

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)

Name of the Officer completing the evaluation: Clare Cameron Phone no: 07976 708539 E-mail: clare.cameron@cardiff.gov.uk	Please give a brief description of the aims of the proposal To provide members with an update on the ULEV Transformation Programme being funded by the CD WIF Fund in 2022/23.
Proposal: Ultra Low Emission Vehicles (ULEV) Update	Date Future Generations Evaluation form completed: 14 July 2022

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

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs	The ULEV Transformation Programme will have a slight to large positive impact on the strategic objectives contained within the Prosperity and Opportunity theme. EVs have lower operating costs than conventionally fueled vehicles, reducing expenditure for taxi drivers. Financial support could help offset the increased capital cost of EVs. For most taxi drivers, switching to a ULEV reduces total cost of ownership (TCO). In particular, the programme will greatly assist in providing the right infrastructure to improve	Proposals to improve progress against ULEV 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.

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?
	connectivity by means of good transport infrastructure.	
<p>A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	<p>Adoption of EVs will help to improve air quality, reduce noise pollution, particularly in cities and built-up areas, and improve biodiversity in the region.</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. The report prepared by Cenex demonstrates the need for a Programme of Electric Vehicle Infrastructure and has proposed the level of infrastructure likely to be required up to 2030. The delivery of this programme will seek to expand on this provision for the region as a whole, which will help combat climate change.</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 People's physical and mental wellbeing is maximized and health impacts are understood</p>	<p>EVs reduce emissions which cause poor air quality, improving health outcomes for everyone in the CCR leading to cost savings across a range of health service provisions.</p> <p>Plug-in vehicles have zero tailpipe NOx and PM emissions when run in electric mode and therefore has a large positive impact on a healthier Wales.</p> <p>There can also be economic benefits for the region from growing new technologies and the new businesses that provide the infrastructure.</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?
	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, thus aiding positive improvements in air quality through ULEV vehicles and more reliable provision.	
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	<p>Taxi services connect communities that may not be served by public transport. EV buses, community transport and taxis will help ensure services remain viable despite increasingly strict emissions regulations.</p> <p>The programme will greatly assist in providing infrastructure to improve air quality by enabling the public and private sectors to access charging points throughout the region, giving them more confidence to invest in electric vehicles.</p>	A greater contribution will be made to this by the aforementioned data capability, sectoral analysis and place assessments.
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	<p>Reducing GHG emissions will help Wales play its part in tackling climate change and reducing negative impacts around the world. EVs reduce overall GHG emissions, even when emission from electricity generation is included and therefore has a positive impact on climate change.</p> <p>At low speeds, EVs are much quieter than petrol or diesel vehicles and idling noise is eliminated.</p> <p>The ULEV Transformation Programmes will sustain new connections, share good practice</p>	Develop the legacy impact of the event, sustaining new connections, sharing great practice and potentially securing propositions and deals that support economic growth.

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?
	and secure propositions and deals that support economic growth.	
<p>A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation</p>	<p>Providing new and improved sustainable transport infrastructure across the Region will help increase the sustainable means of access to sport and recreation.</p> <p>All signage will be bilingual.</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>The RTA is about delivering across 10 LAs and a population of 1.5m people.</p> <p>The Programme will support a more productive economy through an increase in new technologies, allowing for individuals, households, the public sector and businesses to grasp new opportunities, from more sustainable and clean transport provided by new and improved transport options.</p> <p>Increasing ULEV taxi uptake will increase public experience of the technology and may increase wider ULEV uptake.</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>	

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>The ULEV 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 of ULEVs, 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 ULEV 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.</p> <p>In developing the programme long terms trends have been analysed to provide for electric powered vehicles, what type of provision is required and the operating model for implementation.</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 ULEV Programme has been formed through collaborative working by ten local authorities (Caerphilly CBC, Cardiff CC, Bridgend CBC, Newport CC, Vale of Glamorgan Council, Rhondda Cynon Taf CBC, Merthyr Tydfil CBC, Monmouthshire CC, Torfaen CBC and Blaenau Gwent CBC). The Well-being objectives of each of the local authorities have been considered when developing the programme.</p> <p>EV Charging is supported by WG and work has been undertaken by Cenex to assess the demand up to 2030.</p>	<p>Public consultation will take place through the WeITAG process as each scheme develops through the WeITAG stages.</p>
 <p>Involving those with an interest and seeking their views</p> <p>Involvement</p>	<p>The ULEV Programme has been formed through collaborative working by ten local authorities (Caerphilly CBC, Cardiff CC, Bridgend CBC, Newport CC, Vale of Glamorgan Council, Rhondda Cynon Taf CBC, Merthyr Tydfil CBC, Monmouthshire CC, Torfaen CBC and Blaenau Gwent CBC). The Well-being objectives of each of the local authorities have been considered when developing the programme.</p> <p>Cenex were commissioned to consider EV Charging to 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>
 <p>Putting resources into preventing problems occurring or getting worse</p> <p>Prevention</p>	<p>The ULEV Programme is designed to prevent further environmental damage from transport through the promotion and development of a sustainable transport network.</p>	<p>This will be an increasing focus of scheme and programme delivery.</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>Considering impact on all wellbeing goals together and on other bodies</p>	<p>The ULEV 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.</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 ULEV 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		

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?
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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