

# Public Document Pack



- 1 Regional Transport Authority - 25th January 2018 at 14.30. Council Chamber, Bridgend County Borough Council.

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## Cyfarfod Cychwynnol

25 Ionawr 2018

14.30pm yn Siambr y Cyngor,

Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr

### AGENDA

<b>Rhif yr Eitem</b>	<b>Eitem ar yr Agenda</b>	
1.	Croeso a Chyflwyniadau	
2.	Datganiadau o Ddiddordeb	
3.	Y Diweddaraf gan Lywodraeth Cymru	Simon Jones
4.	Sefydlu CCRTA a'r Cylch Gorchwyl Derbyn adroddiad Cyfarwyddwr Rhaglen Prifddinas Ranbarth Caerdydd	Sheila Davies
5.	Amlinelliad o'r Ymgynghoriad ar y Strategaeth Trafnidiaeth Rhanbarthol Derbyn adroddiad Cyfarwyddwr Arweiniol CCRTA	Roger Waters
6.	Metro Central - Uwchraddio Gorsaf Caerdydd Canolog Derbyn adroddiad Cyfarwyddwr Arweiniol CCRTA	Roger Waters
7.	Cronfa Trafnidiaeth Leol Derbyn adroddiad Cyfarwyddwr Arweiniol CCRTA	(i ddilyn)
8.	Unrhyw Fater Arall	
9.	Cau a dyddiad y cyfarfod nesaf	

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**Inaugural Meeting**

**25<sup>th</sup> January 2018**

**14.30pm at the Council Chamber,  
Bridgend County Borough Council**

**AGENDA**

<b>Item No.</b>	<b>Agenda Item</b>	
1.	Welcome & Introductions	
2.	Declarations of Interest	
3.	Welsh Government Update	Simon Jones
4.	Establishment of CCRTA & Terms of Reference To receive the report of the Cardiff Capital Region Programme Director	Sheila Davies
5.	Outline Regional Transport Strategy Consultation To receive the report of the CCRTA Lead Director	Roger Waters
6.	Metro Central - Cardiff Central Station Upgrade To receive the report of the CCRTA Lead Director	Roger Waters
7.	Local Transport Fund To receive the report of the CCRTA Lead Director	(to follow)
8.	A.O.B	
9.	Close and date of next meeting	

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## CCRTA MEETING 25 JANUARY 2018

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### **ESTABLISHMENT OF CCRTA & TERMS OF REFERENCE**

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

### **AGENDA ITEM: 4**

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

1. To update Members on progress with formally establishing the Cardiff Capital Region Transport Authority (CCRTA), and in particular, the Terms of Reference for the CCRTA that have been agreed by the Regional Cabinet.

#### **Background**

2. Following many meetings of the developing Shadow CCRTA throughout 2017, the Cardiff Capital Region (CCR) Regional Cabinet agreed on 20<sup>th</sup> November 2017 to formally establish the CCRTA as a sub-committee of the Regional Cabinet, the report is attached as Appendix 1.

#### **Issues**

3. As set out in the report to the Regional Cabinet, whilst the City Deal Heads of Terms set out aspirational intent and commitment, and specify a number of responsibilities for the CCRTA, this goes beyond City Deal wider investment fund matters. The Regional Cabinet cannot set up a sub-committee which has wider powers than it enjoys itself enjoys; funding that can be delegated to the sub-committee to carry out its functions is limited to the funding available to the Regional Cabinet.
4. CCRTA therefore need to note the Terms of Reference contained within Appendix 1.

#### **Financial Implications**

5. Financial implications are contained within the Regional Cabinet Report Appendix.

#### **Legal Implications**

6. Financial implications are contained within the Regional Cabinet Report Appendix.

## **Equalities Impact Statement**

7. As and when individual projects are considered by the CCRTA, Equalities Impact Statements will be prepared, as appropriate, for consideration.

## **Reasons for Recommendations**

8. To receive the Terms of Reference for the Cardiff Capital Region Transport Authority (CCRTA).

## **RECOMMENDATION**

It is recommended that the CCRTA note the content of the report of the Regional Cabinet attached as Appendix 1.

**Sheila Davies**  
**Cardiff Capital Region City Deal Programme Director**  
**19<sup>th</sup> January 2017**

*The following Appendix is attached:*

Appendix 1: Report of CCR Regional Cabinet dated 20<sup>th</sup> November 2017



# CARDIFF CAPITAL REGION CABINET

## JOINT CABINET MEETING 20 NOVEMBER 2017

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### REGIONAL TRANSPORT AUTHORITY TERMS OF REFERENCE

### REPORT OF CARDIFF CAPITAL REGION PROGRAMME DIRECTOR

### AGENDA ITEM: 9

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#### Reason for this Report

1. To agree the Terms of Reference for the Cardiff Capital Region Transport Authority; and
2. To establish the Cardiff Capital Region Transport Authority as a sub-committee of the Regional Cabinet.

#### Background

3. The JWA, in relation to the delivery of the Cardiff Capital Region City Deal, was signed and the Regional Cabinet established on March 1<sup>st</sup>, 2017. The JWA defines the City Deal as “*the agreement between the Welsh Government, the UK Government and the Councils dated 15 March 2016*”, known as the Heads of Terms.
4. The Heads of Terms (schedule 7 to the JWA) paragraph 24 states:

*“In addition to this investment [Metro] the Cardiff Capital Region will establish a new non-statutory Regional Transport Authority to co-ordinate transport planning and investment, in partnership with the Welsh Government. The Cardiff Capital Region Transport Authority will be responsible for:*

- *pooled local transport resources;*
- *regional planning for the local transport network;*
- *working with Transport for Wales to ensure objectives for transport investment are aligned;*
- *exploring the creation of a single integrated ticketing platform for public transport across the Cardiff Capital Region;*
- *working in partnership with Welsh Government to define the priorities of the South East Wales Metro concept and to support its delivery; and*
- *working in partnership with the Welsh Government to promote the development of integrated aviation routes from Cardiff Airport and St Athan Enterprise Zone, to deliver economic benefit.”*

5. Related to the establishment of sub-committees and the delegation of powers the JWA states:

## **10.18 Joint Committee May Delegate**

10.18.1 *The Joint Committee may delegate any of the powers which are conferred on them under this Agreement:*

- (a) *to such person, sub-committee or group;*
- (b) *to such an extent;*
- (c) *in relation to such matters; and*
- (d) *on such terms and conditions, as they think fit from time to time.*

10.18.2 *The Joint Committee may allow that such delegation shall automatically authorise further delegation of the Joint Committee's powers by any person to whom they are delegated provided that the Joint Committee specifically states this within such delegation authority.*

10.18.3 *The Joint Committee may revoke any delegation in whole or part, or alter its terms and conditions at any time.*

## **10.19 Sub-Committees**

10.19.1 *The Joint Committee shall establish as soon as reasonably practicable the following sub-committees or groups:*

- (e) *Programme Management Office;*
- (f) *Programme Board;*
- (g) *Regional Transport Authority;*
- (h) *Regional Business Organisation;*
- (i) *Regional Skills and Employment Board; and*
- (j) *Regional Economic Growth Partnership.*

10.19.2 *The Councils shall work together to create and agree terms of reference for, to the extent permissible by law, a Joint Audit Committee and a Joint Scrutiny Committee.*

10.19.3 *It is acknowledged and agreed by the Councils that the sub-committees or groups referred to in Clauses 10.19.1 and 10.19.2:*

- (k) *shall undertake a number of functions including but not limited to audit, scrutiny and/or consultation services pursuant to their terms of reference; and*
- (l) *shall not have any delegated decision making powers (unless otherwise expressly granted by the Joint Committee).*

10.19.4 *Sub-committees or groups to which the Joint Committee delegates any of its powers must follow procedures which are based as far as they are applicable on those provisions of this Agreement which govern the taking of decisions by the Joint Committee.*

10.19.5 *The Joint Committee shall establish the membership, rules of procedure or terms of reference for all or any such sub-committees or groups to, amongst other matters, clarify their respective role and scope of delegation which shall be approved by the Joint Committee.*

10.19.6 *The Joint Committee may create additional sub-committees or sub-groups as it sees fit from time to time.*

## Issues

6. The Regional Transport Authority has met in 'Shadow' form and now seek to be formally established, in accordance with the JWA, by means of approval of their Terms of Reference by the Regional Cabinet.
7. The proposed Terms of Reference are contained in **Appendix 1** to this report and define the role and responsibilities of the Regional Transport Authority and the rules and procedures to which it must adhere.
8. The proposed Terms of Reference also details the delegated powers, conferred on the Regional Cabinet by the JWA, which are now proposed to be delegate to the Regional Transport Authority.
9. Whilst paragraph 24 of the Heads of Terms is widely worded and goes beyond City Deal wider investment fund matters, the Regional Cabinet cannot set up a sub-committee, which has wider powers than the Regional Cabinet itself enjoys. Further, the funding that can be delegated to the sub-committee to carry out its functions is limited to the funding available to the Regional Cabinet (in particular the HMT, Council Contributions and Annual budget - or more accurately part thereof).
10. At this stage it is therefore proposed to set up a Regional Transport Authority whose delegated functions include the preparation of regional transport strategies, policies, and proposals on the understanding that if thought appropriate further delegations could be sought from the Councils to the Regional Cabinet (and in turn the RTA).

