



25 JULY 2022

METRO PLUS & ULTRA LOW EMISSIONS VEHICLES (ULEV) UPDATE

REPORT OF CARDIFF CAPITAL REGION DIRECTOR AND TRANSPORT & ENERGY MANAGER

AGENDA ITEM 4

Appendix 1A 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 this Report

1. To provide Regional Cabinet with an update on progress for the Metro Plus Phase 1 and ULEV Programmes as identified in the reports submitted to the Regional Transport Authority (RTA) on 14th July 2022 and as set out in Appendices 1, 1A & 2 of this report.
2. To ask Members to approve an increase to the budget from the City Deal (CD) to £17m for Metro Plus to enable the Programme to be delivered and to consider the request to match fund Levelling Up Fund bids to the values identified in Appendix 1 and 1A of this report.
3. To ask Members to approve further funding to deliver the ULEV programme as identified in the report to the RTA as set out in Appendix 2 of this report.

Background

4. 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 18th 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 1 delivery programme and an update of this programme is provided within Appendix 1 and 1A of this report.
5. In March 2021, Regional Cabinet agreed a £3m CD budget from the Wider Investment Fund (WIF), to match fund WG awarded funding of up to £4,814,095,

in response to a regional bid submitted to deliver schemes within the ULEV Transformation proposal, identified through the RTA. The WG funding was a one-year investment fund that needed to be utilised by 31st March 2022, whilst the CD funding was expected to be used past this date to ensure delivery was achievable. An update of progress is offered at Appendix 2 of this report.

Issues

6. Reports were presented to the RTA on 14th July 2022 on the Metro Plus Phase One Programme and the ULEV Programme and are attached to this report at Appendix 1 and Appendix 2 respectively. At that meeting, the RTA took the following decisions:

Metro Plus:

- (1) noted the information in this report; and
- (2) noted, approved and endorsed a request to be made to Regional Cabinet on 25th July 2022 to increase the CD contribution to deliver the Metro Plus Phase 1 programme, and to allow an element of the funding to be carried forward into 2023/24 to match fund any LUF funding award to Caerphilly CBC (if Caerphilly CBC is successful with its LUF bid later this year), and Merthyr Tydfil CBC (if Merthyr receives a successful LUF award in 2023/24) in accordance with the figures detailed in Appendix 1A.
- (3) requested approval from Regional Cabinet that any underspends on this programme be repurposed, with any residual funding being made available to local authorities able to fully spend any increased allocation on the Metro Plus Phase 1 Programme in accordance with the September 2022 deadline date for scheme confirmation set out in the attached

ULEV:

- (1) noted the information in the report and progress made on the ULEV projects to deliver ULEV infrastructure and on the wider decarbonisation of transport projects; and
 - (2) approved a request to be made for further funding from Regional Cabinet at its meeting on 25th July 2022, to the value of an additional £5m to enable a contribution towards the OZEV delivery programme, to deliver the E-Car Club project and to enable further expansion of the decarbonisation of transport programme.
7. Regional Cabinet is referred to the reports attached at Appendices 1 and 2 for the necessary detail on both Metro Plus and ULEV. This report is presented to Regional Cabinet to consider the requests for further funding for both programmes to enable the delivery of the schemes identified within the reports attached at Appendices 1 and 2.
 8. The Full Business Cases for the delivery of the ULEV projects are currently in draft and will follow once fully completed.

Reason for Recommendations

9. To enable the Metro Plus Phase 1 programme to be completed.
10. To enable the ULEV Programme to progress at pace to contribute towards the Regional and Welsh Government's targets to net zero in respect of transport.
11. To enable the ULEV Programme to be completed and a full spend to be achieved.

