



**CYNGOR BWRDEISTREF SIROL**  
**RHONDDA CYNON TAF**  
**COUNTY BOROUGH COUNCIL**

**A meeting of the  
CARDIFF CAPITAL REGION CITY DEAL JOINT OVERVIEW AND SCRUTINY  
COMMITTEE**

**will be held Virtually  
FRIDAY, 26TH FEBRUARY, 2021 at 10.00 AM**

**Contact: (Sarah Daniel Senior Democratic Services Officer)– 07385 086 169**

**LIST OF ITEMS FOR CONSIDERATION**

**1. APOLOGIES FOR ABSENCE**

**2. DECLARATIONS OF INTEREST**

To receive disclosures of personal interests from Committee Members in accordance with the Code of Conduct.

Note:

1. Members are requested to identify the item number and subject that their interest relates to and signify the nature of the personal interest: and
2. Where Members withdraw from a meeting as a consequence of the disclosure of prejudicial interest they must notify the Chairman when they leave.

**3. MINUTES**

To receive for approval the minutes of the Cardiff Capital Region City Deal Joint Overview and Scrutiny Committee meeting held on the 18 December 2020

**(Pages 3 - 6)**

**4. REGIONAL TRANSPORT AUTHORITY**

**(Pages 7 - 70)**

**5. FORWARD WORK PROGRAMME**

**(Pages 71 - 76)**

**6. URGENT ITEMS**



**Director of Democratic Services & Communication**

**Circulation:-**

**Councillors:** Councillor JP Blundell - Bridgend Council (Chair),  
Councillor R Patel - Cardiff Council, Councillor J Clarke -  
Newport City Council, Councillor J Hill - Blaenau Gwent Council,  
Councillor P Pavia - Monmouthshire Council, Councillor V Crick -  
Torfaen Council, Councillor B Brooks - Vale of Glamorgan,  
Councillor S Powderhill, Councillor G Thomas,  
Councillor D Roberts - Merthyr Tydfil CBC and Whitcombe

**Officers:** Mr C Hanagan, Service Director of Democratic Services &  
Communication



**RHONDDA CYNON TAF**

## **RHONDDA CYNON TAF COUNCIL CARDIFF CAPITAL REGION CITY DEAL JOINT OVERVIEW AND SCRUTINY COMMITTEE**

Minutes of the meeting of the Cardiff Capital Region City Deal Joint Overview and Scrutiny Committee meeting held on Friday, 18 December 2020 at 10.00 am at the .

### **County Borough Councillors - Cardiff Capital Region City Deal Joint Overview and Scrutiny Committee Members in attendance:-**

Councillor J P Blundell – Bridgend CBC (Chair)      Councillor V Crick - Torfaen Council  
Councillor J Hughes - Newport City Council      Councillor J Hill - Blaenau Gwent Council  
Councillor P Pavia - Monmouthshire Council      Councillor G Thomas –Rhondda Cynon Taf CBC  
Councillor Andrew Whitcombe – Caerphilly CBC

### **Officers in attendance**

Ms Kellie Beirne –Cardiff Capital Region City Deal Director  
Mr Christian Hanagan – Service Director Democratic Services and Communications  
Mrs Sarah Daniel – Senior Democratic Services Officer  
Mrs Sarah Handy – Members Research and Scrutiny Officer

### **6 APOLOGIES FOR ABSENCE**

Councillor D Roberts – Merthyr Tydfil County Borough Council  
Councillor B Brooks – Vale of Glamorgan Council  
Councillor R Patel – Cardiff Council

### **7 DECLARATIONS OF INTEREST**

Cllr V Crick declared a personal interest as a deputy Board member of the Compound Semi-Conductor facility

### **8 MINUTES**

**RESOLVED:** The minutes of the CCRCD JOSOC meeting held on the 11 September 2020 were approved as a true and accurate record of the meeting subject to the inclusion of noting a declaration of interest from Cllr V Crick

### **9 GOVERNANCE ARRANGEMENTS FOR THE CARDIFF CAPITAL REGION CITY DEAL JOINT OVERVIEW AND SCRUTINY COMMITTEE**

The Service Director Communications and Democratic Services RCTCBC presented the report to members. He reminded members that the current Terms of Reference were established and agreed at the first meeting of the JOSOC on the 15th October 2018. He added that members of the JOSOC had previously discussed and agreed to review the Terms of Reference of the JOSOC to ensure they are 'Fit for Purpose'.

In reviewing the Terms of Reference Members were asked specifically to give

consideration to the following points:

- Appointment of the Chairperson
- Membership of the JOSC
- a consideration of a reduced quorum

### **Appointment of Chairperson**

On discussing the appointment of the Chairperson a member stated that he supported a proposal to appoint a Chairperson based on the choice of the Committee, rather than by alphabetical order by Authority. Another 3 members agreed and felt that this would allow for greater continuity and consistency on the Committee

### **Membership of the JOSC**

One member stated that he would have liked to have seen the membership increased to 20 members as he felt this would increase the knowledge and experience on the Committee, however he was happy to hear from other members on their thoughts.

Two members stated that they felt it was more appropriate to see the membership remain as 10 members, one per local Authority, with deputy members deputising where the primary member was unable to attend.

A member agreed with this proposal and added that it should be encouraged that the deputy member attend all meetings of the JOSC to observe so if they need to deputise for the primary member they would be familiar with matters previously discussed.

Members agreed that deputy members should attend where they were able to and that they should be allowed to contribute to the discussions but have no voting rights.

### **Reduced Quorum**

Members agreed to reduce the quorum of the Committee to ensure all meetings called are able to go ahead. A member questioned what the legal limit would be for the Committee.

The Service Director responded that the minimum number would be 5 members which constituted half of the Committee

Several members supported a reduced quorum of 5 members and were satisfied that half of the membership would need to be present were a vote to be taken on any matter.

### **RESOLVED:**

1. Removed the requirement on the rotation of the chair to be

determined by alphabetical order.

2. Determined that the membership of the JOSc to remain at 10, with deputy members able to contribute but not vote on matters
3. To reduce quorum level for meetings to five members
4. Noted that these will take effect from the JOSc's Annual meeting

## **10 REPORT OF THE DIRECTOR CARDIFF CAPITAL REGION CITY DEAL - GOVERNMENT GATEWAY REVIEW**

The Director Cardiff Capital Region City Deal presented the report to members. She advised that the anticipated 'Final Report' report by National Evaluation Panel leads SQW had been carried out, ahead of Gateway Review in March/April 2021. She advised members that when City Deals first came to UK, SQW were appointed to head up the evaluation panels who then put in place frameworks and measures to be evaluated against.

She advised that the CCRCD was now 4 years in and were committed to the Evaluation process. She added that SQW worked with the CCRCD team to develop a baseline report and a benchmark by which the CCRCD would be evaluated. In November, they published a final evaluation report.

She informed members of the JOSc that whilst the CCRCD in its entirety was worth £1.2 billion, it was only the Wider Investment Fund that was subject to the evaluation process which was £495m. This exclude the £746m for the metro scheme.

The CCRCD Director advised members that the COVID-19 Global Pandemic had accelerated processes. She added that earlier in the month that the CCRCD Cabinet had approved investment into a new tourist attraction, ZipWorld in Hirwaun.

The Director advised the Committee that the full evaluation report was included in member's reports and included a summary of findings which Cabinet were pleased with. She added that the next stage would be a challenge session with SQW to be held on the 20<sup>th</sup> January 2021 and they would advise of the process from then on and would expect to conclude by end of March 21.

Members thanked the Director for the comprehensive overview of the Gateway Review.

## **11 FORWARD WORK PROGRAMME**

The Service Director Democratic Services and Communications presented the report to members with their draft Forward Work Programme. He asked Members to review the draft Forward Work Programme that was attached at appendix A to the report and consider an item to be schedule for their next meeting in February 2021.

**RESOLVED:** Members agreed to schedule an item on the Regional Transport Authority for their meeting in February.

**12 URGENT ITEMS**  
NONE

**Cllr J P Blundell**  
**Chairman.**

DATE: 26<sup>th</sup> FEBRUARY 2021

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TITLE: CARDIFF CAPITAL REGION TRANSPORT AUTHORITY

REPORT OF: SERVICE DIRECTOR, FRONTLINE SERVICES RCTCBC

AGENDA ITEM: 4

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## 1. Reason for this Report

- 1.1 The purpose of the report is to provide the Cardiff Capital Region City Deal Joint Overview and Scrutiny Committee with the opportunity to scrutinise the work of the Cardiff Capital Region Transport Authority (CCRTA).

## 2. Background

- 2.1 The CCRTA is a sub-committee of the Cardiff Capital Region City Deal (CCRCD) Regional Cabinet and is responsible for taking forward the transport elements of the City Deal.
- 2.2 The CCRTA is Chaired by [Cllr Huw David](#), the Leader of Bridgend County Borough Council and the vice-Chair is [Cllr Andrew Morgan](#), the Leader of Rhondda Cynon Taf County Borough Council, both of whom sit on the [CCRCD Regional Cabinet](#).
- 2.3 In order to appraise members of the work of the CCRTA, the three reports that were considered by the [CCRTA Board](#) on [18<sup>th</sup> January 2021](#) are appended for information;

### Appendix 1:

- ULEV Update – this clearly sets out the work being undertaken by the CCRTA on behalf of the ten local authorities in South East Wales to deliver a regional strategy and programme to enable transition away from petrol and diesel powered vehicles and a move towards 100% electric vehicles, including buses, taxis and private cars. Noting that the Metro transformation is also delivering an electrified rail service across the Core Valley Lines (CVL)

### Appendix 2:

- Metro Plus Programme – this report offers an update on the latest position regarding the delivery of this ambitious programme which sets out to add value to the existing Metro commitments with a £50M programme reaching

each and every participating council. It notes the challenges that local authorities are dealing with in delivering this programme and establishes a way forward for dealing with programming and financial issues.

