

14 MARCH 2022

LOCAL AUTHORITY TRANSPORT LEVELLING UP FUND (LUF) BIDS

REPORT OF CARDIFF CAPITAL REGION DIRECTOR

AGENDA ITEM 7

Reasons for Report

1. To advise Regional Cabinet of the content of individual Local Authorities transport Levelling Up Fund bids which all enjoy coherence and strategic fit with CCR, Welsh Government and UK Government transport objectives and aspirations for mobility of the future.
2. To request that Members support the submissions for funding through the Levelling Up Fund in order for a regional strategic case for supporting local projects to be made.

Background

3. The UK Government published their guidance on the way forward for their Levelling Up Fund programme in March 2021. The first tranche of funding was awarded in Autumn 2021 and all Local Authorities are currently in the process of preparing their individual bids for the next tranche of funding expected to be submitted around June 2022.
4. Transport investment has been identified as a theme within the LUF guidance, including (but not limited to) public transport, active travel, bridge repairs, bus priority lanes, local road improvements and major structural maintenance, and accessibility improvements. Proposals are requested for high-impact, small, medium and by exception larger local transport schemes, to reduce carbon emissions, improve air quality, cut congestion, support economic growth, and improve the experience of transport users.
5. Investment proposals should focus on supporting high priority projects that will make a visible impact in local areas, recognising that what constitutes priority investment, will vary across local authorities and geographies, including in rural areas of the UK.
6. As identified in the LUF prospectus, investment in local transport networks can revitalise local economies by boosting growth, improving connectivity, and

making places healthier, greener, and more attractive places to live and work. Almost all local journeys start and finish on local transport networks, so investment can make a real, tangible difference to local residents, businesses, and communities. Local transport projects can play a pivotal role in enhancing local places and efforts to level up.

7. This thinking and sentiment is strongly reflected in the CCR's own Investment Prospectus, 'Prosperity in our Place' and sets out why integrated transit-oriented development is key to realising wider social, economic and environmental sustainability aims.

Current Proposition

8. Following the Regional Transport Authority (RTA) meeting on 3rd March 2022, a request to support the Cardiff Crossrail LUF bid was made. This has a strong regional dimension given the potential to help deliver the SE Wales Transport Commission recommendations, Hendy Review proposals for enhancing 'Union Connectivity', Metro Enhancement Framework (MEF) proposals, and aligns with the CCR Passenger Rail Vision, in time upgrading mainline services and new station provisions.
9. Further dialogue and discussion on the matter has reflected that individual LA-led bids will be best positioned when they also demonstrate strategic fit and alignment with this overarching context. It was therefore suggested that the Regional Transport Authority and Regional Cabinet provided endorsement to the whole programme of bids planned for the region, highlighting strategic fit and regional relevance. Therefore, the submissions being submitted individually need to demonstrate alignment with and a contribution to the principles and proposals emanating from:
 - South East Wales Transport Commission;
 - Hendy Review of Union Connectivity;
 - Metro Enhancement Framework;
 - Western Gateway/ strategic transport corridors and sub-national transport plan;
 - CCR's Passenger Rail Vision;
 - Metro Plus schemes;
 - comprehensive re-development of Cardiff Central.

Individual Local Authority Bids

10. Many of the local authorities within the CCR intend to submit transport bids for LUF funding, however, all schemes are at various stages of development and may not all reach the level of detail required for the submissions to be successful in the short term and in the next tranche of submissions. It is suggested however, that all schemes demonstrate strong compatibility with the narrative outlined above and should be endorsed in any event, for current and future funding rounds. The proposals currently being considered by the Local Authorities are detailed as follows:

11. **Monmouthshire County Council – Chepstow Transport Hub at Chepstow Railway Station (which also includes a bypass option)** – to focus on the creation of a Transport Hub at Chepstow Railway Station to integrate all modes of public transport and to improve active travel routes throughout the Town, Town Centre, to the Transport Hub and improved active travel linkages to adjoining villages.

This work aligns with the Chepstow to Newport Metro Enhancement Framework corridor which is one of the key corridors identified to improve transport links in the area. This project also fits with the recommendations identified in the Burns Commission which includes the introduction of extra services through Chepstow and to enhance public transport facilities in the area to remove traffic from the M4 and M48, with better public transport links and improvements to Air Quality Management areas within Chepstow. The proposals also compliment the Union Connectivity report published in November '21 which highlights the need to improve cross border transport links particularly between South Wales and the West of England.