Financial Implications

12. The report provides an update on the Metro Plus Phase I and ULEV delivery programmes.
13. Approval is sought for an additional £2m CCRCD funding for the Metro Plus schemes, 6 of which are currently anticipated to be fully delivered by the end of March 2022/23. The balance of the funding will be allocated for the development of business cases on the remaining schemes. The report also seeks approval for an element of the funding to be carried forward into 2023/24 as match funding for any successful Levelling Up Fund bids.
14. The increased funding requirement reflects increased costs of schemes but also the reduced overall LTF allocation of £14.078m as compared to the original £15m assumed within the programme.
15. It is additionally proposed that underspends on this programme be repurposed with any residual funding being made available to local authorities able to fully spend any increased allocation on the Metro Plus Phase 1 Programme.
16. The report updates on progress made on the ULEV projects and requests approval for further funding to the value of £5 million.
17. Whilst these additional funding requests can be managed within the existing Wider Investment Fund resources, any expenditure arising will need to continue to be supported by a business case, in line with CCRCD objectives and have regard to lessons learned from previous projects including timescales for expenditure in respect of any grant award.

Legal Implications

18. This report asks Regional Cabinet 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 CCRCD Wider Investment Fund will be subject to (i) a further decision of CCRTA and/or Regional Cabinet and ensuring that (ii) the proposals are in line with state aid/subsidy control 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 CCRCD is able to comply with the same.

Well-Being of Future Generations (Wales) Act 2015

21. In delivering these programmes, 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.

22. 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 3.

Equality Act 2010

23. 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

24. It is recommended that the Cardiff Capital Region Joint Cabinet:
- (1) approves an increase in the budget to the Metro Plus Phase One Programme to the value of an additional £2m;
 - (2) approves an element of the funding for the Metro Plus Phase One Programme to be carried forward into 2023/24 to match fund any LUF funding award to Caerphilly CBC (if Caerphilly CBC is successfully with its LUF bid later this year), and Merthyr Tydfil CBC (if Merthyr receives a successful LUF award in 2023/24) in accordance with the figures detailed in Exempt Appendix 1A;
 - (3) approves that should schemes not be confirmed and in drawdown phase by end of September 2022, that any residual budget is redistributed to approved schemes in delivery – subject to the discretion of the CCR Director in consultation with the Portfolio Lead for Transport and all relevant reporting to the Regional Transport Authority;
 - (4) approves an increase in the budget to the ULEV Programme to the value of an additional £5m to enable a contribution towards the OZEV delivery programme, to deliver the E-Car Club project and to enable further expansion of the decarbonisation of transport programme, subject to forthcoming full business case.

Clare Cameron
Transport & Energy Manager
Cardiff Capital Region
25 July 2022

Kellie Beirne
Director

Appendices

Appendix 1A 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.

	Appendix 1	Metro Plus Report RTA 14 th July 2022
EXEMPT	Appendix 1A	Original Appendix 1 to Metro Plus Report to RTA 14 th July 2022
	Appendix 2	ULEV Report RTA 14 th July 2022
	Appendix 3	Well-being of Future Generations Assessment



14 JULY 2022

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

**REPORT OF THE CARDIFF CAPITAL REGION DIRECTOR AND THE
TRANSPORT & ENERGY MANAGER**

AGENDA ITEM 5

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Reason for Report

1. To update Members on the progress of the Metro Plus Phase 1 Programme.
2. To advise Members of the award of funding by Welsh Government (WG) through the Local Transport Fund (LTF) process for 2022/23.
3. To ask Members to note the content of the LTF award received from Welsh Government (WG) by Merthyr Tydfil 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 18th 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 28th 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 a recommendation to Regional Cabinet on the 25th July 2022 to increase the budget from the City Deal (CD) to £17m for Metro Plus to enable the Programme to be delivered and to consider the request to match fund Levelling Up Fund bids to the values identified in appendix 1 of this report.

Background

5. 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 18th 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.
6. 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

7. WG has awarded Merthyr Tydfil CBC Metro Plus Phase 1 funding from their LTF of £3,100,000 following a bid submitted to WG in February 2022, with CD WIF match funding of £15,000,000. The Programme is currently in its final year - Year 4 funding as part of a WG/City Deal co-investment Programme.
8. No funding has yet been awarded to Merthyr Tydfil CBC for the Metro Plus Phase 2 from the £4,800,000 bid submitted for Development funding, and it is unclear at this stage as to whether funding will come forward later in the year. However, Tfw has been awarded funding to develop some of this programme and to develop the MEF projects identified below. 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– WeITAG Stages 1/2.