### **Appendix 3:**

- Local Transport Fund (LTF) Bid 2021/22 – this report provides the information within the bid that was submitted to Welsh Government by Merthyr Tydfil Council, acting on behalf of the region, for LTF and ULEV funding; summing almost £20.8M. The bid requests £6.41M towards delivery of the first phase of Metro+ projects and £3.57M towards the development of a potential second phase of Metro+ projects, together with specific enhancements to the CVL transformation and development of Metro Enhancement Framework corridors. It is noted that the Metro+ programme includes circa £10M of City Deal funding. The ULEV bid seeks to secure £10.817M to build on the progress made with 20/21 ULEV funding as identified in the ULEV report. The ULEV programme (and other transport opportunities) are seeking circa £3M of City Deal funding committed as match funding to influence the programme, maximise the likelihood of successful bids and establish a return on investment through, for example, concession agreements. During 21/22 further bids will be made to OLEV to enhance this programme.

2.4 It is advocated that the foregoing reports demonstrate an aspirational programme of ongoing work which will begin to deliver practical benefits on the ground during 2021.

2.5 The CCRTA and the CCRCDC will also benefit from future anticipated establishment of Corporate Joint Committees which have the potential to align strategic transport and land use planning to optimise and target strategic interventions.

### **3. Recommendations**

It is recommended that Members: -

3.1 Acknowledge the content of the attached reports; and

3.2 Consider, where appropriate, any comments committee may wish to make to the CCRTA and CCRCDC

### **4. Reasons for Recommendations**

4.1 For the information of the Joint Overview and Scrutiny Committee

4.2 To ensure that the programmes identified are an acceptable way forward.

### **5. Financial Implications**

5.1 The financial implications are as advised in the individual reports attached at appendices 1, 2, &3.



## 6. Legal Implications

- 6.1 The legal implications are as advised in the individual reports attached at appendices 1, 2, and 3.
- 6.2 In considering its endorsement of this report the CCRTA must have regard to, amongst other matters:
- 6.3 the obligations set out in the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards;
- 6.4 The public sector duties under the Equality Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties, when making decisions, public bodies must 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, which are set out in section 4 of the Equality Act 2010;
- 6.5 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 Regional Cabinet should consider how the proposed decision will contribute towards meeting the wellbeing objectives and in so doing achieve the national well-being goals.
- 6.6 The well-being duty also requires the CCRTA to act in accordance with a 'sustainable development principle'. This principle requires CCRTA 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 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 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.
- 6.7 CCRTA must be satisfied that the proposed decision accords with the principles above.

**Contact: Roger Waters, Service Director Frontline Services**  
[Roger.J.Waters@rctcbc.gov.uk](mailto:Roger.J.Waters@rctcbc.gov.uk)

**Appendices:**

**Appendix 1: ULEV Update**

**Appendix 2: Metro Plus Programme**

**Appendix 3: Local Transport Fund Bid 2021/22**

**Background Papers**

**18 FEBRUARY 2021**

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## **ULTRA LOW EMISSION VEHICLES (ULEV) UPDATE**

### **REPORT OF CARDIFF CAPITAL REGION DIRECTOR**

#### **AGENDA ITEM 5**

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##### **Reason for Report**

1. To update Members on the progress made to date on delivering the 2020/21 ULEV programme, funded by Welsh Government's ULEV Transformation Fund 2020/21 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 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 encouraging taxi operators to transition to zero emission vehicles by their target date of 2028.

##### **Background**

4. As advised in my report to this meeting on 26<sup>th</sup> November 2020, WG awarded Merthyr Tydfil County Borough Council up to £1.296m in response to a regional bid submitted to deliver schemes within the ULEV Transformation proposal identified through the RTA. This is a one-year investment fund at this stage and all works need to be completed by 31<sup>st</sup> March 2021.
5. The funding being made available is to assist the Welsh Government transform the network to ULEV and help them reach their targets of zero emissions from buses and taxis by 2028. The Grant award specifically states that the purpose of the funding is for the following:-

Taxi ULEV Infrastructure	Rapid chargers for taxis to include grid reinforcement costs, project management, research, strategy and planning of the installation, health and safety and auditing	£1,040,000
Bus ULEV Infrastructure	Bus ULEV Infrastructure – partial award is based on 1 bus charge	£100k

	point at Merthyr Tydfil Bus station and passive provision (ducting or cabling) for additional bus charging.	
Transport Hub ULEV Infrastructure WeITAG 2/3	WeITAG 2/3 for a programme to cover all 27 transport hubs that have been identified that could facilitate a range of ULEV infrastructure for various modes of transport.	£100k
EV Roadshow with Drive and Ride Opportunities	10 Trade engagement event including ride and drives and newsletters	£56k

6. Merthyr Tydfil County Borough Council is the lead authority and is managing the ULEV Transformation Fund element with the RTA providing leadership and overall management of the project.
7. Merthyr Tydfil County Borough Council is responsible for reporting quarterly to WG on the LTF spend.

### Progress to Date

8. WSP Consultancy was contracted to deliver the ULEV project which has been funded by the grant. The work carried out to date includes:-
  - **ULEV – Provision of Taxi Infrastructure**  
34 chargers at 31 sites were identified by the Local Authorities and form the basis of a tender awarded to SWARCO on 2<sup>nd</sup> February 2021. The project will be delivered over a 5-month period where it is envisaged that the infrastructure will be completed by the end June 2021. The award of contract also included 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 agreed under a profit share that increases over the period of the contract.
  - **ULEV – Provision of Taxis for ‘Try Before You Buy Scheme’ - 3 Year Pilot Project**  
WG has awarded LTF ULEV fund to purchase 44 wheel chair accessible 100% electric vehicles to operate a try before you buy scheme over the next 3 years. 34 of the taxis are to be purchased by end of March 2021. Whilst this is very aspirational to achieve, work is ongoing to maximise the opportunity.  
As part of the grant award, a Management company will be procured to manage delivery of the try before you buy scheme in 2021/22.  
Cardiff Council are currently investigating a Lease Hire Scheme which could potentially expand to the Region longer term (funded by WG’s Clean Air Fund), and both of these programmes will closely align.

### Taxi Webinar

Whilst this was reported at the meeting on 26<sup>th</sup> November 2020, the timescale has slipped to March 2021. The webinar will focus on the following:-

Target audience: Taxi companies, Operators, Suppliers, Service centres, Owner/operators

Impact on the Taxi Community: - incentives and cost savings; Increased taxes on fuel and road fund licence; introduction of Ultra-Low Emission (charge) Zones

Myth busting: EV range, reliability, maintenance, finance, insurance  
Barriers: EV availability, affordability, practicality (range and size); Charging: home, work, rapid roadside

The art of the possible: what is out there and what could work

- **ULEV – Provision of Public Use Charging Infrastructure**  
112 sites have been identified throughout the region, and costed for on street / car parks / transport hubs. A bid has been submitted to WG ULEV fund to deliver in 2021/22 and is the subject of a further report to this meeting.
- **ULEV – Provision of Bus Use Charging Infrastructure**  
15 sites have been identified throughout the region and costed at transport hubs. The bid submitted to WG has also included for this delivery in 2021/22.

### **Opportunities and Delegation Request**

9. In 2020/21 many opportunities for additional schemes and funding related to Metro Plus ULEV projects have arisen which would have benefitted from a portion of match funding. The ability to match fund, offers a better chance of any bids being successful.
10. Therefore, support is being sought from Members to request Regional Cabinet to make a budget available from the IIF allocation to the value of £3m to enable the CCR to maximise any transport related opportunities from both other public bodies and private investors. (Often decisions to match fund need to be taken quickly and outside of timescales that make it feasible to present to either RTA or Regional Cabinet to meet deadlines.)
11. A further request is made to give delegation to the City Deal Programme Director in consultation with the Chair of the RTA (or in his absence the Vice Chair of the RTA) and the Accountable Body S151 Officer, to authorise any commitment and spend from any agreed budget.

### **Delegation Used**

12. Following the tender of the taxi infrastructure ULEV programme, it became apparent from all bidders that the programme would need a 5-month timeframe and therefore would cut across 2 financial years. To enable the programme to be delivered, a further £750k would be required from the WG LTF ULEV Transformation fund. However, whilst WG officers were supportive of the bid, the funding could not be spent until the new financial year and submissions for the next financial year had not yet been submitted and therefore no formal approvals given. A bid for the 2021/22 LTF ULEV Transformation has now been submitted to accommodate this request. However, to award the contract, the accountable body needed comfort that the funding package is in place. As the ULEV Programme forms part of the Metro Plus project, and to enable the contract to be awarded (to ensure spend of the £750k for this financial year), in accordance with

the requirements within the Common Assessment Framework (CAF), the City Deal Director has used her delegations to underwrite the £750k spend in 2021/22 until the decision I made by WG for the next year's funding allocation. Should this funding not be awarded through WG's LTF ULEV Transformation fund, the £750k would need to be funded from the Metro Plus Phase 1 programme. This decision was taken in accordance with the delegations agreed by Regional Cabinet on 12<sup>th</sup> September 2019. This update reflects the requirement within the delegation for the City Deal Director to report any decisions made to the next RTA meeting following the decision.

13. An update on further progress will be brought to the next meeting of this Board.

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

14. 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**

15. To offer Members an update on the progress of the delivery of the Programme where WG's ULEV Transformation Fund is being utilised to the sum of £1.296m in this financial year.
16. To advise Members on the progress made on discussions with WG to deliver a 'try before you buy' incentivised scheme.
17. To comply with the requirements of the approval of delegation as agreed by Regional Cabinet at its meeting on 12<sup>th</sup> September 2019.

