



15 JUNE 2023

LOCAL TRANSPORT FUND (LTF) AWARD 2023/24 & METRO PLUS PROGRAMME UPDATE

REPORT OF CARDIFF CAPITAL REGION TRANSPORT & ENERGY MANAGER

AGENDA ITEM: 4

Appendices 1-3 to this report are exempt from publication because they contain information of the kind described in paragraphs 14 (information relating to the financial or business affairs of any particular person) and 21 (public interest test) of parts 4 and 5 of Schedule 12A to the Local Government Act 1972 and in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information

Reason for Report

1. To provide members with an update on the LTF award of funding allocated by Welsh Government (WG) for delivering strategic transport in 2023/24.
2. To provide Members with an update on the delivery of the Metro Plus programme to date.

Background

3. Metro Plus 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.
4. In December 2022, Welsh Government invited Local Authorities to submit bids for Local Transport Fund (LTF) grant for funding in 2023/24. This will help to build upon the Metro Plus programme of sustainable local transport schemes and ULEV developments across the region. Bids were submitted to Welsh Government for 2023/24 LTF Funding for 3 separate funds, including:
 - a) LTF CCRTA Metro Plus Phase 1 & 2 Development Programme - £4 million + CCR match of £2 million;
 - b) LTF ULEV Transformation Fund, £3.579 million + CCR match of £646,157;

- c) CCRTA Metro Plus Bus Priority Delivery Programme - £2.275 million (no match required from CCR).
5. The total CCR match requirement is £2,646,157. (A copy of the submissions is attached at appendices 1, 2 and 3). It was agreed by Regional Cabinet on 27th March 2023, that the CCR match funding requirement can be accommodated within the existing Metro Plus £17m programme and the £3m ULEV budget. There are no new financial commitments required from CCR as funding has already been agreed from within funding commitments already made for Metro Plus and ULEV.
 6. Regional Cabinet also agreed to extend the timescale for the Metro Plus Programme to 31st March 2024. This will enable those schemes that have been delayed as a result of procurement issues, to be completed, as well as further funding opportunities from Welsh Government and OZEV to be realised. This decision also enabled the 2022/23 LTF funding to be maximised and spent, enabling the full 2022/23 Welsh Government budgets to be utilised within the timescales required in accordance with the Welsh Government guidance, as well as further supporting the bids submitted to Welsh Government for LTF 2023/24 funding.

Progress to Date

7. Some positive feedback was received from Welsh Government on 18th May 2023 with regards to the LTF bid. Merthyr CBC are again acting as lead Authority and has been notified that the region has secured the following funding:-

Scheme Name	Scheme Purpose	LTF Awarded FY2023-24 £	Percentage of the gross expenditure that will be paid (within maximum amount of LTF awarded)
Regional Metro Plus programme*	Caerphilly Interchange, Severn Tunnel Junction and Merthyr Rail Station	1,000,000	67%
Regional Bus Infrastructure programme*	Development and delivery of a programme of regional bus infrastructure improvements	1,750,000	100%
Regional Bus Core Allocation*	To develop a pipeline of regional bus priority infrastructure enhancements	250,000	100%

*Local Authority will act as host authority for the region

8. A Metro Plus update forms a part of this report.
9. The development of the regional bus infrastructure programme and future pipeline will be reported at a future meeting of this Board.