- Regional Transport Plan Development - £100,000

9. The terms and conditions of the WG LTF Grant mean that the works will need to be completed by 31st March 2023.

Metro Plus Phase One Update

10. 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.

Benefits Realisation

11. The benefits to delivering the Cardiff Capital Region Metro by 2030 include:

- supporting the creation of 7,000 jobs;
- over 30 years, contribute an additional £4bn to the regional economy;
- deliver a one-off construction impact from Metro and contingent developments of £4bn;
- Environmental and Sustainability Benefits - through modal shift and reduced car journeys, road congestion and CO2 emissions; support over 80,000 daily passengers vs 40,000 today, contributing to greater use of public transport;
- increasing the number of people who can easily access the regional public transport network by 60%; this will benefit both commuters by increasing their employment choices and employers by increasing their catchment area, reducing churn in recruitment and improving staff retention; and
- commuting benefits from generalised journey time savings of approx. £30m/yr.

12. The wider benefits of the Metro Plus Programme have been calculated and are expected to include the following:-

Category	Figure
Gross jobs created	393
Number of jobs accommodated	283
Number of jobs in Construction sector	450
Total traineeships	45
Traineeship leavers progressing	33
Investment induced	£8,000,000.00
Enterprises accommodated	146
Land developed	13.5
Non-residential premises created	28,914m2
Non-residential premises created	149
Number of SMEs securing contracts	70
Value of contracts awarded to SMEs	£39,000,000.00

Category	Figure
Number of additional housing units	160
Number of additional social housing delivered	124
Number of non-residential premises back into use	10
Estimated reduction in CO2	20%
Ness Tar jobs created	20
Number of households energy performance improvement	750
Number of workers completing employment related courses	48
Number of jobs accommodated enabled through regeneration investment	3
Number of jobs in construction sector as a result of Welsh Government regeneration investment	30
Hectares of land developed	0.97
Number of SMEs based in Wales successful in securing contracts/sub-contracts // value of Welsh SMEs	£11,500,000.00
Commercial premises brought back into use	10,000m2

13. The outputs of the Metro Plus Programme include:-

Number of interchanges improved 8

Approximate KM's of passenger transport network improved or provided 32 km
(Newport to Cardiff 26km 14 and Abertillery Spur 6km 15)

Number of new park and ride spaces provided 453

Technology Advancement and Supporting New Industries

14. As part of the Metro Plus RTA Programme, it is expected that maximum benefit can be made of adopting new technology. This may include for example how the latest electric vehicle technology can be incorporated across the Metro Plus RTA Programme. Adoption of a new technology on a mass scale such as inclusion within all schemes in the Metro Plus RTA Programme, may also help provide traction to developing new technology industries within south east Wales, by providing the critical mass required to launch into a new area. This will not only promote sustainability and wellbeing for future generations, but also provide employment opportunities for South East Wales in new technology areas. The Metro Plus Programme includes an Ultra Low Emission Vehicles Charging Programme which will lead to a minimum of 176 dual 7 & 22kw chargers at 146 locations as well as 34 50kw dual chargers at 31 sites across the region. This is being expanded and could ultimately provided up to a further 275 dual chargers across the region.

15. All schemes are subject to the Welsh Transport Appraisal Guidance (WelTAG) process where consideration is given to the Strategic, Transport, Financial, Commercial and Management Cases. All documents in respect of WelTAG, design, planning and tender are provided by each individual LA to the CCR to evidence progress made. Under the auspices of the Programme-level business case approved by Regional Cabinet in January 2019, this will ensure further process requirements are met at detailed scheme level, given the projects have been developed through LTF and as such, reliance is placed upon the WG processes and procedures involved and their adherence to WelTAG.