### **Financial Implications**

18. The report highlights progress on the successful grant bid by CCR as part of the Welsh Government's ULEV Transformation Fund in 2020/21. Any expenditure in respect to this grant and bids for future grant should be in accordance with the terms and conditions and timescales of those grants.
19. Any additional costs identified in delivering the scheme proposed will be met from bids for additional grant and in the event that this is not successful, from the existing wider investment fund allocations to support transport projects.
20. Where there are ongoing costs of managing installed infrastructure, these will need to be met as part of any initial contracts and subsequently by any respective local authorities where the infrastructure is located. Any costs of managing the try before you buy scheme during the three year period and any subsequent decision to extend this period will need to be met from existing Wider Investment Fund Revenue resources. Regular reports should be considered by RTA on the progress of the pilot and use of the infrastructure installed, to inform future projects. This will need to include a strategy for the use of vehicles at the end of the pilot exercise.
21. The Welsh Government grant application assessment process does provide greater weighting to projects which are match funded. The report highlights that

a request will be made to Regional Cabinet to allocate £3m from the Wider Investment Fund to support future bids. 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.

### **Legal Implications**

22. This report updates members on the progress to date, and asks them to note the use of the delegation previously granted to the Regional Director by CCRTA at a meeting on 1<sup>st</sup> August 2020.
23. There are no other legal implications for this report.

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

24. In developing the Plan and in considering its endorsement regard should be had, amongst other matters, to:
  1. the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards;
  2. 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;
  3. the Well-being of Future Generations (Wales) Act 2015. The Well-being of Future Generations (Wales) Act 2015 ('the Act') is about improving the social, economic, environmental and cultural well-being of Wales. The Act places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language and is globally responsible. In discharging their respective duties under the Act, each public body listed in the Act (which includes the Councils comprising the CCRCD) must set and published wellbeing objectives. These objectives will show how each public body will work to achieve the vision for Wales set out in the national wellbeing goals. When exercising its functions, the CCRTA should consider how the proposed decision will contribute towards meeting the wellbeing objectives set by each Council and in so doing achieve the national wellbeing goals. The wellbeing duty also requires the Councils to act in accordance with a 'sustainable development principle'. This principle requires the Councils to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.
25. 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.

26. 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**

27. 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**

28. It is recommended that:

- (1) Members note the progress made on this project to deliver ULEV infrastructure to assist with the delivery of the ULEV Transformation as identified within this report;
- (2) Members note the delegation used in accordance with the approval.

**Kellie Beirne**  
**Director, Cardiff Capital Region**  
**18 February 2021**

Appendix 1 Well-being of Future Generations Assessment



# Future Generations Assessment Evaluation

(includes Equalities and Sustainability Impact Assessments)

<p><b>Name of the Officer completing the evaluation:</b></p> <p>Clare Cameron</p> <p><b>Phone no:</b> 07976 708539 <b>E-mail:</b> clare.cameron@cardiff.gov.uk</p>	<p><b>Please give a brief description of the aims of the proposal</b></p> <p>To provide members with an update on the ULEV Transformation fund from Welsh Government for funding the delivery of ULEV infrastructure in 2020/21.</p>
<p><b>Proposal:</b> Ultra Low Emission Vehicles (ULEV) Transformation Fund Update</p>	<p><b>Date Future Generations Evaluation form completed:</b> 18 February 2021</p>

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


Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p><b>A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>The ULEV Transformation Programme will have a slight to large positive impact on the strategic objectives contained within the Prosperity and Opportunity theme.</p> <p>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.</p> <p>For most taxi drivers, switching to a ULEV reduces total cost of ownership (TCO).</p> <p>In particular, the programme will greatly assist in providing the right infrastructure to improve</p>	<p>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.</p>




<b>Well Being Goal</b>	<b>Does the proposal contribute to this goal? Describe the positive and negative impacts.</b>	<b>What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?</b>
	connectivity by means of good transport infrastructure.	
<p><b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	<p>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><b>A healthier Wales</b> 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?
	<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, thus aiding positive improvements in air quality through ULEV vehicles and more reliable provision.</p>	
<p><b>A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected</p>	<p>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>	<p>A greater contribution will be made to this by the aforementioned data capability, sectoral analysis and place assessments.</p>
<p><b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic and environmental wellbeing</p>	<p>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 are 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>	<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?
	and secure propositions and deals that support economic growth.	
<p><b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation</p>	<p>Providing new and improved sustainable transport infrastructure across the Region will help increase the 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><b>A more equal Wales</b> 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>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>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>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		

<b>Protected Characteristics</b>	<b>Describe any positive impacts your proposal has on the protected characteristic</b>	<b>Describe any negative impacts your proposal has on the protected characteristic</b>	<b>What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?</b>
Race	As above		
Religion or Belief	As above		
Sex	As above		
Sexual Orientation	As above		
Welsh Language	As above	Not at this time but the situation will be kept under review.	

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

	<b>Describe any positive impacts your proposal has on safeguarding and corporate parenting</b>	<b>Describe any negative impacts your proposal has on safeguarding and corporate parenting</b>	<b>What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?</b>
Safeguarding	Not directly relevant –however, building the future economy should have a profoundly positive impact on ability to safeguard the future of our residents		
Corporate Parenting	Not directly relevant – however building strength in the economy should create opportunities for all of the young people entrusted in our care		



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

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

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

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

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

The impacts of this project will be evaluated on:	Delivery of schemes
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**18 FEBRUARY 2021**

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## **REVISIONS TO METRO PLUS PROGRAMME**

### **REPORT OF CARDIFF CAPITAL REGION DIRECTOR**

#### **AGENDA ITEM 6**

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##### **Reason for Report**

1. To set out revisions required to the Metro Plus scheme, in light of deliverability, viability and affordability challenges recently presented. To set out the outcomes of a review of the scheme which has involved an options appraisal; and to a) propose appropriate modifications to ensure the programme as a whole can work optimally; and b) introduce new criteria to ensure individual schemes are locally accountable and are subject to a rigorous performance framework.

##### **Background**

2. The SOBC for Metro Plus was approved by Regional Cabinet in February 2019 as a three-year programme. Metro Plus is embedded in the principle that enhanced transport infrastructure is of equal importance in all ten LA areas and because some places will feel greater and earlier benefits of the main Metro scheme than others – it provides an opportunity to share the impact equally and in a similar timeframe. It's also a very visible addition to local infrastructure and an important symbol of City Deal working and investing directly in local community-scale improvements. Whilst the ten local schemes should add value to and play a part in local connectivity upgrades and regeneration schemes, Metro Plus is important for what it signifies in helping create a level playing field of benefits across the region.
3. The basis of the original Cabinet approval was for £15M CCR funds, £15M LTF and £20M to come from LA capital budgets, programmes and income, totalling a £50M programme budget, with any shortfalls to be met by LAs. The GVA impact and direct job numbers resulting from transport schemes are inevitably difficult to estimate with infrastructure schemes which are 'enabling' by their nature and have a more indirect impact. As a result, the leverage principle in the case of Metro Plus remains an important one in demonstrating direct value added to CCR.

## Challenges

4. Delivery of Metro Plus has coincided with the COVID-19 pandemic and the knock-on effects seen in the public transport; construction and contractor realms. Coupled with some of the local capacity issues impacting delivery, the scheme has inevitably slowed. Whilst the GRIP and WelTAG processes used in the design and development appraisal of transport proposals are often protracted; it is nonetheless an issue that at the time of writing, only £2.415M in 2019/20 of Local Transport Funds (LTF) have been drawn down and it anticipated that approx. £3m will be drawn down in 2020/21. There has been no drawdown of CCR funds to date – but this is mostly due to the necessity of utilising annual LTF first. There are a number of issues surfacing:

- it is clear that due to the choices made for local scheme selection, some are not 'shovel-ready' in the context of the short, sharp intervention originally anticipated and delivery within a three-year timeframe;
- in particular, four of the local schemes are struggling to demonstrate deliverability. These are: Caerphilly; Blaenau Gwent (Abertillery); Merthyr (Pentrebach) and Newport. In Caerphilly, the scheme is part of a wider and more complex longer-term regeneration project. In Abertillery, the challenge is associated with the need for c£50M mainline improvements to Ebbw Vale and a Dept. for Transport process and business case. In Merthyr, the proposal is part of a longer-term regeneration proposal in which there are issues with land ownership and planning. In Newport, the impact of the SE Wales Transport Commission, has changed the priority focus;
- the remaining six schemes are focussed, short-term deliverable projects. This starts to draw a distinction in the pack across those that are relatively 'self-contained' and can deliver in their own right; and, those that are more developmental at this point and have to be delivered as part and parcel of wider, strategic and longer-term programmes;
- reserve schemes are currently not in place;
- the scheme criteria needs reinforcement to embed principles that will help drive a performance culture – in the same way as the Homes for all the Region programme has been constructed;
- there are difficulties cited in LAs ability to contribute to scheme costs – especially where these are over and above anticipated total cost envelopes;
- this is compounded by one tender estimate coming back at over 50% of the original forecast cost (Pontypool/ New Inn – Torfaen) reflecting market realities at this time and a risk contingency imposed by the network provider. This brings with it a timing imperative;
- there is need for greater clarity in terms of the way the scheme operates and is delivered. These schemes are not delivered by CCR. CCR is one funding component of locally delivered schemes;
- none of the schemes can be delivered within the original three year timescale and this report seeks an extension of one additional year to enable completion of delivery of the 6 schemes where there is a higher confidence of deliverability.