10. The ULEV LTF award of funding for 2023/24 has been covered in a separate ULEV update report to this meeting.
11. The Grant award is specific to the schemes identified in the award letter as can be seen in the table above. Not all of the funding applied for has been approved, due to the amount of funding available to Welsh Government to allocate, and therefore, not all of the programmes will be delivered that was bid for.
12. An overview of progress on all Metro Plus Phase 1 schemes and delivery timescales is below:-
 - a) Cardiff East Bus Priority – Funding fully spent. Scheme being delivered as part of a wider regeneration programme within Cardiff;
 - b) Porth Interchange – Scheme completion imminent and transfer of asset to TfW expected in Quarter 2;
 - c) Barry Docks Interchange – Scheme completion imminent;
 - d) Severn Tunnel Junction Park & Ride – Park & Ride element complete with charging infrastructure awaiting meter installation prior to going live;
 - e) Pontypool & New Inn Park & Ride – Birds nesting have caused some delays to cladding, but scheme completion due imminently;
 - f) Porthcawl Bus Terminal – commenced on site 22nd May;
 - g) Abertillery Rail Extension – all development funding utilised but bid for further development funding not available at this stage;
 - h) Merthyr Rail Station – Award of further development funding awarded as above;
 - i) Caerphilly Interchange - Award of further development funding awarded as above.
13. The Metro Plus Phase 2 schemes that make up the programme, but have not been allocated funding in this package include:-
 - a) Abergavenny Transport Interchange;
 - b) Cardiff Bus Priority;
 - c) Cwmbran Transport Interchange;
 - d) Cogan Interchange;
 - e) Ystrad Mynach Park & Ride Extension;
 - f) Aberdare to Hirwaun Rail Extension, New Stations and Park & Ride;
 - g) Newport city centre and the International Conference Centre Wales bus priority;
 - h) Brackla Railway Station;
 - i) Pencoed Rail Level Crossing;
 - j) Merthyr Tydfil Transport Interchange.
14. However, there is a match element identified within the CCR Metro Plus Programme to the value of £2m and therefore some of the schemes can still progress utilising existing CCR Metro Plus funding.
15. An update on the Metro Enhancement Framework (MEF) schemes that make up the programme and have been developed in 2022/23, include:
 - a) **NW Cardiff** – The Stage 1 WelTAG for this scheme was funded by Metro Plus in 2019/20 and WelTAG 2 has since been carried out to explore options. This is still an interim report and will be finalised during 2023/24.

- b) **Cardiff – Vale of Glamorgan – Bridgend** WeITAG 1 & 2 have been carried out for various locations along the corridors by TfW in 2022/23 to make the case for change and identify problems and opportunities, including potential solutions. These have been developed and appraised during 2022/23 and will be further progressed during 2023/24.
 - c) **Newport – Chepstow** – TfW has recently undertaken WeITAG 1 works to identify problems and opportunities and to make the case for change. It is now at a stage to progress through the further WeITAG stages.
16. An update on the individual MEF schemes will be brought to a future meeting once they are at a stage to progress further, and when additional funding has been identified to continue with their development.
17. Merthyr CBC is responsible for reporting quarterly to Welsh Government on the LTF spend. Alongside this, the CCR funding is being robustly monitored through the Local Evaluation Framework agreed with UK and Welsh Governments for the delivery of the City Deal Investment Fund and any drawdown of city deal funds is in place.

Local Member consultation (where appropriate)

18. 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 takes place.

Reason for Recommendations

19. To ensure that schemes are considered and managed in accordance with relevant transport policies, the City Deal Investment and Infrastructure Plan and the Common Assessment Framework (CAF) within an appropriate timescale.
20. To enable schemes to be delivered in a timely manner.
21. To enable a forward work programme of projects that deliver City Deal objectives as agreed within the JWA.

Financial Implications

22. The report provides an update on the Welsh Government Local Transport Fund grant award for 2023/24 and notes that bids were submitted to Welsh Government as follows:
- a) LTF CCRTA Metro Plus Phase 1 & 2 Development Programme - £4 million + CCR match of £2 million;
 - b) LTF ULEV Transformation Fund - £3.579 million + CCR match of £646,157;
 - c) CCRTA Metro Plus Bus Priority Delivery Programme - £2.275 million (no match required from CCR).
23. The total CCR match funding requirement of £2,646,157 was approved by Regional Cabinet on 27th March 2023 to be met within the existing funding

allocations for the Metro Plus and ULEV schemes. An extension of the Metro Plus finalisation timeframe to 31 March 2024 was also approved in order to allow the last remaining projects to complete.