16. There has been an increase in overall costs of the Programme due to an increase in material costs and contractor costs, as a fall out of COVID and Brexit. Local Authorities are typically seeing increases in material costs of around 20%, and labour costs have increased in excess of 50% in some areas, over the period.
17. Whilst all LAs are committed to delivering their projects within the final year of the programme (by 31st March 2023), it would be appropriate to include this deadline as a final commitment from CD funds in order to ensure spend by the scheme deadline date agreed by Regional Cabinet. Should any scheme fail to achieve this, or if it becomes apparent by the end of quarter 2 (30th September 2022) that this deadline can no longer be met, or contract dates and drawdowns are not provided and the schemes are no longer required, then it is proposed that subject to Regional Cabinet agreement, the CD funding commitment is re-purposed with any residual funding from the programme to be utilised by any LAs in Metro Plus Phase One scheme delivery who are able to make best use of the funding available. This would give Members confidence of programme delivery and that the allocated budget spend is achievable and able to be reported with confidence to UKG and WG. This however would exclude any commitment made to match fund LUF awards as identified within this report and considered on a case by case basis to ensure parity and fairness.

Delivery of Programme & Cost

18. 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 commenced in late Nov 2021 and expected to be complete late Autumn / early Winter. Cardiff Council has a shortfall in the funding and is requesting a further £1m from the CD budget to complete the project.
 - 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. Work commenced on site in February 2022 and the scheme is expected to be complete in 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 July 2022, one month later than initially planned. 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. VoG Cabinet HAS ACCEPTED THE WeITAG 3 report and the planning decision is officer delegated and in the process of being determined. Tenders are currently being prepared and will be issued imminently, with a completion of the works expected by 31st March 2023. A LUF bid has been submitted for a Marina at Barry Docks, and this scheme will enable sustainable access to the Marina, should the bid be successful.
- 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. Planning approval was granted in June 2022, with the completion of the scheme expected by 31st March 2023.
- 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. A LUF bid has been submitted to deliver the scheme and a request is being made to the CD for a contribution to match fund the LUF bid. This would extend into the 2023/24 financial year if the LUF bid is successful. The additional financial request can be found at appendix 1 of this report.
- 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. A request has been received from Blaenau Gwent to increase the CD allocation to enable the development of the scheme to be concluded. The additional financial request can be found at appendix 1 of this report.
- Newport – Cardiff Bus priority – this scheme is now being considered / delivered as part of the Burns programme, so a new scheme needs to be identified and Newport Council need to identify their requirements from this programme to enable Members to consider further. Whilst funding of £750k is identified within the programme to develop a preferred scheme, Newport

would need to bring this scheme forward within quarter 2 of this financial year to give Members the confidence that the funding will be utilised within the timeframe of the programme.

- 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. WeITAG feasibility and design are ongoing. Whilst Merthyr CBC has taken a decision not to apply for funding from LUF this financial year due to the scheme not being sufficiently advanced enough, they would like a match fund to be considered in 2023/24 if there is a further phase of LUF bid submissions.

Local Member Consultation (where appropriate)

19. 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

20. To advise Members of the award of funding by WG from the LTF Grant for delivering and developing schemes in 2022/23.
21. To enable Members to consider the additional requests for funding and take a decision on recommending an increase in the overall CD budget to Regional Cabinet to allow the Programme to be delivered.

Financial Implications

22. The report provides an update on the Metro Plus (Phase 1) delivery programme and seeks approval for an additional £2m CCRCD funding for the related schemes, 6 of which are currently anticipated to be fully delivered by the end of March 2022/23. The balance of the funding will be allocated for the development of business cases on the remaining schemes. Whilst this can be managed within the existing Wider Investment Fund resources, any expenditure arising will need to continue to be supported by a business case, in line with CCR objectives and have regard to lessons learned from previous projects including timescales for expenditure in respect of any grant award.
23. The increased funding requirement reflects overall increased costs of schemes but also reflects the reduced overall LTF allocation of £14.078m as compared to the original £15m assumed within the programme. Appendix 1 provides an update as to spend to date against the original funding allocations and revised total funding requirements against the revised funding allocation including from the Levelling Up Fund (LUF), local authority capital programmes and Transport for Wales funding.
24. It is proposed subject to Regional Cabinet approval that underspends on this programme be repurposed with any residual funding being made available to

local authorities able to fully spend any increased allocation on the Metro Plus Phase 1 Programme.