## Financial Implications

11. As outlined in the report, the Regional Transport Authority (RTA) has met in shadow form and a budget of £99,066 has been allocated from the Wider Investment Fund 'Top-Slice' to fund its work in 2017/18. Once formally established, Regional Cabinet's annual budget process will need to take account of the RTA's annual work programme to ensure that an appropriate level of resources are allocated to support the work of this sub-committee each year.
12. Section 12 of the Joint Working Agreement (JWA) approved by each of the ten Cardiff Capital Region City Deal Councils, details the 'Commitment of the Council and Contributions'. In summary, this outlines the following funding contributions that will be available to Regional Cabinet to carry out those functions delegated to it under the JWA:
  - 1) Annual Budget – provided by each Council on a proportionate basis;
  - 2) HMT Contribution – provided by Welsh Government over a period of twenty years and being the subject of both five yearly Gateways Reviews and Welsh Government Funding Terms & Conditions;
  - 3) Council Contributions – up to £120 million provided by the Councils on a proportionate basis subject to the overall Affordability Envelope.
13. Therefore, in delegating any of its functions to the RTA, Regional Cabinet will need to give due consideration to existing funding limitations placed on it by the JWA. However, it is a matter for Regional Cabinet to request additional funding, (seek an increase to the approved Council Contribution), which would be a matter reserved to each council for approval.

## Legal Implications

14. The Cardiff Capital Region Joint Cabinet has the power to establish sub committees. As stated in the body of the report, the Joint Working Agreement provides that the

Regional Cabinet shall establish a Sub-Committee or group, referred to as the Regional Transport Authority.

15. It is a matter for the Regional Cabinet to establish the membership, and terms of reference of the Sub-Committee and in such terms to clarify the role and scope of delegation. In terms of the extent of the delegation proposed reference is made to paragraphs 9 and 10 of the report.
16. The terms of reference set out the important proposals as to, the functions delegated, membership, quorum and voting rights (which voting rights mirror the JWA). Regional Cabinet are requested to consider if these proposals meet their requirements.
17. The RTA sub committee should take appropriate legal and other advice in respect of any proposed decisions it wishes to take as regards the matters delegated to it.
18. This report focuses on the establishment, by the Regional Cabinet of the RTA Sub-Committee. Separate to this matter the 10 authorities may wish to consider what action if any, they wish to take in respect of the Agreement concluded on 1.9.2004, which served to establish a joint committee in respect of certain prescribed transportation functions. The Sub-Committee being referred to The South East Wales Transport Alliance.
19. General advice  
In considering this matter regard should be had, amongst other matters, to:
  - (i) The Councils' duties under the Well –being of Future Generations (Wales) Act 2015 and;
  - (ii) 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.

### **Equalities Impact Statement**

20. See Legal Implications above.

### **Reasons for Recommendations**

21. To establish the Regional Transport Authority as a sub-committee of the Regional Cabinet.

### **RECOMMENDATIONS**

It is recommended that the Cardiff Capital Region Cabinet:

- 1) Agree the Terms of Reference for a Cardiff Capital Region Transport Authority as detailed in Appendix 1 to this report; and
- 2) Establish the Cardiff Capital Region Transport Authority as a sub-committee of the Joint Cabinet

**Sheila Davies**  
**Cardiff Capital Region City Deal Programme Director**  
**14<sup>th</sup> November 2017**

*The following Appendix is attached:*

Appendix 1: **Cardiff Capital Region Transport Authority Terms of Reference**

Background papers - **Joint Working Agreement in relation to the delivery of the Cardiff Capital Region City Deal**

## **Appendix 1: Cardiff Capital Region Transport Authority Terms of Reference**

Governance Type	<p>The Regional Transport Authority is being established by the Regional Cabinet as a Sub-Committee pursuant of section 10.19 of the Joint Working Agreement in relation to the delivery of the Cardiff Capital Region City Deal (JWA).</p> <p>Specifically, the Regional Cabinet will establish a new non-statutory Regional Transport Authority (RTA).</p>
Delegated Powers	<p>The Regional Transport Authority shall not have any delegated decision making powers unless expressly granted by the Regional Cabinet.</p> <p>The Regional Cabinet have currently granted delegated decision making powers to the Regional Transport Authority as detailed in the 'Functions' section below.</p> <p>Any member of the RTA Sub-Committee may request that any matter delegated to the Sub-Committee is referred to the Regional Cabinet for decision</p>
Procedures	<p>The Regional Transport Authority in its meetings and in exercising any of its decision making powers must follow procedures which are based, as far as they are applicable, on those provisions detailed in the Joint Working Agreement which govern the Regional Cabinet or to the extent the provisions of the Joint Working Agreement are silent must follow the Committee Meeting and other relevant Procedure Rules, standing order and polices of the Accountable Body.</p>
Accountable to	<p>The Regional Transport Authority will be accountable to the Regional Cabinet.</p>
Reporting	<p>In respect of the Objectives listed the Regional Transport Authority can prepare reports for information or to provide recommendations to the Regional Cabinet.</p> <p>On delegated matters the Regional Transport Authority can prepare reports for consideration and make decisions.</p>
Membership	<p>RTA membership will include:</p> <ol style="list-style-type: none"> <li>1. Two members of the Regional Cabinet, nominated from time to time by the Regional Cabinet, who will act as Chair and Vice Chair of the sub-committee; and the Executive Member for the time being with responsibility for Transport from each of the ten Local Authorities in the Cardiff Capital Region.</li> <li>2. Each Council shall be entitled from time to time to appoint a deputy for its representative but such deputy (in each case) shall only be entitled to speak and vote at meetings of the Joint Committee in the absence of his or her corresponding principal</li> </ol> <p>Note: the Chair and/or Vice Chair can also act as the Executive Member for Transport of their Local Authority A representative so appointed shall hold office until</p>

	<p>(A) the member ceases to hold the office referred to in paragraph 1 or 2 above,  (B) the member dies,  (C) the member resigns,  (D) the member becomes disqualified  (E) the member ceases to be a member of the Council he or she represents or  (F) The Council, which the member represents, has decided that another member should act in his place,  whichever may first happen.</p> <p>Any member of the RTA Sub-Committee may by written request to the Regional Programme Director request that a matter be considered at the next meeting of the Sub-Committee.</p> <p>Any member of the Sub-Committee may, where he or she views that a matter requires urgent consideration, request to the Chairperson at the start of the Sub-Committee meeting that such urgent item is added to the agenda, but its inclusion will be a matter for the Chairperson to decide.</p> <p>Third parties  Transport users, industry, partner representatives and appropriate third parties may be invited by a member or members of the RTA Sub-Committee to attend meetings as an observer and shall be entitled to take part in such RTA sub committee meetings at the discretion of the Chairperson. Such observers will not have voting rights and will be considered as members of the public for the purposes of the sub committee's procedural rules.</p>
Voting/Agreement	<p>For delegated matters - as per the Regional Cabinet.  Decisions will be taken by majority vote  For avoidance of doubt each of the ten constituent Local Authorities is entitled to one vote only and it is agreed that the Chairperson shall not exercise his or her casting vote.</p> <p>If, at a meeting of the Sub-Committee, a matter is not determined (the vote is tied) that matter ("RTA <b>Unresolved Matter</b>") shall be deferred for consideration at the next RTA Sub-Committee meeting, which shall be convened within ten (10) Business Days of the meeting at which the tied vote was taken. If at the reconvened RTA Sub-Committee meeting the RTA Unresolved Matter is not determined, the RTA Unresolved Matter shall become a matter reserved to the CCCD Regional Cabinet and shall be deferred for consideration by the CCRCD Regional Cabinet.</p>
Quorum	<p>The quorum necessary for a RTA sub Committee meeting shall be an elected member or appropriate deputy appointed from at least seven (7) of the Councils comprising the CCRCD, present at the relevant time.</p>
Frequency	<p>The Regional Transport Authority will meet quarterly or more frequently as required to complete business.</p>
Allowances	<p>No allowances will be paid.</p>
Servicing	<p>Within the resources made available by the Regional Cabinet for the RTA sub committee's work, the Regional Office will organise appropriate servicing for Board meetings.</p>

	<p>The Regional Programme Director shall ensure that all agendas and relevant information in relation to the Sub-Committee meeting are circulated in a timely manner and in any event in accordance with legislative requirements.</p> <p>A Regional Officer Transport Group, (a non - decision making group) comprising of one nominated officer from each authority, will provide support to the Regional Transport Authority and the Regional Office on transport matters. Each authority shall be entitled from time to time to appoint a deputy for its representative but such deputy (in each case) shall only be entitled to attend meetings in the absence of his or her corresponding principal. .</p> <p>Each authority will be responsible for funding all costs associated with its officers' attendance at such Regional Officer Transport Group and any associated work undertaken, unless prior arrangements have been approved by the Regional Cabinet.</p>
Resources	<p>The resources for servicing and undertaking of functions will be limited to that made available within the City Deal and allocated by the Regional Cabinet to the RTA Sub-Committee to discharge its functions.</p> <p>The budget allocated to the RTA Sub-Committee to discharge its functions shall be as determined, from time to time, by the Regional Cabinet. At all times decisions taken by the RTA sub committee must be within the approved budget set by the Regional Cabinet, including any reallocation of external funding received by the Regional Cabinet.</p>
Objectives	<p>Subject to funding, to facilitate the City Deal by:</p> <ol style="list-style-type: none"> <li>1. Developing and coordinating proposals for an integrated regional transport strategy that supports the strategic economic and spatial aspirations of the City Deal and Cardiff Capital Region (CCR).</li> <li>2. Working in partnership with Welsh Government and Transport for Wales to define and develop the priorities of the South East Wales Metro concept and support its delivery, including the development of a single integrated ticketing platform for public transport across the region.</li> <li>3. In respect of the Capital Region considering proposals for: <ul style="list-style-type: none"> <li>• enhancing transport connectivity in support of economic development and land use planning including the promotion of integrated aviation routes.</li> <li>• ensuring that safety, sustainability, social inclusion, health and the environment are considered in transport policies and programmes, meeting the requirements of the Well-being of Future Generations Act.</li> <li>• pursuing high quality standards for transport utilising best practice and innovation; and to identify and monitor outputs and outcomes.</li> </ul> </li> </ol>
Functions delegated to the RTA sub committee	<p>Subject to funding, to facilitate the City Deal by:</p> <ol style="list-style-type: none"> <li>a. preparing regional strategies, including a Regional Transport Plan, comprising transportation policies, proposals and programmes, in support of the aim and objectives set out above for submission to the Regional Cabinet for approval;</li> </ol>



	<ul style="list-style-type: none"> <li>b. working with Welsh Government, Transport for Wales, user groups, industry and other stakeholders to coordinate transport planning and operations across the region on behalf of the Regional Cabinet;</li> <li>c. developing transport Candidate Schemes for assessment under the Appraisal Framework;</li> <li>d. providing advice and observations related to Candidate Schemes, with transport implications, submitted to the Regional Cabinet by other bodies.</li> </ul>
Sub-Groups	The Regional Transport Authority, can establish sub-groups or Task & Finish Groups for any matters that they consider would be better dealt with in this manner, but shall not be entitled to delegate any of its decision making functions to any such sub group or task and finish group.
Version & Review	Version 1 – Prepared October 2017 Review - To be reviewed March each year (unless agreed otherwise).