12. **Merthyr Council - the Merthyr Tydfil Rail Interchange project** seeks to create a fit-for-purpose, modern, high quality gateway station to the town and the wider Borough. It is a key strategic aspiration of the new Town Centre Masterplan and the SE Wales Metro programme, providing a significant regeneration impact within the Borough, increasing connectivity and accessibility to the wider region.

Merthyr Tydfil has experienced social and economic deprivation over time with rises in unemployment, reduced town centre footfall and depopulation. The effects of this are evident in Merthyr Tydfil town centre with a few vacant shop premises at the lower end of High Street. The provision of a new modern rail station, adjacent to the brand-new Merthyr Tydfil bus interchange, provides a unique opportunity to significantly improve the interchange facilities between bus and rail services and create an attractive gateway to Merthyr Tydfil town centre. This will improve connectivity into the town centre and provide seamless transport connections, which can increase visitor footfall and act as a catalyst for much needed ongoing regeneration and investment in Merthyr Tydfil.

The improvements to the Core Valley Lines and rail station will open a range of options for residents in terms of employment opportunities and access to services and facilities, both within Merthyr Tydfil and in the wider region. It will also have a transformative impact for residents, businesses, and the town centre itself through increased footfall, and enable residents to take advantage and maximise the impacts of other investments across the Capital Region.

13. **Bridgend County Borough Council - Penprysg Road Bridge and Level Crossing** - this proposal includes the replacement of a substandard road bridge over the South Wales Mainline Railway, the closure of Pencoed Level Crossing and a new active travel bridge. The project is identified in the adopted and replacement LDP under policy PLA8 (11) and is a specific priority in the Bridgend LTP. Critically, this is also a current Metro Plus project and forms part of the recommendations within the CCR Passenger Rail Vision, with public consultation carried out in Autumn 2021, ground investigations due in spring 2022 and a final design proposed ready for delivery in 2023.

This project is a longstanding commitment evidenced through several generations of development plans. There is currently a long-standing moratorium in place on the development of Pencoed north of the crossing due to traffic congestion caused by the inadequate road bridge and the regular closing of the level crossing.

This scheme would provide significant economic benefits for the sustainable development of land within the settlement, as well as notable environmental benefits to the centre of the town. The project is being progressed with significant input from Network Rail to ensure that the replacement bridge and new active travel bridge are fully compliant with future rail electrification aspirations west of Cardiff.

The project would also significantly improve connectivity between Bridgend and Cardiff (and beyond) on the mainline London to Swansea route by allowing for faster and more frequent services as well as future planned increased services on the Maesteg line.

14. **Bridgend County Borough Council – relocation of Pyle Railway Station with new Park & Ride facilities, including a Porthcawl Metro Link to link to the new Porthcawl Bus Interchange which is due to be constructed in 2022/23**
- The current Metro Plus project includes a bus interchange facility at Porthcawl with a future aspiration for a new Metro link to Pyle railway station and enhanced park and ride facilities at Pyle. However, the existing rail station site has significant land and infrastructure constraints that impact on current and future park and ride enhancements. This proposal includes the relocation of the rail station further east which has the potential to expand into a strategic regional facility. The surrounding area is identified as a strategic site in the draft replacement LDP for 2000 dwellings, and if the strategic development site is allocated, it offers a significant opportunity to relocate and enhance access to the new station and transit orientated development built around a transport hub. The development could also provide improved links and potentially a new vehicular access into regionally significant Pyle Industrial Estate. Given the economic links between Pyle and Porthcawl, an enhanced station would complement the current Porthcawl Metro Interchange project with a park and ride facility as well as providing a Western ‘Gateway’ transport interchange to Bridgend.

This project is covered under LDP policies PLA8 (6) & PLA8 (2), CCR Passenger Rail priorities – South Wales main line service enhancement, Metro Enhancement Framework (MEF) and is in line with Llybyr Newydd – The Wales Transport Strategy 2021 rail mini-plan.

15. **Bridgend County Borough Council - Brackla Halt Railway Station –** This project is identified as one of Bridgend’s key strategic transport priorities and would see a new station with interchange facilities on the South Wales mainline between Bridgend and Pencoed. The station would serve the large residential hinterland of Brackla and Coity as well as the large Bridgend Industrial estate. As well as the station, a new active travel bridge would be essential to link Brackla with Bridgend Industrial Estate. A car park facility has already been installed and funded through S106 contributions from adjacent residential development.

This has been identified by TfW as a proposed new station and shown in the latest TfW media release (October 2021) as an emerging priority to 2029. The corridor is also identified as one of the four top priorities within the MEF proposals. The project is identified in the Bridgend LTP, CCR Rail Vision, MEF priority, and fits with Llybyr Newydd – The Wales Transport Strategy 2021 rail mini-plan.