25. The report highlights performance on the individual schemes funded by the CCRCDC investment agreed by Regional Cabinet in respect to Metro Plus projects. Any lessons learnt from challenges and issues identified should be considered in future projects, with clear lines of responsibility for delivery. This is to ensure that objectives initially assumed when approving schemes are realised.
26. The report also sets out the award of funding by WG from the Local Transport Fund for delivery and development of schemes in 2022/23. This has been awarded for the delivery of Metro Plus Phase 1, development funding for Metro Plus Phase 2 along with the MEF priority corridors and the development of the Regional Transport Plan. Any expenditure incurred should be in accordance with the timescales and terms and conditions of the approved grant. It should be noted that where there are any delays and/or increased costs of schemes that there is no obligation on WG or CCRCDC 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.

Legal Implications

27. 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).
28. Any requests for funding from the CCRCDC Wider Investment Fund will be subject to (i) a further decision of CCRTA and/or CCRCDC Regional Cabinet and ensuring that (ii) the proposals are in line with state aid/subsidy control rules, the WG and HMT funding conditions that attach to the Cardiff Capital Region Wider Investment Fund and all other legal requirements.
29. 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 CCRCDC is able to comply with the same.

Well-being of Future Generations (Wales) Act 2015

30. In developing the Plan and in considering its endorsement regard should be had, amongst other matters, to:
 - a) the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards;
 - b) public sector duties under the Equalities Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties Councils must in making

decisions have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are: a. age; b. gender reassignment; c. sex; d. race – including ethnic or national origin, colour or nationality; e. disability; f. pregnancy and maternity; g. marriage and civil partnership; h. sexual orientation; i. religion or belief – including lack of belief, and;

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

31. 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.

32. 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

33. 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

34. It is recommended that CCRTA

- (1) notes the information in this report; and
- (2) notes, approves and endorses a request to be made to Regional Cabinet on 25th July 2022 to increase the CD contribution to deliver the Metro Plus Phase One programme, and to allow an element of the funding to be carried forward into 2023/24 to match fund any LUF funding award to Caerphilly CBC (if Caerphilly CBC is successfully with its LUF bid later this year), and Merthyr Tydfil CBC (if Merthyr receives a successful LUF award in 2023/24) in accordance with the figures detailed in appendix 1.

Clare Cameron
Transport & Energy Manager
Cardiff Capital Region
15 July 2022

Kellie Beirne
Director

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 Financial status of Metro Plus Phase One Programme
Appendix 2 Well-being of Future Generations Assessment

The following background paper has 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

14 JULY 2022

ULTRA LOW EMISSION VEHICLES (ULEV) UPDATE

REPORT OF CARDIFF CAPITAL REGION DIRECTOR AND TRANSPORT & ENERGY MANAGER

AGENDA ITEM 6

Reason for Report

1. To update Members on the progress made to date on delivering the 2022/23 ULEV programme, funded by the City Deal to help deliver ULEV infrastructure and provide incentives for early take up of ULEVs.
2. To ask Members to note the progress made.
3. To ask Members to request further funding from Regional Cabinet at the next meeting on 25th July 2022 in accordance with the information provided within this report.
4. To reiterate the importance of a regional approach to delivering ULEV initiatives, to ensure a regional solution for managing charging infrastructure and delivering incentives to assist WG in their decarbonisation of transport programmes.