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CCRTA MEETING 25 JANUARY 2018

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## **OUTLINE REGIONAL TRANSPORT STRATEGY CONSULTATION**

### **REPORT OF CCRTA LEAD DIRECTOR**

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

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

1. To seek approval CCRTA to undertake stakeholder consultation on the draft Cardiff Capital Region Transport Authority - Outline Regional Transport Strategy (RTS).

##### **Background**

- 2.1 The delegated functions for the CCRTA include the preparation of regional transport strategies, policies, and proposals on the understanding that if thought appropriate further delegations could be sought from all 10 Councils to the Regional Cabinet (and in turn the RTA).

##### **Issues**

- 3.1 The proposal is to prepare an Outline RTS which would not replace individual councils statutory Local Transport Plans. However, it provides a baseline on which to develop and assess further plans, programmes and projects in support of the City Deal, and for partnership working with the Welsh Government, Transport for Wales, industry partners and other key stakeholders.
- 3.2 It is now proposed that the draft strategy attached as Appendix 1 is subject to stakeholder consultation for a period of six weeks, to ensure that it works with stakeholder objectives and that the CCRTA can benefit from stakeholder knowledge and expertise. A consultation questionnaire is attached as Appendix 2.
- 3.3 Following the consultation, a final Outline RTS will be presented to the CCRTA for members' agreement, with the agreed version submitted to the Regional Cabinet and all 10 Councils, as appropriate, for approval.

### **Financial Implications**

4. The costs associated with this consultation exercise is being met from the existing resources and funding (Wider Investment Fund).

### **Legal Implications**

5. Consultation gives rise to the legitimate expectation that the outcome of the consultation will be taken into account in preparing the final strategy. It is understood that a further report will be submitted to the RTA to report back on the outcome of the consultation and how it has been considered in the final strategy.
6. In formulating the final strategy due regard must be had to the extent of the powers delegated to both the Regional Cabinet and RTA to ensure that the proposals formulated fall within the remit of Regional Cabinet and RTA to approve and / or if further Councils' approval is required.

### **Equalities Impact Statement**

7. A full EIA will be presented with the final strategy. In formulating the outline strategy regard has been had to the Councils duties under EIA.

### **Reasons for Recommendations**

8. To facilitate consultation on the outline strategy.

### **RECOMMENDATIONS**

9. It is recommended that the CCRTA agrees to undertake stakeholder consultation on its draft Outline Regional Transport Strategy (RTS).

**Roger Waters**  
**CCRTA Lead Director**  
**19<sup>th</sup> January 2018**

*The following Appendices are attached:*

Appendix 1: Outline Regional Transport Strategy  
Appendix 2: Consultation Questionnaire

## **CONSULTATIVE DRAFT DOCUMENT**

### **Cardiff Capital Region City Deal: Outline Transport Strategy to Connect the Cardiff Capital Region**

#### **Introduction**

The Cardiff Capital Region City Deal (CCRCD) and South Wales Metro present an opportunity to secure our future as an economic powerhouse and enhance well-being for future generations. The role of the Cardiff Capital Region Transport Authority (CCRTA) will be to lead the delivery of the transport vision for the region and this outline strategy represents a key step towards its realisation. Working in partnership with public, private and third sector organisations, the aspiration is to develop a world class, sustainable and fully connected transport system that supports and drives the prosperity of the Cardiff Capital Region.

#### **Status**

The contents of this consultation document is not intended:

- (I) to replace the individual Local Transport Plans approved in 2015 in respect of the authorities that comprise the CCRCD nor
- (II) should it be regarded as constituting any formal statutory consultation for the purpose of developing a Regional Transport Plan for the ten authorities .

Reference in this document to any scheme or proposal should not be read as meaning that any such scheme or proposal will be delivered by either the City Deal or any of the constituent authorities. Reference to any proposed programme or action must be read in conjunction with the CCRTA's role and responsibilities as outlined in the City-deal agreement and the CCR Joint Committee's Terms of Reference.

#### **Part 1 – Where are we now?**

##### **Cardiff Capital Region City Deal**

The Cardiff Capital Region City Deal provides a huge opportunity to transform the economic landscape of South East Wales. It will invest approximately £1.2bn in the city-region economy between now and 2036, and deliver projects to kick start wider investment and economic growth. Over its lifetime, the City Deal is expected to deliver up to 25,000 new jobs and bring forward an additional £4 billion of private sector investment.<sup>1</sup>

South East Wales is the economic powerhouse of Wales, generating more than half of the Gross Value Added (GVA) in Wales in 2012. However, it lags behind the rest of the

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<sup>1</sup> See Cardiff Capital Region City Deal Executive Summary

UK, generating only 80% of the UK average GVA per head. This means that the region is less productive on average than the rest of the UK.<sup>2</sup>

The report of the Growth and Competitiveness Commission has set out the potential that the City Deal offers the region. It has found that the Cardiff Capital Region can be more prosperous, more inclusive and more sustainable if the region becomes much better connected and inter-dependent. These priorities can only be achieved '*if investment in connectivity is used to drive changes in transport modes, new land uses, the fostering of a multi-centred economy and improved liveability for people at all levels of income*'.<sup>3</sup>

### **The importance of 'Connecting the Cardiff Capital Region'**

In order to maximise the benefit of the City Deal investment, the region must be better connected. City Deal recognises the key role that transport will play in delivering the ambitions of the Cardiff Capital Region and turning the City Deal opportunity into a reality. A key priority for investment is the South Wales Metro, including the Valley Lines Electrification programme, and City Deal includes funding of £738m for its delivery. This outline strategy will support and build upon these transport improvements and make a significant contribution to improving transport connectivity across the region.

Such major improvements to transport are needed to enable the capacity and capability of the region to grow. Improved transport can facilitate economic growth and improve outcomes for people by *connecting communities, business, jobs, facilities and services*.<sup>4</sup> For the Cardiff Capital Region's economy to prosper, it is crucial that people are connected to opportunities, businesses to their markets, entrepreneurs to ideas and capital and employers to talent and skills.

According to Stats Wales, around 40% of the jobs in Cardiff city centre are taken up by non-Cardiff residents. In 2016, this amounted to 89,600 residents commuting into the city each day from outside of the local authority boundary, with 27,800 travelling in the opposite direction to work across the city region. Currently the majority of in-commuting is done by car, which has a significant impact on the road network of the entire city-region.

Existing levels of traffic congestion have a significant negative impact on connectivity and the regional economy. It has been estimated that traffic congestion is costing Cardiff businesses approximately £9 million a year in lost productivity.<sup>5</sup> It has also been found that business in Cardiff suffers the most from traffic through the working day than in any other UK city with 'congestion between the morning and evening peak periods, both in and out and within the city, occurring for 15% of the time on average'.<sup>6</sup> City Deal aspirations for economic growth and increased prosperity across the region will lead to increased demand for travel. It is fundamental that improvements to transport and connectivity aim to both address and future-proof against increasing levels of congestion.

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<sup>2</sup> Powering the Welsh Economy (2015) Cardiff Capital Regional Advisory Board

<sup>3</sup> Growth and Competitiveness Commission Report (p. 6)

<sup>4</sup> Cardiff Capital Region City Deal objective (Section 3.4, p. 11 of Joint Working Agreement)

<sup>5</sup> TomTom Traffic Index 2016

<sup>6</sup> INRIX 2016 Traffic Scorecard

This Outline Strategy will set out the work needed to ensure transport and connectivity across the region helping to shape the landscape of economic development and growth. 'Connecting the Capital Region' is not about predicting what the future might hold and responding accordingly, it is about shaping and creating a successful, resilient city-region, ready to tackle the challenges and opportunities of the 21<sup>st</sup> century.

Collaboration is vital to the success of the City Deal and to the delivery of this Strategy. The CCRTA has been established to facilitate the City Deal by preparing regional strategies for approval and working with Welsh Government, Transport for Wales, user groups, industry and other stakeholders to coordinate transport planning across South East Wales. It is proposed that the CCRTA coordinates transport planning and investment across South East Wales, in partnership with the Welsh Government. This Outline Strategy is the first step in realising the combined vision and goals for transport across the region.

Regional collaboration in transport is only one piece of the jigsaw and it will be imperative for collaboration to take place across the wider aspects of City Deal. This will ensure that the City Deal's economic strategy and commitments to strategic land-use planning, regeneration and the delivery of sustainable communities are fully integrated with the future strategy for transport.

City Deal is not a short-term fix. It is a long-term programme of investment and opportunity that will act as a catalyst to economic growth and improve the lives of those within the region. This Outline Strategy provides the link and recognises that a long-term programme of investment is needed to develop a world-class transport system that meets the needs and aspirations of the region. This Outline Strategy sets out how the connections will be made to ensure the long-term success of City Deal and the Cardiff Capital Region.

