) BID 2022/23  
(INCLUDING PHASE 2 DEVELOPMENT FUNDING, CVL  
ENHANCEMENT AND METRO ENHANCEMENT FUND (MEF))**

**REPORT OF CARDIFF CAPITAL REGION DIRECTOR**

**AGENDA ITEM 4**

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

**Reason for Report**

1. To update Members on the progress of the Metro Plus Phase 1 Programme.
2. To advise Members of the invitation by Welsh Government (WG) to bid for funding through the Local Transport Fund process for 2022/23.
3. To ask Members to note the content of the LTF bid (attached at Appendix 1) submitted to Welsh Government (WG) by Merthyr County Borough Council, on behalf of the Region. This funding will take the form of a co-investment with the City Deal Investment Fund to deliver Metro Plus Phase 1 (as approved by Regional Cabinet on the 18<sup>th</sup> February 2019), as well as development funding for Metro Plus Phase 2, the Metro Enhancement Framework (MEF) priority corridors (as endorsed by Members at its meeting on 28<sup>th</sup> November 2019) and existing projects that have been developed to enhance the Core Valleys Line (CVL) and which received LTF funding in 2021/22.
4. To ask Members to endorse and approve the bid submitted to WG for funding to the value of £7,900,000 for Metro Plus to enable the Programme to be delivered. £3,100,000 is being requested from the LTF fund towards the delivery of the Metro Plus Phase 1 Programme, and £4,700,000 to enable the development of Metro Plus Phase 2, the first priority corridors of the MEF and the existing projects

being developed on the CVL. A further £100,000 has been requested to develop the Regional Transport Plan.

## Background

5. Welsh Government this year has directly invited local authorities to submit bids for Local Transport fund grant. The Welsh Government has identified priority areas for support 2022-23 as previously identified in 2021-22.
6. Metro Plus (Phase 1) is a co-investment programme of 10 transport related schemes between the Cardiff Capital Region City Deal Investment Fund and Welsh Government through its transport investment fund and was agreed by Regional Cabinet on 18<sup>th</sup> February 2019. The Metro Plus programme is intended to be part of the wider metro infrastructure. 2022/23 is the final year (year 4) of the Metro Plus Phase One delivery programme and an update of this programme is provided within this report.
7. Schemes that received funding from the 2021/22 LTF fund to develop the CVL enhancements include Nantgarw / Upper Boat Park and Ride / Llanbradach Park & Ride.

## Relevant Issues and Options

8. The invitation to bid for funding was received on 13<sup>th</sup> January 2022 with a submission date of 9<sup>th</sup> February 2022 and can be found at [Local Transport Fund and Resilient Roads Fund: guidance to applicants 2022 to 2023 | GOV.WALES](#). Therefore, it was not possible to seek formal permission to submit the bid from the RTA prior to the deadline for submission.
  1. WG encourages local authorities to work together and submit regional applications. The lead local authority must be identified for each scheme. Funding would be allocated to the lead local authority. Merthyr County Borough Council has been identified as the lead authority for the Cardiff Capital Region, has submitted a bid for the funding and subject to the bid being successful, they would act as the financial host for LTF for 2022/23.
  2. Schemes that include match funding will attract additional scores in the appraisal process, with schemes that demonstrate greater levels of match funding scoring higher.
  3. The bid for funding includes:
    - Metro Plus Phase 1 – LTF £3,100,000 with CD WIF match funding of £15,000,000 - Year 4 funding as part of a WG/City Deal co-investment Programme;
    - Metro Plus Phase 2 – £4,800,000 - Development funding. A request for a WG/City Deal co-investment Programme to Regional Cabinet is required for future years once they have been developed to WelTAG Stage 2. The Metro Plus Phase 2 and CVL Enhancement schemes include:

- Central Rhymney Strategic P & R (Ystrad Mynach & Llanbradach P&R) -WelTAG Stages 3;
  - A470 Bus Corridor, Cardiff – WelTAG Stages 1&2;
  - Cwmbran Interchange - WelTAG Stages 2/3;
  - Cogan Interchange – funding to complete WelTAG Stage 2/3;
  - Brynmawr Interchange – WelTAG Stage 3;
  - Aberdare to Hirwaun Extension - WelTAG Stages 2/3;
  - Abergavenny Interchange – WelTAG Stages 1/2;
  - Upper Boat Park & Ride – WelTAG Stages 2/3;
  - Mid Valleys Rail/Bus Link – WelTAG Stage 2.
- MEF – Development funding for the four priority corridors and include:

NW Cardiff – This scheme was funded through LTF in the last financial year and is ready to progress to the next stage.

Cardiff – Vale of Glamorgan – WelTAG 1 to be carried out to make case for change and identify problems and opportunities and identify potential solutions.

(West Cardiff) Cardiff – Vale of Glamorgan - Maesteg – Bridgend – Porthcawl Corridors WelTAG Stages 1/2.

Newport – Chepstow Corridor to include Monmouthshire / Newport / Blaenavon including Marches Line up to Hereford– WelTAG Stages 1/2.

- Regional Transport Plan Development - £100,000
4. The terms and conditions of the Grant will mean that the works will need to be completed by 31st March 2023.
  5. It is anticipated that a decision on funding will be taken by WG prior to the commencement of the 2022/23 financial year.

### **Metro Plus Phase One Update**

9. Metro Plus Phase One is made up of 10 schemes (1 in each LA). It is expected that 6 of the schemes will be delivered by 31st March 2023 and the other 4 schemes are made up of larger development schemes where the funding will be utilised to develop business cases. All schemes will have considered ULEV requirements and delivered as part of the programmes.
10. Progress on each scheme is as below:
  - Cardiff East Bus Priority – Part of a wider strategic transport and public realm programme for Cardiff Central. £10m programme part funded by Metro Plus Phase One (£3m) and part funded by WG through their clean air programme. The scheme started on site in 2021 with the Metro Plus programme funded

element commencing in late Nov 2021 and expected to be complete late Autumn / early Winter.

- Porth Interchange – New bus station adjacent to rail site with integrated building for all transport provision and other uses – part of a wider regeneration programme for Porth - £3m funded from Metro Plus programme, £3.586m combined RCT and Levelling Up Fund (LUF). The scheme commenced on site on 17 / 1 / 22 and is expected to be complete Spring 2023.
- Pontypool & New Inn Park & Ride – up to 250 space Park & Ride (P & R) to aid congestion and encourage reduction in single occupancy car use. A proposed new housing development site is on its doorstep and improvements will help more sustainable travel choices for this site. This corridor has been identified as one of the top 13 corridors of the MEF Programme that will benefit from sustainable transport to meet wide social value criteria. The majority of funding is from the Metro Plus programme, £1.5m contribution from LA and additional funding from WG LTF grant £850k. Contract awarded January 2022 and expected to be complete Spring 2023.
- Severn Tunnel Junction P & R – 200 space p & r with additional bridge option to meet DDA Requirements for station upgrade. Due to be considered by planning June 2022. P & R due to be complete Winter 2022/23 with bridge design also due to be complete within a similar timescale.
- Barry Docks Transport Interchange – Provides for bus terminal at rail station. Part of wider regeneration scheme and builds on existing housing and mixed-use programme currently being delivered by VoG and private developers. Funded by Metro Plus programme with any additional cost up to value of £1.5m funded by S106 and VoG. Cost estimates for Bus interchange is estimated at £3m, but not tendered yet. Due to be considered by planning in March 22 with completion by 31<sup>st</sup> March 2023. This may form part of a future LUF bid to enhance budget and expand the programme.
- Porthcawl bus terminal – Provides bus terminal at Porthcawl and forms part of a wider regeneration programme. Cost within £3m budget, with any additional costs being funded by Bridgend LA up to the value of £1.5m. Due to be considered by planning in March 23 with completion early Winter 2022/23.
- Caerphilly interchange – Development scheme as part of a much wider regeneration programme to include areas around Caerphilly town and including Caerphilly Castle. RIBA 2 in process of being awarded and WeITAG 2 ongoing. Estimated to cost 10s of millions for the entire programme, but delivery programme costs unknown at this stage.
- Abertillery interchange – extension to Ebbw Vale line. £70m has been identified to deliver the Ebbw Vale line improvements and Abertillery will be an addition with land purchase and GRIP design through Metro monies. Funding has been applied for by WG (£50m) as part of Restoring British Railways fund from UK Gov and is awaiting announcement. Scheme feasibility