Background

5. In March 2021, Regional Cabinet agreed a £3m CD budget from the Wider Investment Fund (WIF), to match fund WG awarded funding of up to £4,814,095, in response to a regional bid submitted to deliver schemes within the ULEV Transformation proposal, identified through the RTA. The WG funding was a one-year investment fund that needed to be utilised by 31st March 2022, whilst the CD funding was expected to be used past this date to ensure delivery was achievable.
6. The funding was made available to assist WG transform the network to ULEV and help reach their net zero targets of zero emissions from buses and taxis by 2028, and wider modes by 2035 and 2050. No grant funding has been identified

by WG for ULEV delivery in 2022/23 and the City Deal funding of £3m is being utilised to complete phase 1 of the delivery programme.

Progress to Date

7. WSP Consultancy has been contracted again in 2022/23 to help deliver the ULEV programme, including the preparation of a regional car club proposal that could be delivered with further funding. The work carried out to date includes:

- **ULEV – Provision of Taxi Infrastructure**

34 chargers at 31 sites were identified by the Local Authorities and are finalising completion of delivery by the end of September. The contract includes a Concession agreement with SWARCO to maintain and manage the chargers for 5 years with an additional 1+1+1 option. A return on investment has been agreed under a profit share that increases over the period of the contract.

Since the first charger become operational in October 2021, outputs and outcomes include:-

- a total of 1043 sessions (504 of these have taken place over the last 2 months and therefore we are expecting to see a sharp increase in the usage over the coming months);
- Total Consumption = 17,052.86 kWh;
- Approx. Equivalent Miles = 49,965 miles;
- The highest number of unique drivers per month = 55 drivers;
- CO2 Savings = 9.7 tonnes; and
- Equivalent number of trees = 57 trees

- **ULEV – Provision of Taxis for ‘Try Before You Buy Scheme’ - 3 Year Pilot Project**

WG funded the purchase of 44 wheelchair-accessible 100% electric vehicles to operate a try before you buy scheme for 3 years in 2020/21. Days Rental are managing the trial and the first taxis went into operation in December 2021.

Early responses from the trial indicated that charging infrastructure and range was an issue, but as more charging infrastructure has become operational in the past 2 months, it is expected that there will be more confidence in the vehicles going forward. In addition, it has been identified that there is a need to offer training to drivers, educating them on how to maximise the range of the vehicles and to provide them with training on how to use the chargers - work is currently being undertaken with SWARCO to provide this training.

There has been an increase in interest for the summer months and it is expected that there will be a particular hike in interest now that 24 chargers are operational across the region, with a further 6 expected to be operational by the end of the Summer. From the perspective of the public, the response has been extremely positive with drivers reporting that the public are happy to see the CCR offering the scheme to encourage drivers to transition to

electric vehicles. The data for the usage of the Taxi Trial Scheme is as follows:

- (i) Total Utilisation: 20,073 miles (end of June 2022)

Cardiff Council are currently operating a Lease Hire Scheme as part of a second trial, also operated by Days Rental, which could potentially expand to the Region longer term. This will offer taxi drivers a next step to transition following on from the taxi trial scheme. Expansion of the lease scheme would be subject to the results of both trials and assessing the benefits and the likelihood of such a scheme being beneficial for a permanent transition.

The CCR has liability to insure the taxis for another year at a cost of circa £200k as well as charge costs at an estimated £5k.

- **ULEV – Provision of Public Use Charging Infrastructure**

Existing Provision Approved and Planned for Delivery

Connected Kerb has been awarded a contract to deliver the public use charging infrastructure, including a concession agreement to manage the operation of the chargers. The concession agreement is for a period of 5 years with an option to extend +3, +2, so potentially a total of 10 years. Any additional infrastructure can be delivered through this concession.

159 sites across the region were originally identified as part of Phase 1, with a further circa 500 sites being identified for future phases. Following meetings with all 10 Local Authorities, some of the locations were amended and the final list of Phase 1 sites consists of 146 locations with 178 dual chargers (80 x 7kw dual chargers & 98 x 22kw dual chargers). Delivery is currently underway, with the first 20 sites due to be live and operational in August.

