

18 FEBRUARY 2021

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

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 18th February 2019), as well as development funding for Metro Plus Phase 2, the Metro Enhancement Framework (MEF) priority corridors (as endorsed by Members at its meeting on 28th November 2019) and existing projects that have been developed to enhance the Core Valleys Line (CVL) and which received LTF funding in 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 18th 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 23rd December 2020 with a submission date of 29th 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 – TfW 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 29th 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 29th 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>Name of the Officer completing the evaluation:</p> <p>Clare Cameron</p> <p>Phone no: 07976 708539 E-mail: clare.cameron@cardiff.gov.uk</p>	<p>Please give a brief description of the aims of the proposal</p> <p>To provide members with an update on Local Transport Fund Bids that was submitted to Welsh Government on 29th January 2021 to fund Metro Plus and Metro Enhancement Framework Projects</p>
<p>Proposal: Local Transport Fund Bid for Metro Plus and Metro Enhancement Funding</p>	<p>Date Future Generations Evaluation form completed: 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>A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>The Metro Plus RTA Programme will have a slight to large positive impact on the strategic objectives contained within the Prosperity and Opportunity theme.</p> <p>In particular, the programme will greatly assist in providing the right infrastructure to improve connectivity by means of good transport links. Those schemes where new links or improvements in corridors are to be implemented are likely to have the largest benefit, for example, Abertillery Interchange.</p>	<p>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>A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	<p>New infrastructure and enhancement of provision will open up journey alternatives for commuters, business users and leisure users. Instead of automatically undertaking a journey by car, the Metro Plus Programmes will encourage modal shift to public transport for a range of journey types.</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>A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood</p>	<p>A potential reduction in car trips may make the roads safer, thus opening them up for more Active Travel journey opportunities. There is also likely to be growth in active travel journeys undertaken to interchanges to access the Metro Plus Programme of schemes.</p> <p>The potential to increase active travel journeys will have associated health benefits leading to cost savings across a range of health service provisions</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>A Wales of cohesive communities Communities are attractive, viable, safe and well connected</p>	<p>The programme will greatly assist in providing infrastructure to improve connectivity by means of good transport links. Those schemes where new links or improvements in corridors are to be implemented are likely to have the largest benefit for example, Abertillery Interchange and Spur.</p> <p>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>A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing</p>	<p>The Metro Plus Programmes include investment across the whole of South East Wales and it will improve the quality of the region as a whole. Therefore, it is likely to encourage new inward investment as businesses have access to a wide pool of potential resources that can easily travel around the region and wider, to access new job and training opportunities.</p> <p>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>A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation</p>	<p>Providing new and improved sustainable transport infrastructure across the Region will help increase the means of access to sport and recreation.</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>A more equal Wales People can fulfil their potential no matter what their background or circumstances</p>	<p>City Deal is about delivering across 10 LAs and a population of 1.5m people. It is about economic</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>	

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?
	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>Balancing short term need with long term and planning for the future</p> <p>Long Term</p>	<p>The Metro Plus Programme assists Government with delivering on the four Grand Challenges within the UK Industrial Strategy - Future of Mobility; Artificial Intelligence and Big Data; Clean Growth and Meeting the Needs of an Ageing Society.</p> <p>Being a programme that is focused on the provision and improvement of sustainable transport, it helps in particular to achieve the goals of a 'globally responsible Wales', 'A Wales of cohesive communities', 'a healthier Wales' and 'a prosperous Wales'.</p> <p>The Metro Plus Programme will provide increase network capacity, providing new and improved transport facilities, increasing capacity at interchanges across the rail network along with providing new capacity along transport corridors such as between Newport and Cardiff and the Abertillery to Ebbw Valley Railway line.</p> <p>In developing the programme long terms trends have been analysed. For example, the need to provide for electric powered vehicles at all sites with the programme has been investigated. A separate report produced by Cenex has considered how electric vehicle charging can be provided, what type of provision is required and the operating model for implementation. The Metro Plus programme also looks to address future trends such as population increases and decreases, providing increased public transport capacity and helping to prevent out-migration from some communities through improved access.</p>	

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Working together with other partners to deliver objectives</p> <p>Collaboration</p>	<p>The Metro Plus Programme has been formed through collaborative working by ten local authorities (Caerphilly CBC, Cardiff CC, Bridgend CBC, Newport CC, Vale of Glamorgan Council, Rhondda Cynon Taf CBC, Merthyr Tydfil CBC, Monmouthshire CC, Torfaen CBC, Blaenau Gwent CBC). The Well-being objectives of each of the local authorities have been considered when developing the programme.</p> <p>The inclusion of EV Charging is also supported by WG and work has been undertaken by Cenex to assess the demand up to 2030 at the locations identified.</p>	<p>Public consultation will take place through the WelTAG process as each scheme develops through the WelTAG stages, and, as the proposal includes all schemes identified within individual LA LDPs, the public will have 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.

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		

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"> • 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