## **Part 2 – Where are we going?**

### **A vision for 'Connecting the Cardiff Capital Region'**

A well-connected Cardiff Capital Region requires a long-term vision. In support of the long-term goals of the City Deal, our vision for transport in the Cardiff Capital Region is:

*A world-class, sustainable, accessible and fully integrated transport system that unlocks economic growth and improves the social, economic, environmental and cultural well-being of the Cardiff Capital Region.*

### **The vision's core elements – Economy, Inclusion and Sustainable Development<sup>7</sup>**

The report of the Growth and Competitiveness Commission has set out the challenges and opportunities for the Cardiff Capital Region in terms of three aspects – Economy,

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<sup>7</sup> See also Economy, Inclusion and Sustainable Development findings in part 3 of the Growth and Competitiveness Commission report (p. 22-43).

Inclusion and Sustainable Development. These aspects are closely interlinked and a focus on all three will be critical to the future success of the Cardiff Capital Region. These aspects form the three core elements of our vision.

## Economy

The overarching goal of this City Deal is to improve the economic prosperity of the area. The result will be an economy where productivity is increased, employment rates are raised, businesses are nurtured and supported, innovation is fostered, economic benefits are cascaded across the region and opportunities are available to all.

Transport has a key role in delivering economic growth. It can open up development opportunities and improve outcomes for people by connecting communities, business, jobs, facilities and services. Existing transport infrastructure across the region restricts the potential for economic growth as there are significant congestion and transport capacity issues that need to be addressed.

The table below highlights that between 2014 and 2016 the total number of people working in Cardiff grew by over 15,000. Of this figure, 85% was as a result of an increase in net-in commuting into Cardiff from surrounding areas.

### **Cardiff Jobs and Employment Growth**

	Total number of working residents	Total number of people working in the authority	Net in-commuting
2014	164,900	213,300	48,400
2016	167,300	229,100	61,800
Change	+2,400	+15,800	+13,400

Source: Stats Wales

The City Deal provides an opportunity to tackle these barriers and deliver a better connected and more efficient and effective transport system, which will support economic growth by:

- Widening labour markets,
- Improving access to employment and training,
- Unlocking sites for development,
- Providing attractive centres for business location across the region,
- Encouraging private sector investment, and
- Reducing business costs by improving links between suppliers, producers and markets.

## Inclusion

The quality of life of residents in the Cardiff Capital Region needs to be improved if the economic goals of City Deal are to be realised. The result will be a region with improved quality of life and quality of place and greater accessibility for all to the opportunities available. This will include both physical accessibility through the provision of improved infrastructure that supports liveable communities and through ensuring people have the skills they need to access the employment opportunities available.



Improved transport can support inclusion by:

- Improving connectivity between communities and opportunities,
- Improving access to services for people across the region, including the most deprived areas,
- Enabling people to access skills, education, training and employment,
- Offering viable and convenient transport alternatives for those without a car,
- Compliance with Persons with reduced mobility regulations,
- Reduce exclusion due to the cost of travel, and
- Improving the quality of life for residents.

### Sustainable Development

Sustainability and the consideration of future generations need to underpin all elements of the Cardiff Capital Region. Environmental considerations are central to the long-term success of the region, with the delivery of infrastructure and services needing to address challenges such as an ageing population and limited population growth in some areas. The result will be a region where the location and polycentric nature of development maximises benefits for all residents, carbon emissions are reduced and improvements in air quality are delivered.

Improved transport and connectivity can support sustainable development by:

- Deliver major mode shift to public transport and active travel,
- Unlocking potential development sites for both employment and housing,
- Improving access to employment and training opportunities,
- Improving access to services, leisure and tourism,
- Regeneration of key regional centres,
- Delivering a substantial contribution to carbon reduction,
- Addressing issues of congestion and air pollution,
- Protecting and enhancing the built and natural environment, and
- Improving the quality of life for residents.

### **Transport Objectives for ‘Connecting the Cardiff Capital Region’**

Better transport and improved connectivity is critical for the future success of the Cardiff Capital Region. Our vision for ‘Connecting the Cardiff Capital Region’ is supported by ten strategic objectives, which provide direction and focus to where investment is needed in order to achieve the long-term vision. These are:

1. Improve connectivity between the Cardiff Capital Region and the rest of Wales, the UK and Europe.
2. Improve access across the Cardiff Capital Region, to and within Cardiff and other major centres, and to the region’s enterprise zones, airport and main gateways.
3. Improve access for all to employment and training opportunities, services, healthcare, education, tourism and leisure facilities.
4. Improve the quality, attractiveness, efficiency, and reliability of the regional transport system.
5. Improve integration and interchange within and between modes of transport.

6. Increase the proportion of journeys made by sustainable modes of transport such as public transport and active travel.
7. Reduce the environmental impacts of transport, including greenhouse emissions, air pollution and noise.
8. Improve safety and security of the transport system.
9. Improve travel information to enable people to make informed, sustainable, healthy and active travel choices.
10. Reduce and balance travel demand by influencing the location of new development and enabling polycentric growth.

The objectives for 'Connecting the Cardiff Capital Region' support the ambitions of City Deal, wider Welsh Government strategies, such as those for transport, economic development, regeneration, tackling poverty and climate change<sup>8</sup>, and the goals of the Well-being of Future Generations (Wales) Act 2015. The vision and objectives set out in this Outline Strategy will require the region's challenges to be tackled and opportunities to be seized to develop a well-connected region that meets the needs and aspirations of all.

### **Part 3 – The Role of the Cardiff Capital Region Transport Authority in 'Connecting the Cardiff Capital Region'**

The CCRTA will work to develop the City Deal transport aspirations in partnership with the Welsh Government and Transport for Wales. The ten local authorities that form the CCRTA have extensive responsibilities for providing transport services across the region. They manage the largest asset group in the public sector; the highways and transportation network (gross replacement costs £16.5bn), and they plan and implement strategies and programmes to enhance the current transport offer and develop new ways of working.

The assets extend to approximately:

- 9000 miles of the local and strategic road network, supporting over 13bn vehicle kilometres of travel every year,
- 10,000 miles of footways,
- 800 traffic signal controlled junctions and controlled pedestrian crossings,
- 170,000 street lights,
- 6,000 highways structures (bridges, retaining walls, culverts, etc),
- 24 rail and bus park & ride sites with nearly 2000 spaces
- 19 bus stations and almost 9,500 bus stops.

Councils also procure hundreds of public bus service contracts; issue more than 320,000 concessionary bus passes, administer funding for concessionary bus schemes and bus services support, accounting for circa £60m of public funding.

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<sup>8</sup> (Wales Transport Strategy; Economic Renewal: A new direction (2010); Vibrant and Viable Places: A new regeneration framework (2013); Building Resilient Communities: Taking forward the tackling poverty action plan (2013); Climate Change Strategy for Wales (2010))

The CCRTA is able, with the agreement of individual authorities, to mobilise and coordinate the powers of the member councils, including;

- Plan and deliver new highways, public transport, park & ride, and active travel projects, including powers to compulsorily purchase land for transport schemes and to promote rail projects using Transport and Works Act powers,
- Establish Quality Bus Partnerships and quality contracts to deliver enhanced bus services,
- Set parking charges in public car parks across the region as a policy tool to influence travel choice and use any additional income to fund infrastructure,
- Enforce parking offences and moving traffic contraventions, to benefit bus and general traffic journey-time reliability, with the proceeds ring-fenced to highways and transportation improvements within the relevant authorities,
- Coordinate streetworks to reduce the impact on congestion and delays.

CCRTA authorities have a long-standing and successful record of joint-working and programme delivery, well-placed to take on the challenges and opportunities offered by City Deal and work together to deliver the priorities for the region.

Working with Welsh Government and the transport industry, we have established the Integration Alliance Board (IAB) to develop an integration initiative to align and coordinate all passenger transport services across the region, including fares and ticketing to support seamless movement across all modes.

As it develops, the CCRTA will be a key partner in the delivery of the South Wales Metro, in developing and delivering the transport aspects of the City Deal and in progressing wider regional transport objectives on a strategic basis.

## **Part 4 – How will we get there?**

### **4.1 Strategic Delivery Programme**

In order to achieve the vision for transport, an ambitious and long-term strategic delivery programme is required. This Outline Strategy is the first step in developing a wider Regional Transport Strategy that will set out in greater detail the projects and programmes that will be delivered over the next 20 years.

The future programme for transport is intended to focus on those key projects that will have the greatest impact across the region and the greatest benefit in improving connectivity for communities and businesses. The delivery programme will require a combination of projects that deliver investment in physical infrastructure on the ground and those that recognise the opportunities offered by technology. Both need to be delivered in tandem (within the limitations of the funding available) to ensure the potential offered by transport is realised.

Five types of travel have been identified:

#### **A globally connected city region**

Cardiff Capital Region's international connections, including air; rail; road; and sea, are vital to enable us to compete effectively on the world stage. Excellent international connections will support inward investment and tourism.

The City Region's international connections include Cardiff Airport and three major ports. The Great Western Main Line, the M4 and the A465 Heads of the Valleys road, which are part of the Trans European Transport Network, link to other international airports and represents a major asset to global connectivity. Maximising the benefits of these assets is a significant economic opportunity.

The region is also already an important strategic location for freight movement via road, rail and sea. Our ports at Cardiff, Newport and Barry cover an area of 2,000 acres, handle over 3.5 million tonnes of commodities annually, and represent a significant regional asset. A targeted investment in developing air freight opportunities may also help us to further develop a strategic advantage.

Improvements in international connectivity will ensure the Cardiff Capital Region is globally connected, supporting inward investment and tourism. Improved access to Cardiff International airport and Cardiff Central interchange will be significant projects along with schemes to improve long-distance connectivity to other regions in Wales and across the border into England.

#### City-to-City links

The electrification of the Cardiff to London main rail line by 2019, proposals for an M4 relief road and completion of the A465 Heads of the Valleys dualling by 2022 will significantly improve city to city links across Wales, to London, the Midlands and the South West of England. This will assist in reducing journey times and journey time variability on key road and rail corridors. Access to our key transport corridors and major transport interchanges will be improved for all modes and these locations will become focal points for economic growth and new development.