16. **Bridgend County Borough Council - Ewenny Road (Maesteg) Interchange -** This proposal includes a park & ride facility, bus stops, covered cycle parking and taxi rank adjacent to the existing Ewenny Road rail station. The site is part of a wider allocated regeneration site offering transit orientated development opportunities but would equally work as a standalone facility servicing the immediate built-up area and the Llynfi Valley as a whole. This station has already been recommended for further investigation as part of the Maesteg branch line WelTAG Stage 1 report commissioned by Welsh Government and is identified by TfW as an emerging priority to 2029 for the South Wales Metro.

The site is covered under LDP policy PLA8 (7) and the Scheme is identified in the Bridgend LTP and in line with CCR Passenger Rail priorities – Maesteg line service enhancement, Included in the Metro Enhancement Framework (MEF) and Llybyr Newydd – The Wales Transport Strategy 2021 rail mini-plan.

17. **Caerphilly County Borough Council - Caerphilly Interchange** is one of the Cardiff Capital Region's Metro Plus Phase 1 projects. Caerphilly is a popular residential town and major tourism destination, being home to the UK's second largest medieval castle. It is served by an existing rail and bus station which is the only current example of an integrated multi-modal station in south east Wales. The station layout, appearance and public realm areas are however poor, which creates an uninviting impression when arriving at the town.

The Caerphilly interchange project will redevelop the existing station into an exemplar mixed-use transport hub that will also serve as an architectural landmark for the town. The ambition is for the new interchange to become a best practise 'demonstrator' for future transport interchanges in Wales / UK. The project is part of a wider regeneration programme of Caerphilly town centre under the 2035 Caerphilly Plan, that will create an environment that can meet the aspirations of the people of Caerphilly.

The key projects within the Plan include:

- **Ness Tar Site:** Remediation and redevelopment of the former Ness Tar site to provide up to 200 residential units and facilitate the potential relocation of the Leisure Centre;
- **Leisure Quarter:** Creation of a high-quality Leisure Quarter development to provide modern and flexible mixed-use accommodation on the site situated opposite the Castle;
- **Redevelopment of the Market Hall:** Redevelopment of the Market Hall to facilitate a new mixed-use development by Linc Cymru Housing Association, comprising affordable homes and commercial units to accommodate flexible working in the town centre;

- **Boutique Hotel, Park Lane:** Redevelopment of a retail unit into a Boutique Hotel with event spaces to complement weddings and other functions held at the Castle and in the town centre;
- **Llys Ifor:** A strategic development site that will complement the above key projects by providing high quality residential units and a central parking and welfare facility for coach drivers, to meet the increase tourism targets for the Castle as set out by Cadw and the 2035 Plan.

The Caerphilly interchange project has recently commenced RIBA stage 2 (concept design). The commission will officially commence with the appointed architect on 9th March. The programme for completion will be July/August with a commitment to supply sufficient information for the LUF bid submission in June.

18. **Cardiff Council - Cardiff Crossrail (CXR)** – the phase one CXR project is part of a wider proposed programme of the Metro/CVL. It comprises of a tram/train and active travel connectivity between the City Centre to Cardiff Bay. It will include:

1. a new tramline from Central Station to the CVL Bay line;
2. a new tramline from the Bay line to Porth Teigr Station in the Docks;
3. it will include new stations at Pierhead St/Senedd, and Porth Teigr;
4. it will share the existing enhanced track of the CVL between Callaghan Square and Bay Station;
5. an active travel route will run alongside this new line;
6. there will be new bus/public transport hubs at Cardiff Central Station and in the Bay.

CXR Phase 1 is the subject for the levelling up fund bid. Further phases of CXR will be developed in later years to connect the new Bay Stations via Splott and Tremor to a new Newport Road Station. It is designed to build on, and integrate with, complementary investment across the CCR to help deliver the desired transformational change, delivering at the central hub of the new network more regional connectivity/resilience and interchange. It is the natural net progressive step in the regeneration of the Bay. There is major employment potential in the Bay area where the analysis shows a potential 20,000 net jobs to the Cardiff Capital region, with a GVA uplift of £1.2 billion. It underpins the new Arena Bay development and ensures it is sustainable. Finally, the proposal is critical to the regeneration of some of the most deprived communities in Wales, in Butetown, Splott, Tremorfa and Rumney.