and design is ongoing to enable future funding considerations / bids if unsuccessful.

- Newport – Cardiff Bus priority – this scheme is now being considered / delivered as part of the Burns programme, so a new scheme has been identified and includes Newport – ICCW bus priority. This is in its early stage of WelTAG.
- Merthyr Rail Station – Development programme to upgrade the station building and surrounding area to better integrate the new £12m bus station recently delivered as well as the town centre regeneration. WelTAG feasibility and design are ongoing.

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

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

### **Reason for Recommendations**

12. To advise Members of the invitation by WG to bid into the LTF Grant for delivering and developing schemes in 2022/23 and to approve the bid for funding that was submitted to WG within the deadline of 9<sup>th</sup> February 2022.
13. To allow the bids to be submitted within the timescale required and to allow schemes to be delivered in a timely manner.

### **Financial Implications**

14. The report informs members of the Regional Transport Authority of the LTF grant bid submitted by Merthyr Tydfil CBC on behalf of the Capital Cardiff Region City Deal (CCRCD) for £7.9 Million for 2022-23 (as set out in appendix 1) towards the costs for Metro Plus Phase 1, Metro Plus Phase 2 along with the MEF priority corridors and the development of the Regional Transport Plan.
15. A total of £15 million has been approved as a contribution from CCRCD for Phase one and in March 2021, Regional Cabinet considered options to resolve a number of delivery and cost challenges for schemes including a revised funding approach as follows:
  - 50/50 LTF/City Deal funding for the first £3m per scheme;
  - then £1.5m from LAs (or less if scheme total is less than £4.5m);
  - other external grant funding if available to support the scheme;
  - any residual balance to be met by 50/50 contributions remaining from the 'pooled' LTF and City Deal pots.
16. Further Welsh Government grant has been awarded for the development of phase two projects and any expenditure incurred should be in accordance with

the timescales and terms and conditions of approved grants. It should be noted that where there are any delays and/or increased costs of schemes that there is no obligation of WG or CCRCO to pay for additional costs that may arise on projects either following a tender exercise or whilst works are proceeding on site. In entering into contracts, Local Authorities need to be content that the risk of any cost overruns must be met by them and sufficient resources will need to be made available should such a scenario arise.

17. The Welsh Government programme which supports this funding is one of five years. Close monitoring and early discussions should take place with WG to mitigate against the risk of loss of any grant funding, including prioritising its use before City Deal Funding.

### **Legal Implications**

18. In this case the RTA are asked to note bids that have been submitted to Welsh Government, such bid application requiring funding for the delivery of the metro plus (phase 1) programme and development funding for Metro Plus (Phase 2) and the Metro Enhancement Framework (MEF).
19. Any requests for funding from the CCRCO Wider Investment Fund will be subject to (i) a further decision of CCRTA and/or CCRCO Regional Cabinet and ensuring that (ii) the proposals are in line with state aid rules, the WG and HMT funding conditions that attach to the Cardiff Capital Region Wider Investment Fund and all other legal requirements.
20. Accepting terms and conditions in relation to any third party funding for the City Deal, unless otherwise delegated, is a matter for Regional Cabinet. Consideration should be given to any conditions attached to such third party funding to ensure that CCRCO is able to comply with the same.