## Options assessment

5. A robust appraisal of available options has been undertaken, to ensure a balanced but optimal response to the challenges presented. Whilst this in the main, focuses on solving the viability and affordability/ funding issues, it is clear that further modifications to the scheme will need to be introduced to improve overall viability and deliverability. These are set out below and will work in tandem with the preferred option, which has the endorsement of Programme Board and the Regional Transport Authority (meeting dates 18<sup>th</sup> February 2019 and 5<sup>th</sup> March 2019 respectively).
6. Given the varying nature of the schemes and prospects for timely delivery, it should be noted that the main principle feeding into the options appraisal is one of a staggered pack reflecting the graduated pattern of delivery. This has been necessary to fairly reflect the six schemes that are capable of earlier delivery and the four schemes that require more radical revision and/or need to be re-defined as 'developmental schemes' (with wider regeneration or longer-term goals in mind). As a result, the list of schemes will be split as follows:

Metro Plus Phase 1, Wave 1 – to be delivered in full by 31<sup>st</sup> March 2023

Scheme	LA
Barry Docks Park and Ride	Vale of Glamorgan
Cardiff East Bus Priority Corridor	Cardiff
Porth Interchange	RCT
Severn Tunnel Junction Park & Ride	Monmouthshire
Pontypool and New Inn Station Park & Ride	Torfaen
Bridgend – Pyle P&R / Porthcawl Bus Terminus / Penbrysg (Pencoed) Level Crossing	Bridgend

Metro Plus Phase 1, Wave 2 – Development Programme to be funded up to 31<sup>st</sup> March 2023

Scheme	LA
Newport – Cardiff Bus Priority Corridor (or alternative)	Newport
Pentrebach Park & Ride (or alternative)	Merthyr
Abertillery Interchange (or alternative)	Blaenau Gwent
Caerphilly Interchange (or alternative)	Caerphilly

7. The working of the Full Options Appraisal is attached at Appendix 1. Five scenarios have been appraised in addition to the base case which is predicated on the extant decision of Regional Cabinet. These scenarios draw on three main principles:
  - i) **Do nothing** – the scheme retains same shape and form as agreed on 19 February 2019 with LAs making up any shortfall in balance. This principle is **a level playing field** one and treats all LAs the same. However it does not

recognise the important principle that no one scheme is the same and the characteristics, costs, inputs and outputs are all different.

- ii) **Plug the funding gap** - this options looks at a number of scenarios for plugging the funding gap of the six forerunner schemes. This would resolve the funding issue at hand, however, it would **vary the playing field** and treat all LAs differently – in line with the principle of all schemes being different.
- iii) **Hybrid solution** – this options retains the highest number of original characteristics in order that the leverage principles remain the same with the first round of LTF and CCR contributions remaining fixed and a one-off fixed contribution from all LAs in Wave 1. However it also recognises that schemes and costs will vary and offers a ‘top-up’ CCR/ LTF contribution to those schemes where costs (as evidenced through tender) exceed the original forecast and ‘budget’. **This is thus, a needs-based approach.**

8. Of the 5 + base case scenarios listed in Appendix 1, scenario 5 is the favoured option. The priority order for accessing funding would be as follows:-

- 50/50 LTF/City Deal funding for the first £3m per scheme;
- Then £1.5m from LAs (or less if scheme total is less than £4.5m);
- Other external grant funding if available to support the scheme;
- Any residual balance to be met by 50/50 contributions remaining from the ‘pooled’ LTF and City Deal pots.

Phase 1 – Wave 1	LTF (millions)	CCRCD	LA	Other Grant Funding	Estimated Cost of Scheme	Balance to be met through 50/50 LTF / CCRCD from pooled pot *
Total Available	15	15				
Barry Docks Interchange	1.5	1.5	1.5	0	6.48	1.98
Cardiff East Bus Priority Corridor	1.5	1.5	1.5	1.5	6.0	0
Porth Interchange	1.5	1.5	1.5	0	5.48	0.98
STJ P&R	1.5	1.5	1.0	0	4.0	0
PNI P&R	1.5	1.5	1.5	0	7.14	2.64
Pyle P&R/Porthcawl Bus Terminus/Penprysg level crossing (Pencoed)	1.5	1.5	0	0	3.0	0
<b>Sub-total</b>	<b>9</b>	<b>9</b>	<b>7</b>	<b>1.5</b>	<b>32.1</b>	<b>5.6</b>
Residual balance – phase 1 wave 1 projects	2.8	2.8				
Phase 1 – Wave 2 Proposed available funding	2.0	2.0			4.0	
Contingency	1.2	1.2			2.4	
<b>TOTAL</b>	<b>15.0</b>	<b>15.0</b>	<b>7.0</b>	<b>1.5</b>	<b>38.5</b>	

*\* currently estimated as 5 of the schemes have not yet been tendered. The total revised estimate cost of the scheme is £38.5M.*

There may be opportunities to reduce the balance to be met where schemes already benefit from other public grants and therefore do not require use of their own Capital funds / private development funding. Where this is the case, it should be clear that the LA would need to maximise the opportunities from other grants available before requesting additional funds from this allocation.

## **Risks and Issues**

9. As stated above, the preferred scenario Option 5, is a workable 'hybrid' solution aimed at solving the funding problem. However, by itself it won't address some of the wider issues and challenges set out in Para 4. There are other risks and issues which have to be considered and mitigated.
  - Keeping the balance of the WIF programme in check and creating a portfolio approach that includes transport, alongside a wider assortment of investments and priorities – as per the Heads of Terms;
  - Managing the programme as a whole – whilst LTF schemes and CCR monies are not officially 'one programme' they are aligned and care must be taken to ensure the schemes revised, changed and taken forward are viable and deliverable and do not create risk any exposure issues for LTF and CCR. This should be managed via the due diligence processes for WG and acceptance of individual LA submissions/ Terms and Conditions and through established CCR processes;
  - Metro Plus was approved pre-Investment and Intervention Framework and delegations sit with the Director and RTA Chair. In order to keep everyone informed and to work within the spirit of the IIF – Investment Panel and external stakeholders must be briefed and involved;
  - Driving a performance culture. The schemes are important locally and are symbols of City Deal working for the whole region. Visible delivery and tangible outcomes must thus be driven through introducing enhanced performance measures and remedies which will be embedded in grant T&Cs. This will ensure there is a local accountability dimension and that the portfolio lead/ Chair of RTA as well as Leaders, are able to hold their own local schemes to account;
  - Capacity and resources at the local level are hugely variable. Experience has shown that 'readiness' for delivery is impacted by a range of factors and this all points to the need to develop regional capability through the RTA; and,
  - Metro Plus is a small example of the CCR City Deal Strategy to balance the need for every area to see/ feel benefit of City Deal, with more targeted and market-driven investments. Retaining this balance of public sector-led intervention for the benefit of all and the market-led approach will continue to be a significant marker of success.
  - LTF funding could potentially be at risk if schemes are not delivered in accordance with the agreed programme, which could then expose the CCR / LAs to additional financial risk in order to complete the programme.

## Performance Culture

10. The above issues demonstrate that beyond resolving the immediate funding issue, the scheme requires further de-risking. As such, the following criteria will be introduced as a schedule to all approved schemes and reinforced further through grant Terms and Conditions:
- In addition to WeTAG, each scheme will require a robust implementation plan that beyond timeframes, sets out clear review points and the requirement for quarterly Highlight Reports
  - These will go to RTA on an ongoing basis with quarterly challenge sessions being held by independent external advisors from Local Partnerships and again, reported into the RTA
  - Cabinet Members to receive Highlight Reports so as to help monitor local performance and delivery
  - Quarterly reports on progress to Programme Board
  - Break-points will be inserted into the schedules, to ensure that schemes that may be deemed undeliverable/unviable through the process can be quickly reviewed, re-purposed where required and if needed, stopped
  - Inclusion of grant clawback conditions for situations where there has been a failure to deliver on commitments – and to mirror provisions in place through LTF
  - Creation of a reserve scheme list that can be retained as part of contingency planning

## Opportunities

11. In 2020/21 many opportunities for additional schemes and funding related to Metro Plus projects have arisen which would have benefitted from a portion of match funding. The ability to match fund, offers a better chance of any bids being successful. This is particularly evident within the LTF and ULEV programmes where match funding benefits are identified within the scoring criteria. It is therefore requested that a budget is made available from the IIF allocation to the value of £3m to enable the CCR to maximise any opportunities that come forward from both other public bodies and private investors. Often decisions to match fund need to be taken quickly and outside of timescales that make it feasible to present to either RTA or Regional Cabinet to meet deadlines. It would therefore also be requested that delegation is given to the City Deal Programme Director in consultation with the Chair of the RTA (or in his absence the Vice Chair of the RTA) and the Accountable Body S151 Officer, to authorise any commitment and spend.

## Delegations

12. Delegations were approved by Regional Cabinet at its meeting on 12<sup>th</sup> September 2019, to the RTA and to the City Deal Programme Director in consultation with the Chair of the RTA (or in his absence the Vice Chair of the RTA) and the Accountable Body S151 Officer, to authorise spend on individual approved Metro Plus projects up the sum approved by the RTA in respect of the Metro Plus project concerned (pursuant to the above delegation) and to deal with all associated matters required to facilitate the implementation of the Metro Plus Project



PROVIDED Always that in exercising any delegated powers all decisions made should:

- (i) consider the broader aims and objectives of the Common Assessment framework;
  - (ii) be made in accordance with the requirements of the Joint working Agreement in relation to the delivery of the Cardiff Capital Region City Deal;
  - (iii) be within approved budgets and comply with any legal requirement and
  - (iv) a full record (report) of the exercise of such powers shall be kept by the City Deal Programme Director in respect of each decision taken and update reports provided to the RTA outlining decisions taken.
13. It is now recommended that Regional Cabinet be requested to amend those delegations to reflect the option 5 programme, including the delegations to the City Deal Programme Director in consultation with the Chair of the RTA (or in his absence the Vice Chair of the RTA) and the Accountable Body S151 Officer to authorise spend on individual approved Metro Plus projects up the sum approved by the RTA in respect of the amended Metro Plus project concerned (pursuant to the above delegation) and to deal with all associated matters required to facilitate the implementation of the Metro Plus Project.