#### Getting into and around the Regional centre

Cardiff City Centre is the economic hub of the city-region, as well as being an important residential growth area. Census data indicates almost one third of Intra-region travel to work journeys terminate in Cardiff. To prevent congestion from undermining economic growth across the region, there will need to be a major shift from car use to public transport, cycling and walking of at least 50:50.

Whilst the majority of commuting into Cardiff is done by car, data from the 2011 Census shows that 76% of people that travel to work in the city centre by train reside outside the Cardiff local authority boundary. Demand for rail travel is also increasing across the Cardiff Capital Region. Data from Stats Wales shows that between 2007/8 and 2015/16 rail passenger journeys in Blaenau Gwent increased by 550%, in Merthyr Tydfil rail use has increased by 99%, and in Torfaen by 53%. In total for the Cardiff Capital Region rail use has increased by 29% over the period.

Network Rail have predicted that growth in commuting into Cardiff by rail is expected to continue across the city-region. In their 2016 Wales Route Study it highlights that by 2043 the number of people commuting into Cardiff is expected to more than double, with growth in passenger numbers concentrated in Valleys areas. The table below, which has been taken from Network Rail’s study, shows the passenger demand growth for commuting into Cardiff.

**Passenger demand growth for commuting into Cardiff**

Corridor into Cardiff	Estimated growth*	
	2023	2043
Valley Lines	76%	153%
Vale of Glamorgan	80%	159%
Ebbw Vale Line	112%	205%
Swansea	56%	124%
GWML	46%	120%
The Marches	38%	96%
Total for all corridors	68%	144%
* based on the Prospering in Global Stability scenario (PGS)		

Source: Network Rail

The Metro will support this by providing high-capacity, high quality public transport and cycling provision on more radial routes into the centre. This will give more people access to jobs and reduce congestion on our road network, improving journey times and more reliable for commuters and business operators. Better connectivity to Cardiff will ensure that all parts of the region share in its growth.

**Travel across the wider City Region**

The Cardiff Capital Region has a network of town centres and major employment locations outside of the two city centres. Ensuring that trips to key destinations like town centres, employment areas, hospitals and colleges can be made easily, and Valley hub locations are joined up, is a challenge for our strategy.

Transport investment such as the Metro will assist the transformation of our regional town centres into attractive locations for employment with vibrant and more diverse economies, and more people living in and around them. Attractive streets and public spaces will help bring in new investment. We need to make sure that trips to our main town centres can be made by sustainable transport, using high quality public transport services and walking and cycling routes.

Improvements in regional connectivity will be an important aspect in realisation of the ambitions of the Cardiff Capital Region. It is intended that strategic transport projects will be delivered to better connect communities, businesses, jobs, facilities and services. Projects may include large-scale improvements to the public transport and highway network to improve access for residents and businesses to key destinations for employment, education, health, retail and leisure, supporting economic development across the Cardiff Capital Region and opening up development opportunities enabling multiple locations of growth.

**Connected neighbourhoods**

People need attractive and affordable access to jobs, schools, shops and other facilities. Good local connections are the foundation of an effective transport network, as links to public transport stations and stops, both train and bus, are an essential part of longer trips. We will seek to make neighbourhoods and town centres pedestrian and cycle friendly, with slower traffic speeds and safe routes. At the same time, we need to maintain access for deliveries and public transport.

Improvements in local connectivity will link communities with wider opportunities and provide people with options to make active, healthy and sustainable travel choices. Active travel investment will provide direct links to the wider public transport system. Such improvements support the City Deal objectives of creating regenerated, vibrant and liveable communities that will improve the quality of place and quality of life for residents.

#### **4.2 Strategic Priority Interventions for ‘Connecting the Cardiff Capital Region’**

National, regional and local travel in the Cardiff Capital Region will be targeted through strategic priority interventions that:

- a. Support the delivery of a transformative South Wales Metro and its wider regeneration and place-making opportunities.
- b. Improve access to International and national gateways, such as ports, the airport, regional and national rail, the Trans European Transport Network and Cardiff Central Station.
- c. Improve sustainable transport links and facilities to Cardiff City Centre and other key regional centres that encourage mode shift and active travel.
- d. Improve strategic transport corridors through both public transport and highway improvements.
- e. Improve access to and quality of key public transport interchanges, for example through improvements to rail and bus stations, delivery of strategic park and ride facilities and active travel links to communities.
- f. Connect key developments, open up access to strategic sites for housing, commercial and mixed-use development and improve access to Enterprise Zones, ports and the airport.
- g. Improve and simplify the customer experience, through better integration of transport modes, simplified ticketing and better information.

The above priorities provide focus for the long-term, strategic delivery programme for transport. By being clear about our priorities, means we can realise them more effectively. Work will be undertaken over the coming years to take forward the strategic priorities and develop a detailed future programme of schemes. It is proposed that the programme will initially prioritise a small number of strategic projects that will have a significant and positive impact irrespective of how other factors play out. Appendix 1 details the initial work required to progress each of the strategic priorities. The results of this work is intended to form part of a wider Regional Transport Strategy that will set out in detail how the priorities can be delivered.

In developing the delivery programme, the proposed schemes will be assessed against the strategic objectives of 'Connecting the Cardiff Capital Region' and the City Deal assurance framework and prioritised accordingly, focussing on schemes that deliver the greatest benefit and maximum impact for the city-region. The initial long-term programme of schemes to be assessed for inclusion in the delivery programme is included within Appendix 2. Further detail about the process of prioritisation and the programme of schemes will be included in a supporting document to 'Connecting the Capital Region', which will be developed over the next 12 months.

The importance of collaboration to the success of City Deal is no more evident than in developing the future City Deal programme for transport. The delivery programme for transport investment will be developed in partnership with the Welsh Government and Transport for Wales and will complement wider City-Deal investments.

The prioritised programme cannot be developed in isolation if the potential success of the Cardiff Capital Region is to be realised, it will be informed by the emerging City Deal strategies for economic development and spatial planning to produce a single all-encompassing delivery programme for the region. This will ensure *a strategic approach to transport, housing, regeneration and economic growth to create an accessible, liveable, 'work-life integrated' and highly connected Cardiff Capital Region.*<sup>9</sup>

The successful development and delivery of the future programme of schemes is dependent upon long-term funding becoming available through a range of sources including both the current and potential future rounds of City Deal funding. The initial City Deal investment is the first step in taking forward the strategic priorities for 'Connecting the Capital Region'. Only through committed, stable and long-term funding arrangements for transport, beyond the lifetime of the current City Deal, will the objectives and vision of the region be fully realised. Appendix 3 shows how the Strategic Priority Interventions support the Transport Objectives.

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<sup>9</sup> Wording of City Deal objective for Housing, Development and Regeneration (Section 3.4, p. 11 of City Deal Joint Working Agreement)

## Appendix 1 – Short-term actions to progress the Strategic Priority Interventions

The table below provides a snapshot of the work required in the short-term to progress the strategic priorities of ‘Connecting the Cardiff Capital Region’. At this stage, there are a number of unknowns in the development of City Deal and the South Wales Metro. The actions outlined below will be strongly influenced by work undertaken in other areas of City Deal, such as the future strategies and implementation programmes for economic development and spatial planning.

The table below gives an initial indication of schemes that have the potential to be progressed in the short-term, but these again will be influenced by the development and direction of City Deal, the South Wales Metro and the scheme prioritisation work that will be undertaken. As such, the actions detailed below and potential schemes highlighted may change as further development of City Deal, the South Wales Metro and the prioritisation work takes place. The requirements of future funding opportunities may also influence which schemes are progressed, in order to ensure those schemes that have the greatest likelihood of obtaining funding are prioritised.

A funding allocation of £360k has been allocated to the CCRTA to progress work in 2017/18. Further funding will be required from 2018/19 onwards to progress the work detailed below and to enable the development and delivery of the prioritised schemes.

<b>Strategic Priority Intervention</b>	<b>Transport Planning Actions</b>
a. Support the delivery of a transformative South Wales Metro and its wider regeneration and place-making opportunities.	<i>The CCRTA will work closely in partnership with key stakeholders including Transport for Wales (TfW), the Welsh Government (WG) and the appointed Operator and Development Partner (ODP) to progress delivery of the South Wales Metro. The CCRTA will in particular support the planning and development of projects that require local authority involvement, including identification of further investment opportunities, new interchanges, line extensions/conversions, on-street running, station enhancements, park &amp; ride and access proposals which may offer exceptional value if timed to coincide with other committed Metro enhancement works.</i>
b. Improve access to International and national gateways, such as ports, the airport, regional and national rail, Trans European Road network and Cardiff Central Interchange.	<u>Airport Link:</u> <i>New direct access from the M4 to Cardiff Airport, together with Strategic Transport Hub at J34 (mainline station, P+R. Bus hub).</i>  <u>Metro Central: Improvements to Cardiff Central:</u> <i>Improvements to railway station, access and bus-rail interchange</i>
c. Improve sustainable transport links and facilities to Cardiff City Centre and other key regional centres that encourage mode shift and active travel.	<u>Enhance regional bus corridors</u> with bus priority measures and infrastructure matched by operator investment in improved services under a Quality Bus Partnership to encourage mode shift to sustainable transport on congested routes. Strategic transport corridors that could be highlighted as initial priorities for development could include Cardiff to Newport and the A470.
d. Improve strategic transport corridors through both public transport and highway improvements.	<i>Progress work to identify, prioritise and develop <u>key highway improvements</u> on strategic transport corridors.</i>



	<i>Cardiff City Centre Transport Upgrade development including upgrade of bus priority and stops, and walking and cycling facilities in and around the city centre</i>
e. Improve access to and quality of key public transport interchanges, for example through improvements to rail and bus stations, delivery of strategic park and ride facilities and active travel links to communities.	<p><i><u>Strategic Park and Ride:</u> Improve access to rail network and shift car users off the most congested highway routes by providing a minimum of 5000 park &amp; ride spaces to relieve congestion on the A470 corridor, the A4042/A472 corridor, the M4/A48 corridor to the east of Newport and the M4/A48 corridor to the west of Cardiff. This programme could be part funded by car park charging</i></p> <p><i><u>Interchange:</u> Progress work to identify, prioritise and develop improvements to key public transport interchanges, including Cardiff City Interchange and Merthyr Tydfil interchange redevelopment (to create state of the art interchange and promote regeneration of the town centre)</i></p> <p><i><u>Active Travel Access to Stations:</u> On the basis of Integrated Network Maps, develop new and improved links to key stations and from stations to key destinations to expand effective station catchment area and release parking capacity.</i></p>
f. Connect key developments, open up access to strategic sites for housing, commercial and mixed-use development and improve access to Enterprise Zones, ports and the airport.	<i>Work with Strategic Land Use Planners and Economic Development to establish a Strategic Improvement Plan that aligns development with existing or enhanced transport improvements and services.</i>
g. Improve and simplify the customer experience, through better integration of transport modes, simplified ticketing and better information.	<i>Working with WG, TfW, operators and other key stakeholders through the Integration Alliance Board Work to develop integration initiatives that lie with the local authority remit e.g. improvements to passenger information, infrastructure improvements, Bus Quality Partnership Agreements etc.</i>

NB – the City-deal and Welsh Government Metro proposals. The proposals in the process will be subject to peer review and a stage-gated approach, to ensure delivery and alignment of outcomes with table indicate a commitment to initial funding to develop the feasibility of the proposals and to inform the regional cabinet whether investment in the next stage of scheme development is justified.