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

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

- c) the Well-being of Future Generations (Wales) Act 2015. The Well-being of Future Generations (Wales) Act 2015 ('the Act') is about improving the social, economic, environmental and cultural well-being of Wales. The Act places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language and is globally responsible. In discharging their respective duties under the Act, each public body listed in the Act (which includes the Councils comprising the CCRCD) must set and published wellbeing objectives. These objectives will show how each public body will work to achieve the vision for Wales set out in the national wellbeing goals. When exercising its functions, the CCRTA should consider how the proposed decision will contribute towards meeting the wellbeing objectives set by each Council and in so doing achieve the national wellbeing goals. The wellbeing duty also requires the Councils to act in accordance with a 'sustainable development principle'. This principle requires the Councils to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.
22. 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.
23. CCRTA must be satisfied that the proposed decision accords with the principles above. To assist CCRTA to consider the duties under the Act in respect of the decision sought, an assessment has been undertaken, which is attached at Appendix 2.

### **Equality Act 2010**

24. 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

25. It is recommended that CCRTA

- (1) notes the information in this report; and
- (2) notes, approves and endorses the bid for LTF funding that was submitted to WG within the deadline of 9<sup>th</sup> February 2022.

**Kellie Beirne**  
**Director, Cardiff Capital Region**  
**3 March 2022**

### Appendices

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

**EXEMPT** Appendix 1 LTF Bid  
Appendix 2 Well-being of Future Generations Assessment

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



# Future Generations Assessment Evaluation

## (includes Equalities and Sustainability Impact Assessments)

<p><b>Name of the Officer completing the evaluation:</b></p> <p>Clare Cameron</p> <p><b>Phone no:</b> 07976 708539</p> <p><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 the Metro Plus Phase One Programme, the CVL, MEF &amp; Phase Two Development Programmes and to update on the Local Transport Fund Bid that was submitted to Welsh Government on 9<sup>th</sup> February 2022 to fund Metro Plus and the wider transport programmes.</p>
<p><b>Proposal:</b> Transport Programme update &amp; Local Transport Fund Bid for Metro Plus and Metro Enhancement Funding</p>	<p><b>Date Future Generations Evaluation form completed:</b> 3 March 2022</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,</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>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, 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</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>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> <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</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>prosperity of the area within which they live as they spend their income on local goods and services. Currently most travel-to-work trips into Cardiff are made by car (58%), while the proportion of sustainable travel-to-work trips diminishes with the distance of commuting.</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 time savings on the road network across South East Wales helping businesses and promoting economic development. Journey time savings could also be achieved for users of the public transport network, as the Metro Plus RTA Programmes promote the co-locating of modes via seamless interchanges.</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</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>

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?
	delivery of this programme will seek to expand on this provision for the region as a whole, which will help combat climate change.	
<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>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>All of the combined improvements in interchanges, Park and Ride and bus priority will assist in creating a seamless network allowing ease of transfer between modes. This will facilitate ease of access for communities across South East Wales, for those with and without access to a private car thereby improving connectivity to a range of services. The Metro Plus Programmes will also improve connectivity to the South Wales Metro, permitting 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 time savings on the road network across South East Wales helping businesses and promoting economic development. Journey time savings will also be achieved for users of the public transport network, as the Metro Plus Programmes promote the co-locating of modes via seamless interchanges. A greater contribution will be made to this by the data capability, sectoral analysis and place assessments.</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>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 Metro Plus Programmes will sustain new connections, share good practice and secure propositions and deals that support economic growth.</p> <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.</p> <p>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.</p> <p>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</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>access provided by new and improved transport options.</p> <p>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> <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>Long Term</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, 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 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, 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.**

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

	<b>Describe any positive impacts your proposal has on safeguarding and corporate parenting</b>	<b>Describe any negative impacts your proposal has on safeguarding and corporate parenting</b>	<b>What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?</b>

Safeguarding	Not directly relevant –however, building the future economy should have a profoundly positive impact on ability to safeguard the future of our residents		
Corporate Parenting	Not directly relevant – however building strength in the economy should create opportunities for all of the young people entrusted in our care		

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

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

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

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

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

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