### **Delegation Used**

14. Following the tender of the taxi infrastructure ULEV programme, it became apparent from all bidders that the programme would need a 5 month timeframe and therefore would cut across 2 financial years. To enable the programme to be delivered, a further £750k would be required from the WG LTF ULEV Transformation fund. However, whilst WG officers were supportive of the bid, the funding could not be spent until the new financial year and submissions for the next financial year had not yet been submitted and therefore no formal approvals given. A bid for the 2021/22 LTF ULEV Transformation has now been submitted to accommodate this request. However, to award the contract, the accountable body needed comfort that the funding package is in place. As the ULEV Programme forms part of the Metro Plus project, and to enable the contract to be awarded (to ensure spend of the £750k for this financial year), in accordance with the requirements within the Common Assessment Framework (CAF), the City Deal Director has used her delegations to underwrite the £750k spend in 2021/22 until the decision I made by WG for the next year's funding allocation. Should this funding not be awarded through WG's LTF ULEV Transformation fund, the £750k would need to be funded from the Metro Plus Phase 1 programme. This decision was taken in accordance with the delegations agreed by Regional Cabinet on 12<sup>th</sup> September 2019. This update reflects the requirement within the delegation for the City Deal Director to report any decisions made to the next RTA meeting following the decision.

### **Reason for Recommendations**

15. The recommendations on adoption of preferred Option 5 will enable the Metro Plus scheme to deliver for the whole region, based on recognising distinctive

local characteristics, local priorities and inherent scheme differences and build a viable platform for wider transport interventions, such as Metro and ULEV that will improve Connectivity, Competitiveness and Resilience in the region.

16. An extension of one year is required to enable the delivery of the 6 schemes and for the development of the 4 schemes.
17. To enable the programme to be delivered in a timely manner.
18. To ensure that match funding is available to maximise opportunities as they arise.

### **Financial Implications**

19. The report highlights performance against investment agreed by Regional Cabinet in February 2019 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.
20. The report proposes solutions to support the delivery of planned schemes, albeit within the existing level of resources committed by CCRC ( £15m) agreed by CCRC for this project. The solutions also include an extension of time for delivery.
21. 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.
22. The Welsh Government grant application assessment process does provide greater weighting to projects which are match funded. The report highlights that a request will be made to Regional Cabinet to allocate £3m from the Wider Investment Fund to support future bids. 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.

### **Legal Implications**

23. CCRTA should note the use of the delegation previously granted to the Regional Director by CCRTA at a meeting on 1<sup>st</sup> August 2020 referred to in paragraph 13 of this report.
24. It is recommended that CCRTA proceed with Option 5 set out in the Full Options Appraisal at Appendix. In order to proceed, further delegations are required by CCR as outlined within the body of the report and in the recommendations below.

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

25. In agreeing to these recommendations consideration must be given, 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.
26. 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.
27. 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.

## **Recommendations**

28. It is recommended that CCRTA:

- a) confirms adoption of preferred Option 5 as a means of taking forward and modifying the Metro Plus programme in order to ensure it is fit for future purpose and capable of delivering for the whole of the region;
- b) notes the wider issues and challenges set in the report, which includes implementing a new schedule to each approved scheme, to drive the performance culture and the appointment of independent experts, Local Partnerships which will help bring independent rigour to the process and ensure all ten schemes are held to proper account;
- c) approves an extension of one year for the programme;
- d) agrees to approve a request to CCR that it grants further delegations as outlined in this report including amendments to the delegations approved on 12<sup>th</sup> September 2019;
- e) agrees an additional allocation of £3m from the IIF Programme to match fund transport initiatives that meet the Metro Plus agenda to maximise new funding and delivery opportunities; and to approve a request to CCR that it grants the additional delegations as identified within the report;
- f) notes that ongoing monitoring of the programme will be featured within quarterly Highlight Reports and also actively reviewed by Chief Executives via Programme Board.

**Kellie Beirne**  
**Director, Cardiff Capital Region**  
**18 February 2021**

## **Appendices**

Appendix 1 Options Appraisal – Metro Plus

Appendix 2 Well-being of Future Generations Assessment

**Base Case - Exant Decision**

	CCR	LTF 1 LA/Private	Total
1 Cardiff	1.50	1.50	3.00
2 RCT	1.50	1.50	2.48
3 Torfaen	1.50	1.50	4.14
4 MCC	1.50	1.50	1.00
5 VoG	1.50	1.50	3.48
6 Bridgend	1.50	1.50	-
Balance			
	9.00	9.00	14.10
			32.10

**Scenario 1 - CCR funding reallocated equally**

	CCR	CCR	LTF LA/Private	Total
1 Cardiff	1.50	1.00	1.50	2.00
2 RCT	1.50	1.00	1.50	1.48
3 Torfaen	1.50	1.00	1.50	3.14
4 MCC	1.50	1.00	1.50	-
5 VoG	1.50	1.00	1.50	2.48
6 Bridgend	1.50	1.00	1.50	-1.00
Balance				
	9.00	6.00	9.00	
				32.10

**Hierarchy of Funding Contributions**

- CCR orig funding commitment of £1.5M each 6 - Lead schemes
- LTF orig unding commitment of £1.5M each 6 - Lead schemes
- LA/Private funding commitment of £1.5M each 6 - Lead schemes
- Top-up Fund (CCR & LTF balance available to support 6 - Lead schemes)
- Top-Fund utilised on a 50/50 (CCR/LTF) basis
- Development funding made available to other 4 schemes (£0.5M each)**
- £0.9M balance of Contingency available going forward - Need to consider :
- What other commitment to other 4 LAs?**
- CCR approve a further sum say £5M delegated to Director for 4 LAs**

**Scenario 2 - LTF Balance (4 schemes less commiteed sums) match CCR additional Funding**

	CCR	CCR	LTF	LTF 2 LA/Private	Total
1 Cardiff	1.50	1.00	1.50	0.67	1.33
2 RCT	1.50	1.00	1.50	0.67	0.81
3 Torfaen	1.50	1.00	1.50	0.67	2.47
4 MCC	1.50	1.00	1.50	0.67	-0.67
5 VoG	1.50	1.00	1.50	0.67	1.81
6 Bridgend	1.50	1.00	1.50	0.67	-1.67
Balance					
	9.00	6.00	9.00	4.02	
					32.10

\* CCR will need to meet LTF match-funding commitments on 4 Developmental Schemes (Wave 2)

**Scenario 3 - Scenario 1 but varying the level playing field**

	CCR	CCR	LTF LA/Private	Total
1 Cardiff	1.50	-	1.50	3.00
2 RCT	1.50	-	1.50	2.48
3 Torfaen	1.50	-	1.50	4.14
4 MCC	1.50	-	1.50	1.00
5 VoG	1.50	-	1.50	3.48
6 Bridgend	1.50	-	1.50	-
Balance		6.00		
	9.00	6.00	9.00	
				32.10

6.00 Clean air fund  
 5.48 RCT can find its LA/Private  
 7.14 Only LA to Tendered figs  
 4.00  
 6.48  
 3.00  
 Balance available to support other 5 LAs once Tendered

**Scenario 4 - Scenario 3 but with LTF balanced from end**

	CCR	CCR	LTF 1	LTF 2 LA/Private	Total
1 Cardiff	1.50	-	1.50	-	3.00
2 RCT	1.50	-	1.50	-	2.48
3 Torfaen	1.50	3.00	1.50	-	1.14
4 MCC	1.50	-	1.50	-	1.00
5 VoG	1.50	-	1.50	-	3.48
6 Bridgend	1.50	-	1.50	-	-
Balance		3.00		4.00	
	9.00	6.00	9.00	4.00	
					32.10

Balance available to support other 5 LAs once Tendered

**Scenario 5 - As above but ALL LAs make a minimum Base Contribution of £1.5M, with any residual LA funding requirements met by CCR & LTF 50/50**

Total CCR & LTF		CCR 1	CCR 2	LTF 1	LTF 2 LA/Private	LA/Private	Total
4.50	1 Cardiff	1.50	0.75	1.50	0.75	1.50	6.00
3.98	2 RCT	1.50	0.49	1.50	0.49	1.50	5.48
5.64	3 Torfaen	1.50	1.32	1.50	1.32	1.50	7.14
3.00	4 MCC	1.50	-	1.50	-	1.50	4.00
4.98	5 VoG	1.50	0.99	1.50	0.99	1.50	6.48
3.00	6 Bridgend	1.50	-	1.50	-	1.50	3.00
	Balance		2.45		0.45		
	Development Project		2.00		-		
	Contingency		0.45		0.45		
		9.00	6.00	9.00	4.00		32.10

Balance available to support other 5 LAs once Tendered

**Future Generations Assessment Evaluation  
(includes Equalities and Sustainability Impact Assessments)**

<p><b>Name of the Officer completing the evaluation:</b></p> <p>Clare Cameron</p> <p><b>Phone no:</b> 07976 708539 <b>E-mail:</b> clare.cameron@cardiff.gov.uk</p>	<p><b>Please give a brief description of the aims of the proposal</b></p> <p>To provide members with an update on the Metro Plus Programme and propose revisions to enable its delivery</p>
<p><b>Proposal:</b> Revision of Metro Plus Programme</p>	<p><b>Date Future Generations Evaluation form completed:</b> 18 February 2021</p>