Elements of the project are already being developed in conjunction with the CVL works; in particular the potential provision for line extension and connection. Recently the OBC for the project has been initiated with joint CCC and WG funding. It is proposed that the design and construction of the project follows on from the current CVL implementation and would span 2024-27.

TfW have provided an indicative cost for the CXR Phase 1 as £120m approx. This figure has been adjusted recently following an assessment of inflationary increase. The intention is that a bid is submitted seeking £50m LUF. The remaining funding, over the 4-year construction period, would be delivered from a range of sources including release of land assets within the Bay area, WG and UK gov grant and local government funding.

19. **Rhondda Cynon Taff – the Aberdare-Hirwaun Rail scheme** proposes the introduction of passenger rail tram-train services on this former mineral line.

The scheme seeks to extend the reach of Metro and enhance the investment in Core Valley Lines by making use of an existing rail corridor, recently in operational use, to improve connectivity and sustainable travel options beyond Aberdare to Llwydcoed, Hirwaun and Tower, creating strategic links with the A465 Heads of the Valleys and opportunities for Strategic Park and Ride.

With the introduction of 4 electrified tram-trains per hour on the Cynon Valley line there is a real opportunity to extend these services to catalyse growth at the strategic employment and housing sites on the route, as well as serving existing communities, and providing the opportunity for a rail-head to serve as a transport interchange to promote sustainable growth in tourism; Zip World, Waterfall Country, the Brecon Beacons National Park and other emerging destinations that currently attract increasing numbers of car users.

This scheme is a long-term aspiration of RCTCBC, featuring in the Council's Local Development Plan, the Five Valleys Transport Plan and is included in The Cardiff Capital Region Rail Vision.

It has received Welsh Government funding through early WelTAG stages, supported by the Cardiff Capital Region Transport Authority with ongoing WelTAG 2 studies extending into 2022. RCT has made early progress regarding land assembly for potential station and park and ride sites.

20. **Vale of Glamorgan Council – Barry Docks Transport Interchange and Regeneration Project** – to build on the current Metro Plus phase 1 programme to deliver park and ride facilities north of the railway line, including wider regeneration opportunities as part of the proposal.
21. Torfaen County Borough Council and Blaenau Gwent County Borough Council are not intending to submit and LUF bids in relation to transport schemes for the next round as their submissions are regeneration and town centre proposals that do not have a transport element within them.

Other Works Ongoing to Enable Future Opportunities

22. An update on further progress will be brought to a future meeting of the Regional Transport Authority
23. This report is part of a series of updates on programme activity, whereby regional engagement will take place.

Reason for Recommendations

24. To support the individual levelling up fund bids being submitted by individual local authorities that have a strategic fit with the wider emergent CCR sustainable transport vision.

Financial Implications

25. The report sets out a number of proposals being considered as individual bids to the UK Government Levelling Up Fund for transport projects in the Capital Cardiff Region.
26. The report does not identify any requirement for match funding or CCR resources at this stage. The financial implications of any approved funding will need to be considered with further updates planned to be brought to future Regional Cabinet meetings.

Legal Implications

27. There are no legal implications for the proposals at this stage.

Well-being of Future Generations (Wales) Act 2015

28. 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 Regional Cabinet should consider how the proposed decision will contribute towards meeting the wellbeing objectives set by each Council and in so doing achieve the national wellbeing goals. The wellbeing duty also requires the Councils to act in accordance with a 'sustainable development principle'. This principle requires the Councils to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

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

29. Regional Cabinet must be satisfied that the proposed decision accords with the principles above. To assist Regional Cabinet 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

30. 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 Regional Cabinet 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

31. It is recommended that Cardiff Capital Region Regional Cabinet:

(1) notes and provides strategic endorsement to the schemes that CCR's constituent Councils propose to submit as LUF bids to ensure the region presents a coherent programme. The individual bids will form parts of a delivery programme that evidences a regional and strategic fit and that aligns with the relevant strategies identified, including:

- SEW Transport Commission
- Hendy Review of Union Connectivity
- Metro Enhancement Framework
- Western Gateway/ strategic transport corridors and sub-national transport plan
- CCR's Passenger Rail Vision
- Metro Plus schemes
- Comprehensive re-development of Cardiff Central 'Metro Central'
- Wales Transport Strategy

Clare Cameron, Transport & Energy Manager
Kellie Beirne, Director
Cardiff Capital Region
14 March 2022

Appendices

Appendix 1 Well-being of Future Generations Assessment

Future Generations Assessment Evaluation

(includes Equalities and Sustainability Impact Assessments)