24. The table at paragraph 7 above identifies that £1 million LTF funding has been approved for Metro Plus Phases 1 and 2 with the specific schemes supported being Caerphilly Interchange, Severn Tunnel Junction and the Merthyr Rail Station. Those schemes not supported that still proceed will require use of the existing Metro Plus funding allocation.
25. Any expenditure in respect to this grant award and any bids for future grant should be in accordance with the terms and conditions and timescales for these grants.
26. Any proposed projects as part of Metro Plus as well as future grants bid for should be in accordance with a robust business case, with all funding sources including match funding and leverage identified. Schemes submitted for approval should be done so in accordance with individual local authorities to ensure that any commitments for ongoing operating costs and any match funding are considered as part of medium-term financial planning processes.
27. It should be noted that there is no obligation on Welsh Government or CCRCD 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 any contracts, local authorities need to be content that the risk of any cost overruns on these schemes must be met by them and sufficient resources will need to be made available should such a scenario arise.
28. The report also provides an update on overall progress against the Metro Plus Phase 1 programme schemes and notes that there is no requirement for additional CCRCD funding at this stage.
29. It is proposed that the development of the Regional Bus Infrastructure programme and future pipeline will be reported to a future meeting of this Board. In addition, the LTF 2023/24 award of funding for the ULEV programme is reported separately on the agenda.

Legal Implications (including Equality Impact Assessment where appropriate)

30. As set out in paragraph 25 above, any expenditure of the grant award must be in accordance with the terms and conditions of the grant. 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

31. A Well-being of future generations assessment can be seen in appendix 4 of this report.
32. In developing the Plan and in considering its endorsement regard should be had, amongst other matters, to:

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

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

33. RTA must be satisfied that the proposed decision accords with the principles above. To assist RTA to consider the duties under the Act in respect of the decision sought, an assessment has been undertaken, which is attached as an appendix to this report.

Equality Act 2010

34. 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

RTA 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

35. It is recommended that the CCRTA:

- (1) notes and endorses the award of funding from Welsh Government LTF funding that has been offered by Welsh Government;
- (2) notes and endorses the allocation of £2,646,157 of CCR funding as match, to progress the Metro Plus Programme, to be met from existing Metro Plus and ULEV programme budgets;
- (3) notes and endorses the agreed extension by Regional Cabinet to deliver the Metro Plus finalisation timeframe to 31 March 2024 in order to allow the last remaining projects to cross the line;
- (4) notes and endorses the continuation of the ULEV Programme in order to provide further interventions to contribute to net zero transition across the transport sector, to meet the Welsh Government net zero targets identified.

Clare Cameron
Transport & Energy Manager
Cardiff Capital Region
15 June 2023

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Appendices

EXEMPT	Appendix 1	LTF Bid – Metro Plus
EXEMPT	Appendix 2	LTF Bus Priority Bid
EXEMPT	Appendix 3	LTF/ULEV Bid
	Appendix 4	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 LTF award of funding allocated by Welsh Government (WG) for delivering strategic transport in 2023/24 and an update on the delivery of the Metro Plus programme to date.</p>
<p>Proposal: Transport Programme update & Local Transport Fund Award for Metro Plus</p>	<p>Date Future Generations Evaluation form completed: 15 June 2023</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, for those with and without access to a private car</p>	<p>Peer reviews are carried out monthly to help drive delivery of the Programme which is a significant way into delivery stage and will be completed in 2023/24.</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>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 can be seen that the International Labour</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>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 ULEV provision will help to encourage participation 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 access provided by new and improved transport options.</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>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>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 takes place through the WeTAG process as each scheme develops through the WeTAG stages, and, as the proposal includes all schemes identified within individual LA LDPs, the public will have been made aware of the proposals and would have already had an opportunity through the LDP consultation process to consider the principle of individual schemes.</p>
 <p>Involving those with an interest and seeking their views</p> <p>Involvement</p>	<p>The Metro Plus Programme has been formed through collaborative working by ten local authorities (Caerphilly CBC, Cardiff CC, Bridgend CBC, Newport CC, Vale of Glamorgan Council, Rhondda Cynon Taf CBC, Merthyr Tydfil CBC, Monmouthshire CC, Torfaen CBC, 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 is 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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