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

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p><b>A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>The Metro Plus RTA Programme will have a slight to large positive impact on the strategic objectives contained within the Prosperity and Opportunity theme.</p> <p>In particular, the programme will greatly assist in providing the right infrastructure to improve connectivity by means of good transport links. Those schemes where new links or improvements in corridors are to be implemented are likely to have the largest benefit, for example, Abertillery Interchange.</p> <p>As a whole, connectivity across the region will improve through implementation of the programme. All of the combined improvements to Interchanges, Park and Ride and bus priority will assist in creating a seamless network allowing ease of transfer between modes. The programme will facilitate ease of access for communities across south east Wales, for those with and without access to a private car thereby improving connectivity to a range of services.</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>Both the Metro Plus RTA Programmes and MEF will improve connectivity to the South Wales Metro, permitting regional connectivity throughout south east Wales and beyond.</p> <p>The interventions will support a more productive economy through an increase in access to the South Wales transport network. This will allow for individuals, households, public sector and business to grasp new opportunities, from the improved access provided by new and improved transport options.</p> <p>By improving access throughout the south east Wales region, the Metro Plus programme will help increase the skills base of the labour market, by providing means of access to new educational, employment, healthcare and training opportunities.</p> <p>As the Metro Plus RTA Programmes and the MEF include investment across the whole of south east Wales it will improve the quality of the region as a whole and is likely to encourage new inward investment as businesses have access to a wide pool of potential resources that can easily travel around the region to access new job and training opportunities.</p> <p>The programmes clearly demonstrates a commitment to a sustainable future, as all of the transport interventions include focus on facilitating and promoting sustainable transport access.</p> <p>The Statistical Bulletin on the regional economic and labour market profile issued by the Welsh Government in January 2018 shows the employment rate, economic inactivity rate and benefit claims and ILO unemployment rates for 16+ across Wales. It can be seen that the International Labour Organisation (ILO) unemployment rate for south east</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>Wales is higher than for Wales as a whole (5.6 compared to 4.7 for Wales as a whole). 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. 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 prosperity of the area within which they live as they spend their income on local goods and services.</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>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 timesavings on the road network across southeast Wales helping businesses and promoting economic development. Journey time savings could also be achieved for users of the public transport network, as the Metro Plus RTA Programmes promote the co-locating of modes via seamless interchanges.</p>	
<p><b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	<p>New infrastructure and enhancement of provision will open up journey alternatives for commuters, business users and leisure users. Instead of automatically undertaking a journey by car, the Metro Plus Programmes will encourage modal shift to public transport for a range of journey types. This could help to reduce the number of car journeys undertaken, helping to reduce congestion and improve other environmental factors such as an improvement in air quality and noise reduction from vehicles.</p> <p>The development of new transport schemes which can utilise new technologies such as electric charging points and electric vehicles within its operation and design will also allow formation of new industries to supply these services. A report prepared by Cenex demonstrates the need for a Programme of Electric Vehicle Infrastructure within the Programme and has proposed the level of infrastructure likely to be required up to 2030. The delivery of this programme will seek to expand on</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>All schemes will consider any likely changes in need due to COVID 19.</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?
	this provision for the region as a whole, which will help combat climate change.	
<p><b>A healthier Wales</b> People's physical and mental wellbeing is maximized and health impacts are understood</p>	<p>A potential reduction in car trips may make the roads safer, thus opening them up for more Active Travel journey opportunities. There is also likely to be growth in active travel journeys undertaken to interchanges to access the Metro Plus Programme of schemes.</p> <p>The potential to increase active travel journeys will have associated health benefits leading to cost savings across a range of health service provisions There can also be economic benefits for the region from increasing active travel. It has been quoted in the 'Transport Fit for Future Generations' Report that 'expanding the investment programme in Active Travel out to the whole of the Cardiff Capital Region would cost approximately £290 million but would result in economic benefits of £2.5bn over 20 years, delivering a 19% and 82% increase in walking and cycling trips respectively'.</p> <p>CCR is working with bus operators to provide better infrastructure that improves reliability and working in partnership to encourage operators to invest in newer buses, electric vehicles and providing better access to information, thus aiding positive improvements in air quality through ULEV vehicles and more reliable provision.</p>	
<p><b>A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected</p>	<p>The programme will greatly assist in providing infrastructure to improve connectivity by means of good transport links. Those schemes where new links or improvements in corridors are to be implemented are likely to have the largest benefit for example, Abertillery Interchange and Spur.</p> <p>All of the combined improvements in interchanges, Park and Ride and bus priority will assist in creating a seamless network allowing ease of transfer</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>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 timesavings on the road network across southeast Wales helping businesses and promoting economic development. Journey time savings will also be achieved for users of the public transport network, as the Metro Plus Programmes promote the co-locating of modes via seamless interchanges. A greater contribution will be made to this by the data capability, sectoral analysis and place assessments.</p>	
<p><b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic and environmental wellbeing</p>	<p>The Metro Plus Programmes include investment across the whole of south east Wales and it will improve the quality of the region as a whole. Therefore, it is likely to encourage new inward investment as businesses have access to a wide pool of potential resources that can easily travel around the region and wider, to access new job and training opportunities.</p> <p>The Metro Plus Programmes will sustain new connections, share good practice and secure propositions and deals that support economic growth.</p>	<p>Develop the legacy impact of the event, sustaining new connections, sharing great practice and potentially securing propositions and deals that support economic growth.</p>



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 Programmes includes ULEV infrastructure at the Metro Plus locations and a further regional bid through the ULEV fund will help to encourage the participation of taxi and bus operators and provide incentives for take up of any schemes. Business cases in association with ULEV provision and incentives will measure changes to greenhouse gases emitted as identified within the CCR ULEV Taxi Strategy and Regional Strategy for all modes.</p>	
<p><b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation</p>	<p>Providing new and improved sustainable transport infrastructure across the Region will help increase the means of access to sport and recreation. All signage will be bilingual, and buses are already equipped with Audio Visual (AV) for those vehicles younger than 2012 to enable them to deliver bilingual messaging. Where each individual scheme has an effect on the landscape and historic environment, sympathetic solutions will be sought to ensure that there is no/minimal negative impact.</p>	
<p><b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances</p>	<p>City Deal is about delivering across 10 LAs and a population of 1.5m people. It is about economic gains – but importantly how this will convert as tools for improving people’s lives. 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. Transport improvements throughout the south east Wales region will help increase the skills base of the labour market, through providing means of access to</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>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</p>	
	<p>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 and 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 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 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 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?**

- |   |
|---|
| <ul style="list-style-type: none"> <li>• Evidence and input contributed by theme leads</li> <li>• Outcomes of assessments such as audit reports</li> <li>• Delivery against targets set out in individual business cases/ approved project documentation</li> </ul> |
|---|

**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?**

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

<b>The impacts of this project will be evaluated on:</b>	<b>Delivery of schemes</b>
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**18 FEBRUARY 2021**

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## **LOCAL TRANSPORT FUND (LTF) BID 2021/22 (INCLUDING PHASE 2 DEVELOPMENT FUNDING AND METRO ENHANCEMENT FUND)**

### **REPORT OF CARDIFF CAPITAL REGION DIRECTOR**

#### **AGENDA ITEM 7**

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Appendices 1 and 2 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 advise Members of the invitation by Welsh Government (WG) to bid for funding through the Local Transport Fund process for 2021/22.
2. To ask Members to note the content of the LTF bid (attached at Appendix 1) submitted to Welsh Government (WG) by Merthyr County Borough Council, on behalf of the Region. This funding will take the form of a co-investment with the City Deal Investment Fund to deliver Metro Plus Phase 1 (as approved by Regional Cabinet on the 18<sup>th</sup> February 2019), as well as development funding for Metro Plus Phase 2, the Metro Enhancement Framework (MEF) priority corridors (as endorsed by Members at its meeting on 28<sup>th</sup> November 2019) and existing projects that have been developed to enhance the Core Valleys Line (CVL) and which received LTF funding in 2020/21.
3. To ask Members to endorse and approve the bid submitted to WG for funding to the value of £9,980,000 for Metro Plus to enable the Programme to be delivered. £6,410,000 is being requested from the LTF fund towards the delivery of the Metro Plus Phase 1 Programme, and £3,570,000 to enable the development of Metro Plus Phase 2, the first priority corridors of the MEF and the existing projects being developed on the CVL.
4. To also ask Members to endorse and approve the bid submitted to WG for funding to the value of £10,817,000 to enable the delivery of the LTF ULEV Transformation Programme as identified within the bid at appendix 2.

## Background

5. Welsh Government this year has directly invited local authorities to submit bids for Local Transport fund grant. The Welsh Government has identified priority areas for support 2021-22 as previously identified in 2020-21.
6. Metro Plus (Phase 1) is a co-investment programme of 10 transport related schemes between the Cardiff Capital Region City Deal Investment Fund and Welsh Government through its transport investment fund, and was agreed by Regional Cabinet on 18<sup>th</sup> February 2019. The Metro Plus programme is intended to be part of the wider metro infrastructure. 2021/22 is year 3 of the Metro Plus delivery programme and is the subject of a further report being presented to this meeting.
7. Schemes that received funding from the 2020/21 LTF fund to develop the CVL enhancements include Nant Garw / Upper Boat Park and Ride / Llanbradach Park & Ride.