Since the award of contract, Connected Kerb has suffered an increase in both material and contractor costs to the value of approximately £500k, and are requesting that the CD compensate them for these additional charges. Advice is currently being sought on what would be deemed reasonable, accepting that COVID and Brexit has caused additional costs in these areas for all purchases throughout the UK.

OZEV Funding Opportunity

In March 2022, the UK Gov requested bid submissions to enhance the delivery of on-street and workplace parking and is offering to fund up to 75% of each charger. The CCR submitted an OZEV bid with a total of 199 sites for funding at the end of March 2022, as part of an On Street Residential Charge Point Scheme (ORCS). Funding conditions means that the points must be close to residential areas with no access to off-street parking. OZEV are reviewing each individual site submitted to ensure its compliance and officers are currently negotiating with OZEV on the final list of sites based on feedback being received. The WG is currently offering some match funding (£85k per local authority area), but there will be a requirement for the CCR to

bridge the cost gap between what OZEV will pay and the amount that the WG is willing to match.

Further Opportunity for Provision of Charging Infrastructure

There is potential for future phases of workplace electric vehicle charge points, including schools and Public Health facilities. This has been costed as follows:

Scheme/Scenario	Estimated Cost
Public Health – 50 sites (6 bays, 3 x dual 7kW chargers) OR Public Health – 50 sites (4 bays, 2 x dual 22kW chargers)	£1.3m £1.15m
Schools – All 613 sites (2 bays, 1 x dual 22kW charger) OR Schools – 143 sites, all middle schools, comprehensive and x2 at special schools across the region (2 bays, 1 x dual 22kW charger)	£11.7m £2.8m

- **ULEV – Car Club**

Members expressed an interest in progressing a Regional E-Car Club at its meetings in February and September 2021. The benefits of a ULEV Car Club include objectives to:

- reduce CO2 emissions;
- reduce the need for second cars within families;
- transition to ULEV vehicles and give the public the opportunity to trial ULEVs;
- encourage more public transport use and use ULEVs for part of the journey; and
- ensure affordable transport is accessible to all users.

Work has been ongoing to set up a regional E-car club to meet the objectives identified, and a procurement exercise is currently being prepared with an option to go to the market prior to the Summer break. Any car club provider would be expected to be ACOMO accredited, which is the highest accreditation currently available within the market to ensure the highest standards are met. It was originally intended to fund the car club through the existing budget identified, however, the budget has now been expended with the commitment to deliver the public charging infrastructure. Therefore, a further request to Regional Cabinet is required to increase the existing budget to fund any future car club scheme.

The costs to deliver an E-Car Club are as follows:

58 Cars	£2.146m (est £37k per EV)
Charging Infrastructure for 58 dual charge points;	£870k (est £15k per charge point)
Marketing	Est £150k
Legal Costs	£20k
	Total = £3.186m

There are multiple options for the delivery of the E-Car Club scheme, and subject to funding being agreed, tenders issued and results of the tenders known, a further update report could be brought to this Board.

Local Member Consultation (where appropriate)

8. 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

9. To offer Members an update on the progress of the delivery of the ULEV programme and to advise Members on the progress made on the various elements within the decarbonisation of transport programme.
10. To request that Members agree a recommendation to Regional Cabinet on the 25th July 2022 to increase the ULEV budget to £8m to enable a contribution towards the OZEV delivery programme, to deliver the E-Car Club project and to enable further expansion of the decarbonisation of transport programme.

Financial Implications

11. Regional Cabinet approved a £3m budget from the Wider Investment Fund resources in March 2021 to enable CCR to match fund transport initiatives that meet the Metro Plus agenda and to deliver schemes within phase 1 of the ULEV transformation proposal. This report provides an update on progress against the related schemes and objectives identified.
12. It should be noted that significant cost increases have been experienced in relation to the contract award for delivery of the public use infrastructure. Legal advice is currently being sought with regard to a related request for compensation. A further update report in this regard is planned to be brought to a future meeting of this Board.