## Appendix 2 – Transport schemes draft pipeline

The CCRTA is in the process of developing a prioritised and fully appraised long-term multi-modal capital programme. As a first step existing rail, bus, highway, park & ride and access proposals have been gathered. These will be reviewed and evaluated against City-Deal and Welsh Government targets. The draft pipeline is shown below:

<b>Draft proposal name</b>	<b>Description</b>	<b>Area</b>
Rail extension to CDF Airport	New spur into terminal	VOG
Rail extension Fairwater / Llandaff - Creigiau - Llantrisant	Cardiff North-West Corridor	CDF/ RCT
Rail extension Pontyclun / Miskin - Llantrisant - Beddau	Spur / Reuse of former alignment	RCT
Rail extension Aberdare - Hirwaun	Existing freight line	RCT
Rail extension Ystrad Mynach - Trelewis - Dowlais	Existing freight line plus new section	CPY/ MT
Rail extension Hengoed - Blackwood	via Maesycwmmmer viaduct plus street running route to be confirmed	CPY
Rail extension Llanhilleth - Abertillery	Reuse of former alignment	BG
Rail extension Newport - Caerphilly	Existing freight line plus street running	NWP/ CPY
Rail extension to CDF Sports Village	From Penarth line through Grangetown	CDF
Rail extension Llanishen - Cardiff Gate		CDF
New station Cardiff Airport	VOG line, nearer to airport	VOG
New station St. Athan	VOG line	VOG
New station Bridgend College	VOG line	BRI
New station St. Fagan's	SWML (west of Cardiff)	CDF
New station Miskin/J34	SWML (west of Cardiff)	VOG/ RCT
New station Brackla	SWML (west of Cardiff)	BRI
New station Sarn Park	Maesteg line	BRI
New station Victoria Park	City line, Lansdowne Rd crossing	CDF
New station Maindy	Taff line	CDF
New station Gabalfa	Taff line, at retail park south of A48	CDF
New station Nantgarw	Taff line, at lower end of Trefforest Ind Estate, Nantgarw college, etc. (including P&R)	RCT
New station Upper Boat	Taff line, at Tonteg Road crossing	RCT
New station Hopkinstown	Treherbert line, just west of Pontypridd	RCT
New station Pontypridd Interchange	Taff line, next to existing bus station	RCT
New station Glyncoch	Taff line, north of Pontypridd	RCT
New Station Ynysboeth	Aberdare line	RCT
New station Cwmbach North	Aberdare line	RCT
New station Merthyr Hoover	Taff line	MT
New station Crwys Road	Rhymney line	CDF
New station Wedal Road	Rhymney line	CDF
New Station Llanbradach new location	Rhymney line, new location required if new P+R is being built	CPY
New station Splott	SWML (CDF-NWP), site of old Road station	CDF

<b>Draft proposal name</b>	<b>Description</b>	<b>Area</b>
New station Newport Road / Rover Way	SWML (CDF-NWP)	CDF
New station Rumney	SWML (CDF-NWP)	CDF
New station St. Mellons	SWML (CDF-NWP)	CDF
New station Coedkernew	SWML (CDF-NWP)	NWP
New station Newport West	Ebbw Vale Line	NWP
New station Crumlin	Ebbw Vale Line	CPY
New station Caerleon	Marches Line	NWP
New station Sebastopol	Marches Line	TOR
New station Mamhilad	Marches Line	TOR
New station Llanwern	SWML (east of Newport)	NWP
New station Magor	SWML (east of Newport)	MON
New station Herbert Street	Cardiff Bay line	CDF
New station Loudon Square	Cardiff Bay line	CDF
Bus priority - Cardiff City Centre	key congestion issues within the city centre that need consideration, as they affect regional and local services	CDF
Bus priority - Penarth to Cardiff	Potential BRT Penarth to Cardiff City Centre via Cardiff Barrage	CDF, VOG
Bus priority - Airport/Barry to Cardiff	Potential BRT Barry to Cardiff City Centre via Cowbridge Road and A48, Potential BRT Cardiff Airport to Cardiff City Centre via A48, A4050 and A4226, Bus priority measures from Cardiff to Dinas Powys	CDF, VOG
Bus priority - Bridgend to Cardiff	Bus priority measures from Bridgend to Cowbridge/Cardiff	BRI, CDF
Bus priority - Talbot Green / Pontyclun to Cardiff	Bus priority measures from Cardiff to Talbot Green via A4119, BRT to Pontyclun, potential BRT Danescourt to Creigiau re-instatement of old HR alignment (NW Corridor), potential BRT spur Creigiau to Pontyclun via Llantrisant predominantly on old HR alignment, Potential BRT spur Llantrisant to Beddau (on NW Corridor BRT)	CDF, RCT
Bus priority - Cardiff to Pontypridd	Bus priority measures from Cardiff to Pontypridd	CDF, RCT
Bus priority - Cardiff to Caerphilly	On highway bus priority measures from Cardiff to Caerphilly/Blackwood /Bargoed	CDF, CPY
Bus priority - Heath station to Cardiff Gate	Potential BRT Heath station to Cardiff Gate via Rhyd-y-Penau Rd	CDF
Bus priority - Llanishen Station to Cardiff Gate	Potential BRT Llanishen Station to Cardiff Gate via B4562 terminating near Pentwyn Link Rd	CDF
Bus priority - Cardiff to Newport	Potential BRT spur Cardiff City Centre to St Mellons via A4161 and B4487. Potential BRT Newport to Cardiff extension via A48 and A4161. Cardiff City Centre to Rhymney Hill and Tredegar Park to Newport City Centre. Potential BRT Newport City Centre to Celtic Springs via A48.	CDF, NWP
BRT Cardiff Queen St to Cardiff Bay	Potential BRT conversion of existing HR alignment on Cardiff Queen St to Cardiff Bay line	CDF
Bus priority - Bridgend to Porthcawl	Potential BRT via A473 and A4106	BRI
Bus priority - Bridgend to Maesteg	Bus priority measures from Bridgend to Maesteg	BRI
Bus priority - Bridgend to Hirwaun	Potential BRT Bridgend to Treorchy with extension to Hirwaun via A4061	BRI, RCT

<b>Draft proposal name</b>	<b>Description</b>	<b>Area</b>
Bus priority - Bridgend to Blaengarw	Bus priority measures from Bridgend to Blaengarw via A4064	BRI
Bus priority - Bridgend to Porth	Bus Priority Measures at pinch points along the Porth to Bridgend via Trebanog/Tonyrefail and Gilfach Goch corridor and upgrade of bus stops	BRI RCT
Bus priority - Bridgend to Llantrisant / Talbot Green	Bus Priority Measures pinch points along the Talbot Green to Bridgend via Llanharan corridor and upgrade of bus stops	BRI RCT
Bus priority - Tonypany to Llantrisant / Talbot Green	Bus Priority Measures at pinch points along the Tonypany to Cardiff via Tonyrefail and Talbot Green corridor and upgrade of bus stops, Potential BRT spur Llantrisant to Tonypany via A4119	RCT
Bus Priority - Aberdare to Tonyrefail via Tonypany	Bus Priority Measures at pinch points along the Aberdare to Tonyrefail via Tonypany corridor and upgrade of bus stops, potential BRT Maerdy to Porth via A4233	RCT
Bus priority - Pontypridd to Llantrisant / Talbot Green	Bus Priority Measures pinch points along the Pontypridd to Talbot Green via Church Village corridor and upgrade of bus stops, Potential BRT Pontyclun to Church Village/Pontypridd via A473	RCT
Bus priority - Pontypridd to Porth	Possible schemes have been identified in Pontypridd, particularly in the vicinity of the Bridge Street and Sardis Road roundabouts. It is agreed that the corridor needs to be extended to Porth in order to enable the examination of the issues to the north of Pontypridd	RCT
Bus Priority - Pontypridd to Aberdare	Bus Priority Measures at pinch points along the Aberdare to Pontypridd via Mountain Ash corridor and upgrade of bus stops	RCT
Bus priority - Aberdare town centre	Improvements to all approaches to Aberdare bus station	RCT
Bus priority - Pontypridd to Merthyr	Potential integration of BRT Merthyr to Pontypridd, via Cardiff Rd	MT RCT
Bus priority - Heads of the Valleys	Bus priority / Potential BRT via A465 between Aberdare, Merthyr Tydfil and Abergavenny	BG CPY MON RCT
Bus priority - Mid Valleys	Potential BRT Pontypridd to Ystrad Mynach/Blackwood/Pontypool via A470 and A472, bus priority along cross-valleys corridor, bus stop enhancements Mid-Valleys area	CPY RCT, TOR
Bus priority - Caerphilly to Newport	Potential BRT Machen to Newport conversion of existing HR alignment (with extension from Machen to Caerphilly and use of Newport BRT alignment), bus priority measures Caerphilly - Newport corridor	CPY NWP
Bus priority - Blackwood/Brynmaur to Newport	Bus priority measure via Abertillery, Newbridge & Risca	BG CPY NWP
Bus priority - Newport City Centre	Key congestion issues within the city centre that need consideration, as they affect regional and local services	NWP
Bus priority - Newport to Blaenavon	Potential BRT Newport City Centre to Malpas via A4051. Potential BRT Newport City Centre to Cwmbran/Pontypool via A4051 and A472, Potential BRT Blaenavon to Pontypool via A4043. Bus priority measures including Park Road Pontypool, St David's Road/Edlogan Way	NWP TOR