## Relevant Issues and Options

8. The invitation to bid for funding was received on 23<sup>rd</sup> December 2020 with a submission date of 29<sup>th</sup> January 2021 and can be found at [Local transport capital grant 2021-22 | GOV.WALES](#). Therefore it was not possible to seek formal permission to submit the bid from the RTA prior to the deadline for submission.
  - 1) WG encourages local authorities to work together and submit regional applications. The lead local authority must be identified for each scheme. Funding would be allocated to the lead local authority. Merthyr County Borough Council has been identified as the lead authority for the Cardiff Capital Region, has submitted a bid for the funding and subject to the bid being successful, they would act as the financial host for LTF for 2021/22.
  - 2) Schemes that include match funding will attract additional scores in the appraisal process, with schemes that demonstrate greater levels of match funding scoring higher.
  - 3) The bid for funding includes:-
    - Metro Plus Phase 1 – LTF £6,410,000 with CD WIF match funding of £9,950,000 - Year 3 funding as part of a WG/City Deal co-investment Programme;
    - Metro Plus Phase 2 – £3,570,000 - Development funding. A request for a WG/City Deal co-investment Programme to Regional Cabinet is required for future years once they have been developed to WelTAG Stage 2. The schemes include:-

Abergavenny station interchange & improvements

Cardiff Bus Priority

Cwmbran Interchange

Cogan Interchange

Ystrad Mynach P&R extension

Hirwaun Rail extension and P&R  
 Cardiff Bus priority between Newport city centre and the  
 international conference centre Wales  
 Brackla Railway Station  
 Pencoed Crossing  
 Merthyr Rail – Bus Connectivity, and

Brynmawr Transport Interchange.

- 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.

Cardiff- Maesteg – Bridgend – Porthcawl – WelTAG 1 to be carried out to make case for change and identify problems and opportunities and identify potential solutions.

Newport – Chepstow – Tŷfwr are currently undertaking WelTAG 1 works to identify problems and opportunities and to make the case for change. Once complete, it is anticipated that funding will be required to progress through WelTAG.

- CVL – Development funding for existing schemes which include:-

Nant Garw / Upper Boat Park and Ride  
 Llanbradach Park & Ride

The development fund bid will be requested as one fund - £3.570m.

- 4) The total value of the bid submitted to WG for LTF funding is £9,980,000.
- 5) The total value of the LTF ULEV Transformation fund submitted for funding is £10,817,000.
- 6) The terms and conditions of the Grant will mean that the works will need to be completed by 31st March 2022.
- 7) It is anticipated that a decision on funding will be taken by WG prior to the commencement of the 2021/22 financial year.

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

9. 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**

10. To advise Members of the invitation by WG to bid into the LTF Grant for delivering and developing schemes in 2021/22 and to approve the bid for funding that was submitted to WG within the deadline of 29<sup>th</sup> January 2021.

11. To allow the bids to be submitted within the timescale required and to allow schemes to be delivered in a timely manner.

### **Financial Implications**

12. The report informs members of the RTA of the grant bids submitted by Merthyr Tydfil County Borough Council on behalf of the Capital Cardiff Region City Deal. The bids submitted for Local Transport Fund (LTF) funding are in three parts:
  - a) firstly to continue to meet the commitments made by CCRCD and Local Transport Fund Grant as part of the Metro Plus Phase 1;
  - b) secondly to bid for development funding for a further phase of Metro + Schemes and a Metro Enhancement Fund for four priority corridors;
  - c) thirdly to continue to progress the LTF ULEV Transformation Programme.
13. The level of any grant award is unknown. Any grants submitted and schemes taken forward 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 their own medium term financial planning processes.
14. Where grant is bid for and prior to any acceptance, it is essential that relevant knowledge, skills and statutory permissions are in place to enable implementation and delivery of such schemes in accordance with the timescales set out in any grant bids and approvals and to ensure objectives for funds can be delivered in a timely manner.

### **Legal Implications**

15. 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) and LTF ULEV Transformation Fund.
16. Any requests for funding from the CCRCD Wider Investment Fund will be subject to (i) a further decision of CCRTA and/or CCRCD Regional Cabinet and ensuring that (ii) the proposals are in line with state aid rules, the WG and HMT funding conditions that attach to the Cardiff Capital Region Wider Investment Fund and all other legal requirements.
17. 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

18. In developing the Plan and in considering its endorsement regard should be had, amongst other matters, to:
- a) the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards;
  - b) public sector duties under the Equalities Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties Councils must in making decisions have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are: a. age; b. gender reassignment; c. sex; d. race – including ethnic or national origin, colour or nationality; e. disability; f. pregnancy and maternity; g. marriage and civil partnership; h. sexual orientation; i. religion or belief – including lack of belief, and;
  - c) the Well-being of Future Generations (Wales) Act 2015. The Well-being of Future Generations (Wales) Act 2015 ('the Act') is about improving the social, economic, environmental and cultural well-being of Wales. The Act places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language and is globally responsible. In discharging their respective duties under the Act, each public body listed in the Act (which includes the Councils comprising the CCRCD) must set and published wellbeing objectives. These objectives will show how each public body will work to achieve the vision for Wales set out in the national wellbeing goals. When exercising its functions, the CCRTA should consider how the proposed decision will contribute towards meeting the wellbeing objectives set by each Council and in so doing achieve the national wellbeing goals. The wellbeing duty also requires the Councils to act in accordance with a 'sustainable development principle'. This principle requires the Councils to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.
19. 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.
20. 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 3.

## Equality Act 2010

21. 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

22. It is recommended that CCRTA

- (1) notes the information in this report; and
- (2) notes the bids for LTF funding that were submitted to WG within the deadline of 29<sup>th</sup> January 2021.

**Kellie Beirne**  
**Director, Cardiff Capital Region**  
**18 February 2020**

## Appendices

Appendices 1 and 2 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.

**EXEMPT** Appendix 1 LTF Bid  
**EXEMPT** Appendix 2 LTF ULEV Transformation Fund Bid  
 Appendix 3 Well-being of Future Generations Assessment

*The following background papers have been taken into account:*

Cardiff Capital Region Report – Strategic Outline Programme for Metro Plus – Phase 1 – Programme of Local 'Future Mobility' Schemes: 18 February 2019



## Future Generations Assessment

<p><b>Name of the Officer completing the evaluation:</b></p> <p>Clare Cameron</p> <p><b>Phone no:</b> 07976 708539 <b>E-mail:</b> clare.cameron@cardiff.gov.uk</p>	<p><b>Please give a brief description of the aims of the proposal</b></p> <p>To provide members with an update on Local Transport Fund Bids that was submitted to Welsh Government on 29<sup>th</sup> January 2021 to fund Metro Plus and Metro Enhancement Framework Projects</p>
<p><b>Proposal: Local Transport Fund Bid for Metro Plus and Metro Enhancement Funding</b></p>	<p><b>Date Future Generations Evaluation form completed: 18 February 2021</b></p>

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

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p><b>A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>The Metro Plus RTA Programme will have a slight to large positive impact on the strategic objectives contained within the Prosperity and Opportunity theme.</p> <p>In particular, the programme will greatly assist in providing the right infrastructure to improve connectivity by means of good transport links. Those schemes where new links or improvements in corridors are to be implemented are likely to have the largest benefit, for example, Abertillery Interchange.</p>	<p>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>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 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>	

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>As the Metro Plus RTA Programmes and the MEF include investment across the whole of South East Wales it will improve the quality of the region as a whole and is likely to encourage new inward investment as businesses have access to a wide pool of potential resources that can easily travel around the region to access new job and training opportunities.</p> <p>The programmes clearly demonstrates a commitment to a sustainable future, as all of the transport interventions include focus on facilitating and promoting sustainable transport access.</p> <p>The Statistical Bulletin on the regional economic and labour market profile issued by the Welsh Government in January 2018 shows the employment rate, economic inactivity rate and benefit claims and ILO unemployment rates for 16+ across Wales. It 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</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>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.</p> <p>Currently most travel-to-work trips into Cardiff are made by car (58%), while the proportion of sustainable travel-to-work trips diminishes with the distance of commuting.</p> <p>The Metro Plus RTA Programmes provides an alternative for access into areas such as Cardiff from all areas of South East Wales, helping to facilitate modal shift. This could lead to journey time savings on the road network across South East Wales helping businesses and promoting economic development. Journey time savings could also be achieved for users of the public transport network, as the Metro Plus RTA Programmes promote the co-locating of modes via seamless interchanges.</p>	
<p><b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	<p>New infrastructure and enhancement of provision will open up journey alternatives for commuters, business users and leisure users. Instead of automatically undertaking a journey by car, the Metro Plus Programmes will encourage modal shift to public transport for a range of journey types.</p> <p>This could help to reduce the number of car journeys undertaken, helping to reduce congestion and improve other environmental factors such as an</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?
	<p>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 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><b>A healthier Wales</b> People's physical and mental wellbeing is maximized and health impacts are understood</p>	<p>A potential reduction in car trips may make the roads safer, thus opening them up for more Active Travel journey opportunities. There is also likely to be growth in active travel journeys undertaken to interchanges to access the Metro Plus Programme of schemes.</p> <p>The potential to increase active travel journeys will have associated health benefits leading to cost savings across a range of health service provisions</p> <p>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</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>Travel out to the whole of the Cardiff Capital Region would cost approximately £290 million but would result in economic benefits of £2.5bn over 20 years, delivering a 19% and 82% increase in walking and cycling trips respectively’.</p> <p>CCR is working with bus operators to provide better infrastructure that improves reliability and working in partnership to encourage operators to invest in newer buses, electric vehicles and providing better access to information, thus aiding positive improvements in air quality through ULEV vehicles and more reliable provision.</p>	
<p><b>A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected</p>	<p>The programme will greatly assist in providing infrastructure to improve connectivity by means of good transport links. Those schemes where new links or improvements in corridors are to be implemented are likely to have the largest benefit for example, Abertillery Interchange and Spur.</p> <p>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.</p> <p>The Metro Plus Programmes will also improve connectivity to the South Wales Metro, permitting</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>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.</p> <p>Journey time savings will also be achieved for users of the public transport network, as the Metro Plus Programmes promote the co-locating of modes via seamless interchanges. A greater contribution will be made to this by the data capability, sectoral analysis and place assessments.</p>	
<p><b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic and environmental wellbeing</p>	<p>The Metro Plus Programmes include investment across the whole of South East Wales and it will improve the quality of the region as a whole. Therefore, it is likely to encourage new inward investment as businesses have access to a wide pool of potential resources that can easily travel around the region and wider, to access new job and training opportunities.</p> <p>The Metro Plus Programmes will sustain new connections, share good practice and secure</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>propositions and deals that support economic growth.</p> <p>The Programmes includes ULEV infrastructure at the Metro Plus locations and a further regional bid through the ULEV fund will help to encourage the participation of taxi and bus operators and provide incentives for take up of any schemes. Business cases in association with ULEV provision and incentives will measure changes to greenhouse gases emitted as identified within the CCR ULEV Taxi Strategy and Regional Strategy for all modes.</p>	
<p><b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation</p>	<p>Providing new and improved sustainable transport infrastructure across the Region will help increase the means of access to sport and recreation.</p> <p>All signage will be bilingual, and buses are already equipped with Audio Visual (AV) for those vehicles younger than 2012 to enable them to deliver bilingual messaging.</p> <p>Where each individual scheme has an effect on the landscape and historic environment, sympathetic solutions will be sought to ensure that there is no/minimal negative impact.</p>	
<p><b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances</p>	<p>City Deal is about delivering across 10 LAs and a population of 1.5m people. It is about economic</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>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> <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</p>	