13. The report identifies additional funding requirements of £5 million to fund the proposal for a regional car club (with costs estimated at £3.186 million) and for future phases of public & workplace electric vehicle charge points. Any such approvals will need to continue to be supported by a business case, be in line with CCR objectives and have regard to lessons learned from projects currently proposed.
14. It is proposed that additional funding approved is used to match fund potential UKG funding in relation to the CCR bid towards costs of an On Street Residential Charge Point Scheme (ORCS). The WG is offering match funding of £85,000 per local authority area, £850,000 in total.
15. Any additional costs identified will need to be met from the bids for additional grant and in the event that this is not successful, any further resources required to be met from existing Wider Investment Fund allocations to support transport projects will need to be considered and approved by Regional Cabinet.
16. Where there are ongoing costs of managing installed infrastructure, this is included in the regional concession for the delivery of chargers that is already in place for the next 5 years with the option to expend up to 10 years in total. CCR has liability for taxi insurance for another year at a cost of circa £200,000 and electricity charge costs at an estimated £5,000.
17. Regular reports should be considered by the RTA on the progress of these schemes and use of the infrastructure installed, to inform future projects. This will also need to include a strategy for future use of vehicles purchased.

Legal Implications

18. This report updates members on the progress to date. Any requests for funding from the CCRCW Wider Investment Fund will be subject to (i) a further decision of CCRTA and/or CCRCW Regional Cabinet and ensuring that (ii) the proposals are in line with state aid/subsidy control rules, the WG and HMT funding conditions that attach to the Cardiff Capital Region Wider Investment Fund and all other legal requirements.
19. 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 CCRCW is able to comply with the same.

Well-being of Future Generations (Wales) Act 2015

20. In developing the Plan and in considering its endorsement regard should be had, amongst other matters, to:

- a) the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards;
 - b) public sector duties under the Equalities Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties Councils must in making decisions have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are: a. age; b. gender reassignment; c. sex; d. race – including ethnic or national origin, colour or nationality; e. disability; f. pregnancy and maternity; g. marriage and civil partnership; h. sexual orientation; i. religion or belief – including lack of belief, and;
 - c) the Well-being of Future Generations (Wales) Act 2015. The Well-being of Future Generations (Wales) Act 2015 ('the Act') is about improving the social, economic, environmental and cultural well-being of Wales. The Act places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language and is globally responsible. In discharging their respective duties under the Act, each public body listed in the Act (which includes the Councils comprising the CCRC) must set and published wellbeing objectives. These objectives will show how each public body will work to achieve the vision for Wales set out in the national wellbeing goals. When exercising its functions, the CCRTA should consider how the proposed decision will contribute towards meeting the wellbeing objectives set by each Council and in so doing achieve the national wellbeing goals. The wellbeing duty also requires the Councils to act in accordance with a 'sustainable development principle'. This principle requires the Councils to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.
21. 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.
22. CCRTA must be satisfied that the proposed decision accords with the principles above. To assist CCRTA to consider the duties under the Act in respect of the decision sought, an assessment has been undertaken, which is attached at Appendix 1.

Equality Act 2010

23. 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

24. It is recommended that CCRTA:

- (1) notes the information in the report and progress made on the ULEV projects to deliver ULEV infrastructure and on the wider decarbonisation of transport projects; and
- (2) approves a request to be made for further funding from Regional Cabinet at its meeting on the 25th July 2022, to the value of an additional £5m to enable a contribution towards the OZEV delivery programme, to deliver the E-Car Club project and to enable further expansion of the decarbonisation of transport programme.

Clare Cameron
Transport & Energy Manager
Cardiff Capital Region
15 July 2022

Kellie Beirne
Director

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, the ULEV Programme and to update on the Local Transport Fund Award from Welsh Government for 2022/23 to fund Metro Plus and the wider transport programmes.</p>
<p>Proposal: Transport Programme update & Local Transport Fund Award for Metro Plus and Metro Enhancement Funding</p>	<p>Date Future Generations Evaluation form completed: 25 July 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>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 demonstrate 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>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</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>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>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>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>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>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.</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 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>	

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>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 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 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.

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

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

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

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

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

- 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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