Draft proposal name	Description	Area
	Roundabout Cwmbran, Stafford Road narrowing Griffithstown, Glyndwr Road Cwmbran, A4043 Riverside roundabout to Snatchwood, Abersychan corridor, New Inn Roundabout, Woodlands Road, Llantarnam roundabout	
Bus priority - Newport to Chepstow	Potential BRT Newport City Centre to Celtic Manor via B4237, Potential BRT Newport City Centre to Llanwern via A4042 and A48, Potential BRT Newport to Monmouth via A449 to A40	MON NWP
Bus corridor Traffic Order review	Review of Traffic Orders along key bus corridors	all
Bridgend bus/rail interchange	tbd	BRI
Pyle bus/rail interchange	New or relocated bus stops close to the junctions of Ffordd Yr Eglwys/Bryn Ye Osaf and/or on Beach Road close to the rail station access route	BRI
Cardiff Bay bus/rail interchange	see study	CDF
Cardiff Central bus/rail interchange	New bus interchange at rail station	CDF
Cathays bus/rail interchange	see study	CDF
Coryton bus/rail interchange	see study	CDF
Heath bus/rail interchange	see study	CDF
Llandaff bus/rail interchange	see study	CDF
Radyr bus/rail interchange	see study	CDF
Newbridge bus/rail interchange	Bus Station Upgrade	CPY
Pengam bus/rail interchange	see study	CPY
Abergavenny bus/rail interchange	New bus interchange at rail station	MON
Chepstow bus/rail interchange	New bus interchange at rail station	MON
Monmouth bus station	Upgrade of existing bus station	MON
Severn Tunnel Junction bus/rail interchange	New mini-interchange at rail station	MON
Merthyr bus/rail interchange	New bus station near Merthyr Tydfil rail station	MT
Aberdare bus/rail interchange	see study	RCT
Abercynon bus/rail interchange	New bus stops closer to the junction of B4275 Ynysmeurig Road and Station Rd, which would be within 50m of the station	RCT
Porth Bus/Rail Interchange	New interchange near rail station	RCT
Aberdare bus station	Upgrade of existing bus station	RCT
Pontypridd bus station	Upgrade of existing bus station	RCT
Penarth bus/rail interchange	see study	VOG
Barry bus/rail interchange	see study	VOG
Barry Island bus/rail interchange	see study	VOG
Barry Docks bus/rail interchange	Provide a bus stop directly at Barry Docks Railway Station to integrate with rail services and the new P+R facility	VOG
Active Travel access to rail station	A series of walking and cycling improvement to increase the effective catchment area of key stations	all
Bridgend station P+R	tbd	BRI
Pyle station P+R	tbd	BRI
Maesteg Ewenny Road station P+R	New P+R	BRI
Wildmill station P+R	New P+R	BRI
Ystrad Mynach station P+R	Additional P+R	CPY

<b>Draft proposal name</b>	<b>Description</b>	<b>Area</b>
Pengam station P+R	tbd	CPY
Llanbradach station P+R	New P+R on old colliery site	CPY
Rhymney station P+R	tbd	CPY
Caerphilly station P+R	tbd	CPY
Energlyn station P+R	tbd	CPY
Newbridge station P+R	Small extension to existing P+R	CPY
Cardiff Central station P+R	tbd	CDF
M4 J33 P+R	New P+R with interchange facilities	CDF
Coryton station P+R	New P+R	CDF
Pentrebach station P+R	New P+R	MT
Merthyr Tydfil P+R	tbd	MT
Severn Tunnel Junction station P+R	Additional P+R (200+ spaces) on south side of station	MON
Chepstow station P+R	Additional P+R (100+ spaces) on east side of station	MON
Abergavenny station P+R	Additional P+R (100+ spaces) on east side of station	MON
Newport station P+R	tbd	NWP
Wern Ind Estate P+R	tbd	NWP
Taffs Well station P+R	Additional P+R	RCT
Porth station P+R	Additional P+R (including Park and Share)	RCT
Pontyclun station P+R	Additional P+R	RCT
Aberdare station P+R	Additional P+R	RCT
Abercynon station P+R	Additional P+R	RCT
Trefforest station P+R	Additional P+R	RCT
Treherbert station P+R	New P+R	RCT
Ynyswen station P+R	New P+R	RCT
Treorchy station P+R	New P+R	RCT
Llwynypia station P+R	Additional spaces within existing car park at station	RCT
Trehafoed station P+R	Enhance P+R, including signage and re-figuration of existing layout	RCT
Fernhill station P+R	New P+R	RCT
Pontypridd station P+R	Utilising parking bays within the existing car park	RCT
Llanharan station P+R	Provision of Park and Ride/Park and Share facilities at a number of locations in close proximity to and easily accessible, form the A470	RCT
A470 Northern Corridor bus P+R	Provision of Park and Ride/Park and Share facilities at a number of locations in close proximity to and easily accessible, form the A470	RCT
Pontypool & New Inn station P+R	Additional P+R on north side of station	TOR
Cogan station P+R	tbd	VOG
Barry Docks station P+R	Additional P+R	VOG
A465 Heads of the Valleys Improvements	Improvements to Gilwern to Brynmawr (Section 2) and A470 to Hirwaun (Section 6) and Dowlais Top to A470 (Section 5)	BG MT, MON RCT
A48/A473 Bridgend Corridor Improvements	Improve existing infrastructure, including potential dualling and new junction arrangements	BRI
M4 J35 MBU Improvements	Enhancements to capacity at Junction 35	BRI
M4 J36 MBU Improvements	Improve capacity of junction	BRI
A470 Cardiff Gabalfa - Coryton MBU improvements	Highway improvements between M4 J32 to A48 Gabalfa Interchange	CDF

<b>Draft proposal name</b>	<b>Description</b>	<b>Area</b>
Cardiff Eastern Bay Link	Improvements to link between Queensgate to Ocean Way	CDF
Cardiff Strategic Junction Improvements MBU	Improvements to 9 strategic junctions that will make a contribution to managing network resilience, improve access and road safety	CDF
A4232 Improvements MBU	Improvements to A4232 Culverhouse Cross - Queen's Gate roundabout	CDF VOG
A467 Newbridge to Crosskeys improvements	Junction and on-line improvements along A467	CPY
A468 Bedwas Bridge junction MBU	Improvements to operation of roundabout, including second river crossing.	CPY
A469 New Tredegar - Pontlottyn improvements	Improvements to the highway network north of Bargoed.	CPY
A472 Maesycwmmmer improvements	Improvements to the single carriageway A472 between Crown Roundabout and Cwmdru Roundabout,	CPY
A472 Ystrad Mynach - Nelson improvements	Junction and on-line improvements along A472	CPY
A472-A469 Maesycwmmmer Traffic Relief	A472/A469 cross valley route resilience	CPY
B4254 Pengam Road junction MBU	Improve operation of the signalised junction.	CPY
Caerphilly Ring Road Penrhos - Pwlypant improvements	Dualling of A468/A469 north-western section of Caerphilly Ring Road	CPY
Caerphilly Ring Road Pwlypant - Bedwas Bridge improvements	Dualling of A468 north-eastern section of Caerphilly Ring Road	CPY
Caerphilly Ring Road South Eastern Extension	Provision of a southern relief road to complete ring road around town	CPY
Caerphilly Town Centre Piccadilly Gyratory MBU	Efficiency enhancements at the junction to provide additional capacity - within an AQMA.	CPY
Caerphilly Town Centre Tafwys Walk MBU	Signalisation of the junction to improve network efficiency	CPY
A40 Abergavenny Traffic relief	New link between A465 and A40 (west) and associated road safety, environmental, active travel and PT improvements on current A40 in Abergavenny town centre	MON
A40 section through Abergavenny MBU	Traffic relief scheme to include new link west of Abergavenny	MON
A40/A466 Monmouth Wyebridge junction MBU	Highway, road safety and active travel improvements to A40/A466 junction	MON
A4042 Goitre / Llanellen traffic relief	Local road safety / active travel improvements in conjunction with proposed flooding work on A4042	MON
A472 Usk Traffic Relief	New link and associated road safety, environmental, active travel and PT improvements on existing A472 in Usk town centre	MON
A48/A466 Chepstow High Beech junction MBU	Highway improvement / road safety improvements to A48/A466 junction	MON
A48/A466 Chepstow traffic relief	New link between M48 J2 and A48 (east) and associated road safety and environmental improvements on the existing A48 in Chepstow town centre	MON
B4245 Magor traffic relief	Removal of B4245 from town centre and associated road safety, active travel and PT improvements	MON
M4 toll removal impact	Work with WG and other partners to maximise the benefits of this change and minimise the negative impact on the local transport system.	MON NWP
Abercanaid Hoover Highway	Development of an alternative road access which include	MT