<b>Well Being Goal</b>	<b>Does the proposal contribute to this goal? Describe the positive and negative impacts.</b>	<b>What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?</b>
	enhancements to the CVL Metro programme will offer better accessibility.	

**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>Long Term</p> <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 will take place through the WelTAG process as each scheme develops through the WelTAG stages, and, as the proposal includes all schemes identified within individual LA LDPs, the public will have been made aware of the proposals and would have already had an opportunity through the LDP consultation process to consider the principle of individual schemes.</p>
 <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. The RTA will ensure that all partners are included whilst delivering the Programme.</p>

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Putting resources into preventing problems occurring or getting worse</p> <p>Prevention</p>	<p>The Metro Plus Programme is designed to prevent further environmental damage from transport through the promotion and development of a sustainable transport network.</p> <p>Population in some communities is projected to decline (such as some valleys communities, where younger members of the community leave to seek job opportunities in larger towns and cities). The Metro Plus Programme linking into the wider Metro network will provide an effective transport system, connecting major towns and cities across Wales for those communities where population is declining. This may permit people to stay within the community within which they have grown up, commuting to and from employment as an efficient transport network is available, rather than needing to relocate to seek employment.</p>	<p>This will be an increasing focus of scheme and programme delivery.</p>
 <p>Considering impact on all wellbeing goals together and on other bodies</p> <p>Integration</p>	<p>The Metro Plus Programme has been developed with consideration to a wide range of contextual factors. Strategic fit of the programme has been considered along with a number of other wider issues such as carbon reduction.</p> <p>In terms of the programme impact on local authority wellbeing goals, a positive impact can be seen. In particular the Metro Plus Programme will help to achieve goals that aim to tackle poverty and deprivation, improve access to skills, improve employment opportunities and provide improved infrastructure and healthier communities.</p>	

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

<b>Protected Characteristics</b>	<b>Describe any positive impacts your proposal has on the protected characteristic</b>	<b>Describe any negative impacts your proposal has on the protected characteristic</b>	<b>What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?</b>
Age	The Metro Plus Programme will help to achieve goals that aim to tackle poverty and deprivation, improve access to skills, improve employment opportunities and provide improved infrastructure and healthier communities for all characteristics as all infrastructure included within the projects will be designed in accordance with current inclusive design.	None arising at this time.	
Disability	As above	As above	
Gender reassignment	As above	As above	
Marriage or civil partnership	As above	As above	
Pregnancy or maternity	As above		
Race	As above		
Religion or Belief	As above		
Sex	As above		

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?
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?**

<ul style="list-style-type: none"> <li>• Evidence and input contributed by theme leads</li> <li>• Outcomes of assessments such as audit reports</li> <li>• Delivery against targets set out in individual business cases/ approved project documentation</li> </ul>
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**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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## **CARDIFF CAPITAL REGION CITY DEAL JOINT OVERVIEW AND SCRUTINY COMMITTEE**

**26 FEBRUARY 2021**

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### **FORWARD WORK PROGRAMME REPORT**

#### **REPORT OF THE SERVICE DIRECTOR DEMOCRATIC SERVICES AND COMMUNICATIONS RHONDDA CYNON TAFF COUNTY BOROUGH COUNCIL**

#### **AGENDA ITEM: 5**

##### **1 PURPOSE OF THE REPORT**

- 1.1 The purpose of the report is to provide members of the Cardiff Capital Region City Deal Joint Overview and Scrutiny Committee with the opportunity to review and agree its Work Programme and schedule an item for consideration at their next meeting on 30 April 2021.

##### **2 RECOMMENDATIONS**

It is recommended that Members:-

- 2.1 Review and agree the Joint Overview and Scrutiny Committee Work Programme as attached at Appendix A
- 2.2 Agree that the Work Programme be reviewed at each meeting to ensure the items identified for inclusion are relevant and that any additional referrals are incorporated.
- 2.3 Consider and determine any other matters that members may wish to scrutinise over this period.
- 2.4 Schedule an item for consideration by the JOSOC at their next meeting in April 2021

### **3. REASONS FOR RECOMMENDATIONS**

- 3.1 It is proposed that Members of the JOSC have the opportunity to consider its work programme and that the proposed work programme allows for an element of flexibility and taking into account any additional consultative documents or legislative matters requiring attention.

### **4. Background**

- 4.1 An effective FWP will identify the issues that the JOSC wishes to focus on throughout the year and provide a clear rationale as to why particular issues have been selected, as well as the approach that will be adopted.
- 4.2 The FWP will remain flexible and will be revisited at each JOSC meeting with input from Members and officers on suggested topics for consideration.

### **5. Proposal**

- 5.1. Attached at Appendix A is the JOSC Forward Work Programme. The JOSC is asked to first consider and determine an item to be considered at their next meeting to be held in April 2021. It is proposed that the JOSC agrees one item for consideration to each meeting to allow sufficient time for possible training sessions, Forward Work Programme planning, site visits and/or presentations from Officers at CCRC. Members should also consider what further detail they would like the report to detail, including a list of potential questions they wish to be addressed, and invitees to attend the meeting to assist Members in their investigation.

### **6. Training requirements**

- 6.1 To assist Members in their role as a JOSC Member the Members are requested to consider any training requirements they have in relation to the Cardiff Capital Region City Deal. Scrutiny Officers will develop a schedule of training for JOSC Members which will also remain flexible and brought back to each meeting for consideration and scheduling.

### **7. Future Meetings**

- 7.1 Members have requested that where possible the location of meetings of the JOSC should be held, where possible throughout the regional offices of those Authorities that are part of the CCRC, taking into consideration that all meetings of the JOSC are to be held in public. Whilst this has taken place where possible

with meetings taking place in Bridgend, Newport, Rhondda Cynon Taf and Cardiff so far, meetings of the JOSC will continue to take place virtually until such time that it is deemed safe for meetings in public to resume.

## **8 EQUALITY AND DIVERSITY IMPLICATIONS**

- 8.1 There are no Equality and Diversity implications arising from this report and no Equality Impact Assessment is deemed necessary for the purposes of this report.

## **9 CONSULTATION**

- 9.1 The considerations and comments of all members of the JOSC are sought in respect of the draft JOSC Work Programme and it is for Members of the JOSC to propose and agree items for consideration at this Committee

## **10 FINANCIAL IMPLICATIONS**

- 10.1 There are no financial implications as a result of the recommendations set out in the report.

## **11 LEGAL IMPLICATIONS OR LEGISLATION CONSIDERED**

- 11.1 There are no legal implications as a result of the recommendations set out in the report.

**Appendix A**  
**CCRCD Joint Scrutiny Forward Work programme**  
**Items previously added as potential items for consideration**

Item	Information Request/Purpose/ Rationale	Invitees
Performance Report's	<ul style="list-style-type: none"> <li>To monitor and scrutinise the CCRCD Performance reports.</li> </ul>	
Regional Business Council	<ul style="list-style-type: none"> <li><i>Business Plan?- What are targets? Expected outcomes? etc)</i></li> </ul>	
Supporting Enterprise and Business Growth	<ul style="list-style-type: none"> <li>How do we achieve an increase in productivity and business growth while maximising equality outcomes</li> <li>More information on what activity is being undertaken regarding the £4bn of private leverage</li> </ul>	
Terms of Reference	<ul style="list-style-type: none"> <li><del>For the Committee to approve their revised terms of reference.</del></li> </ul>	
South Wales Metro	<p>Report to include the following:</p> <ul style="list-style-type: none"> <li><del>Timescales, CCRCD , implementation plan</del></li> <li><del>Outline Plans — concern that some more rural areas are not included within the plan</del></li> <li><del>What investment opportunities are available?</del></li> </ul>	Regional Transport Authority Chair
Housing Development Fund	<ul style="list-style-type: none"> <li>£30million investment. Is this enough to meet housing development targets?</li> <li>Where are the priority areas?</li> </ul>	

	<ul style="list-style-type: none"> <li>£30m does not seem a lot when all LA's in the JWA have targets to meet with regards to housing development.</li> </ul>	
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### Other areas for further exploration

- Town centres appear to be suffering across the region. Is there anything planned to invest in these areas?
- Alternative methods for energy such as hydro and solar as these are cost saving potentials.
- There is great potential across the region to increase tourism and this also links into the infrastructure.
- Education
- Marketing

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