<p>Name of the Officer completing the evaluation:</p> <p>Clare Cameron</p> <p>Phone no: 07976 708539 E-mail: clare.cameron@cardiff.gov.uk</p>	<p>Please give a brief description of the aims of the proposal</p> <p>To provide members with an update on the Metro Plus Phase One Programme, the CVL, MEF & Phase Two Development Programmes and to update on the Local Transport Fund Bid that was submitted to Welsh Government on 9th February 2022 to fund Metro Plus and the wider transport programmes.</p>
<p>Proposal: Local Authority Transport Levelling Up Fund Bids</p>	<p>Date Future Generations Evaluation form completed: 14 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>A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>All regional transport proposals will have a slight to large positive impact on the strategic objectives contained within the Prosperity and Opportunity theme.</p> <p>In particular, the regionally supported transport projects 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. All schemes proposed to date meet with one or more of the strategic transport programmes e.g. Metro Plus, Burns Commission proposals, Union Connectivity, Wales Transport Strategy, CCR Energy Strategy, Western Gateway, Metro Enhancement Framework.</p> <p>As a whole, connectivity across the region will improve through implementation of these projects. All of the combined improvements to Stations, Interchanges, Park and Ride and bus priority will</p>	<p>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>assist in creating a seamless network allowing ease of transfer between modes. The projects will facilitate ease of access for communities across South East Wales and cross border further afield, for those with and without access to a private car thereby improving connectivity to a range of services.</p> <p>They 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 individual LUF projects 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 schemes 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 schemes 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</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>rate, economic inactivity rate and benefit claims and ILO unemployment rates for 16+ across Wales. It can be seen that the International Labour Organisation (ILO) unemployment rate for South East Wales is higher than for Wales as a whole (5.6 compared to 4.7 for wales as a whole).</p> <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 LUF schemes would deliver.</p> <p>The projects 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>Many of the schemes 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 Projects proposed 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</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>economic prosperity of the area within which they live as they spend their income on local goods and services.</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.</p> <p>These sustainable transport projects provide 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 projects 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 LUF proposals will encourage modal shift to public transport for a range of journey types.</p> <p>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.</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>A healthier Wales</p>	<p>A potential reduction in car trips may make the roads safer, thus opening them up for more Active Travel</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?
People's physical and mental wellbeing is maximized and health impacts are understood	<p>journey opportunities. There is also likely to be growth in active travel journeys undertaken to interchanges to access the LUF 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 projects 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. 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 LUF projects will also improve connectivity to the South Wales Metro, permitting regional</p>	A greater contribution will be made to this by the aforementioned data capability, sectoral analysis and place assessments.

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>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 LUF projects 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 LUF projects 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 LUF projects include investment across the whole of South East Wales and 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 LUF proposals 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>
<p>A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People</p>	<p>Providing new and improved sustainable transport infrastructure across the Region will help increase the means of access to sport and recreation.</p> <p>All signage will be bilingual, and buses are already equipped with Audio Visual (AV) for those vehicles</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?
are encouraged to do sport, art and recreation	<p>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>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.</p> <p>The LUF proposals 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.</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 proposals 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 LUF proposals 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. 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 schemes identified 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.</p> <p>In developing the proposals long terms trends have been analysed. The proposals 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>Working together with other partners to deliver objectives</p> <p>Collaboration</p>	<p>The transport proposals identified, not just in the LUF Bids, but overall, have 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>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>

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>Involving those with an interest and seeking their views</p> <p>Involvement</p>	<p>The holistic transport 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>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. The RTA will ensure that all partners are included whilst delivering the Programme.</p>
 <p>Putting resources into preventing problems occurring or getting worse</p> <p>Prevention</p>	<p>The CCR transport 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 transport 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 transport programme has been developed with consideration to a wide range of contextual factors. Strategic fit of these individual schemes have 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 transport programme will help to achieve goals that aim to tackle poverty and deprivation, improve access to skills, improve employment opportunities and provide improved infrastructure and healthier communities.</p>	

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

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	The CCR transport programme will help to achieve goals that aim to tackle poverty and deprivation, improve access to skills, improve employment opportunities and provide improved infrastructure and healthier communities for all characteristics as all infrastructure included within the projects will be designed in accordance with current inclusive design.	None arising at this time.	
Disability	As above	As above	
Gender reassignment	As above	As above	
Marriage or civil partnership	As above	As above	
Pregnancy or maternity	As above		
Race	As above		
Religion or Belief	As above		
Sex	As above		
Sexual Orientation	As above		
Welsh Language	As above	Not at this time but the situation will be kept under review.	

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

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

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

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

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

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

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

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

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