<b>Draft proposal name</b>	<b>Description</b>	<b>Area</b>
Improvements	repairs and maintenance to 'Brandy' bridge.	
Quakers Yard Pentwyn Road Improvements	Road widening improvements schemes that links Quakers Yard to Nelson	MT
A468 Bassaleg Caerphilly Road MBU Improvements	Provision of northbound dedicated right turn lane from Caerphilly Road into Laurel Drive	NWP
A48/A4810 Newport Retail Park/Queensway MBU Improvements	Provision of all movement signal controlled junction	NWP
B4591 Highcross MBU Improvements	Provision of northbound dedicated right turn lane from Highcross Road into Cefn Walk	NWP
M4 J28 MBU Improvements	Junction improvements to the roundabout	NWP
A4058/A4061 Gelli/Treorchy Traffic Relief	Construction of a new single carriageway providing a link between the upper and mid Rhondda Fawr.	RCT
A4059 Aberdare Northern Cynon Gateway	Development of new road scheme in parallel with the dualling of the A465 Heads of the Valleys Road	RCT
A4059 Corridor Junction Capacity Improvements MBU	Junction capacity improvements on the A4059 to improve traffic flows at key identified junctions. Measures to include lane widening to increase capacity, creation of holding lane to the petrol station, and implementation of filter lanes to reduce queue lengths	RCT
A4059 Mountain Ash Northern Cross Valley Link	A multi-span single carriageway bridge forming a cross valley link between the A4059 and B4275	RCT
A4059 Mountain Ash Southern Cross Valley Link	A multi-span single carriageway bridge forming a cross valley link between the A4059 and B4275	RCT
A4059/A465 Strategic Transport Corridor Management System	Implementation of measures to reduce delays and improve traffic flows at key junctions on the highway network	RCT
A4119 Castell Mynach junction MBU	Implementation of measures to reduce delays and improve traffic flows at key junctions on the highway network	RCT
A4119 Coed Ely improvements	Dualling of the A4119 - 1km section known locally as 'Stink Pot Hill'	RCT
A4119 Corridor Junction Capacity Improvements MBU	Junction capacity improvements on the A4419 to improve traffic flows at key identified junctions. Measures include modification of junction layout, bus priority measures and installation of new urban traffic control systems	RCT
A4119/A473 Ynysmaerdy - Talbot Green Traffic Relief	Construction of an alternative route between the Upper Ely Valley and Talbot Green town centre	RCT
A4233 Upper Rhondda Fach Traffic Relief	Construction of a single carriageway road between Pontygwaith and Maerdy as an extension of the existing Lower Rhondda Fach relief road	RCT
A473 Llanharan Traffic Relief	Construction of the eastern section of the Llanharan Relief Road. (Western section already constructed by developers)	RCT
A473 Talbot Green improvements	Upgrade 3km of the existing Talbot Green By-pass to dual carriageway standard	RCT
A473 Trefforest Industrial Estate new link	Construction of a cross-river link road from Tonteg Road to A470 and the introduction of one-way system at Gwaelod-y-Garth Rd/Tonteg Rd junction.	RCT
M4 new J34A	Development of a new junction	RCT
Junction 34 to Cardiff Airport	Upgrade rural road from A48 junction to J34, including road widening, walking and cycling facilities that will link to Five Mile Lane and Cardiff Airport	RCT VOG
A4042 Pontypool	Signal control at Heron roundabout, Rechem roundabout,	TOR



<b>Draft proposal name</b>	<b>Description</b>	<b>Area</b>
improvements	Jockey roundabout to Crown roundabout including A472 link to Pontypool roundabout	
A4042 Woodlands Roundabout Improvements MBU	Capacity and lane discipline improvements	TOR
A4043/B424 Abersychan improvements	Improvements to junctions and sections of highway from Pontypool to B4246 Lodge Road, including redesign of Lodge Road junction with possible signalisation	TOR
A4043/B4248 Abersychan - Blaenavon - Brynmawr corridor improvements	On line improvements on A4043 Abersychan - Blaenavon including Abersychan relief road from St Lukes Road to north of Abersychan village, and on the B4246 Blaenavon to Brynmawr	TOR
St Athan Northern Access Road	Provide a new road around St Athan between Eglwys Brewis and Llanmaes to cater for the Enterprise Park and link to housing	VOG
Eastern Bay Link Phase 2	Route improvement to eastern corridor	CDF

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### Appendix 3 – Strategic Priority Interventions & Transport Objectives.

	1.Improve connectivity between the Cardiff Capital Region and the rest of Wales, the UK and Europe	2 Improve access across the CCR to and within Cardiff and other major centres, and to the region's enterprise zones, airport and main gateways.	3 Improve access for all to employment and training opportunities, services, healthcare, education, tourism and leisure facilities.	4 Improve the quality, attractiveness, efficiency, and reliability of the regional transport system.	5 Improve integration and interchange within and between modes of transport.	6 Increase the proportion of journeys made by sustainable modes of transport such as public transport and active travel.	7 Reduce the environmental impacts of transport, including greenhouse emissions, air pollution and noise.	8 Improve safety and security of the transport system.	9 Improve travel information to enable people to make informed, sustainable, healthy and active travel choices.	10 Reduce and balance travel demand by influencing the location of new development and enabling polycentric growth.
a. Support the delivery of a transformative SW Metro and its wider regeneration and place-making opportunities.		XXX	XXX	XXX	XXX	XXX	XX	X	X	X
b. Improve access to International and national gateways, such as ports, the airport regional and national rail, Trans European Road network and Cardiff Central Interchange.	XXX	XX						X		
c. Improve sustainable transport links and facilities to Cardiff City Centre and other key regional centres that encourage mode shift and active travel.		XXX	XXX	XX	X	XXX	XX	X		X
d. Improve strategic transport corridors through both public transport and highway improvements.		XX	XX	XX	X	X	X	X		
e. Improve access to and quality of key public transport interchanges, for example through improvements to rail and bus stations, delivery of strategic P+R facilities and active travel links to communities.	X	XX	X	X	XXX	XX	X	X	X	
f. Connect key developments, open up access to strategic sites for housing, commercial and mixed-use development and improve access to Enterprise Zones, ports and the airport.		XX	XX	X	X	X			X	XX
g. Improve and simplify the customer experience, through better integration of transport modes, simplified ticketing and better information.	X	XX	X	XX	XXX	XX	X	X	XXX	X

**Cardiff Capital Region  
Outline Regional Transport Strategy  
Stakeholder Consultation**

**Organisation:**

**Name of key contact:**

**Email:**

**Telephone:**

**Question 1:** Do you agree or disagree with transport objectives for 'Connecting the Cardiff Capital Region'?  Yes /  Partly /  No

If partly or no, please explain

**Question 2:** Do you agree or disagree with the Strategic Priority Interventions for?  Yes /  Partly /  No

If partly or no, please explain

**Question 3:** Do you agree or disagree with the short-term actions to progress the Strategic Priority Interventions?  Yes /  Partly /  No

If partly or no, please explain

**Question 4:** Are there any other comments you would like to make about the draft Outline RTS?

The consultation period closes on 12 March 2018. If you have any queries or require further information, please contact Rebecca Smith (01443 494858) or Christian Schmidt (07471 479238) or email us at [transportstrategy@rctcbc.gov.uk](mailto:transportstrategy@rctcbc.gov.uk).

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CCRTA MEETING 25 JANUARY 2018

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## **METRO CENTRAL – CARDIFF CENTRAL STATION UPGRADE**

### **REPORT OF CCRTA LEAD DIRECTOR**

#### **AGENDA ITEM: 6**

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*Appendices 1, 2 and 3 attached to Appendix 1 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. In all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.*

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

1. To update and inform members on the Metro Central project following the in principle decision of the CCR Regional Cabinet.

#### **Background**

- 2.1 Cardiff Central station and the adjacent bus interchange is at the heart of the regional transport network. A fit for purpose modern transport interchange in the nation's capital city is essential to the city region like no other piece of transport infrastructure.
- 2.2 There are numerous issues with the current station and interchange. Upgrading bus and rail stations and integrated solution features as one of the 'key initial priorities' within the draft Outline Regional Transport Strategy.
- 2.3 CCRTA Shadow Board Members received a briefing in September 2017 on the proposals to improve transport infrastructure in the city centre including a new bus station. On 15 January 2018, a report was presented to the Regional Cabinet outlining proposals for the Metro Central project, which is intended to deliver a new Central Transport Interchange at the heart of Cardiff's city centre Core Employment Zone. The project encompasses a new Central bus station, the modernisation of Cardiff Central train station, and delivery of a range of transport infrastructure such as a new coach station, a cycle hub and public realm improvements. The aim is to improve the capacity of the Central Interchange to accommodate increased frequency of services delivered through the South Wales Metro investment and to accommodate economic growth.

2.4 A full description of the project, including key components, its necessity to deliver economic growth, its regional impact, and the funding approach can be found in the report to the Regional Cabinet which is attached as Appendix 1.

2.5 In particular:

- Cardiff Central is a Category A Station, handling 13 million entries and exits per year.
- It provides interchange between regional and intercity services.
- Capacity is already a major problem.
- Rail passenger growth is forecast to continue to increase significantly.
- City Deal investment in Metro across the region will increase train frequencies and capacity demands (forecast to reach 22 million station entries and exits by 2023).
- The station needs to increase its capacity to accommodate the Metro expansion and to realise the potential for economic growth across the region.
- 89,600 residents from outside Cardiff commute into the city each day, taking up 40% of the jobs available in Cardiff.
- 2014-2016 the total number of people working in Cardiff grew by 15,000, 85% was as a result of net in-commuting from surrounding areas.
- Key regeneration projects in the city centre will deliver circa 5 million ft<sup>2</sup> of commercial development.
- Key road corridors via neighbouring authorities suffer peak period congestion; the city itself suffers more inter-peak congestion than any other UK city.
- Expansion of capacity at Central Station, integrated with a redeveloped bus station and coach, taxi, cycling, walking, park and ride, potential tram links and enhancements to Queen Street station are necessary to facilitate economic growth and enable this region to continue to benefit from these opportunities.

2.6 There is potential for what has been termed “Transit Orientated Development” where key regional transport hubs could be redeveloped to create state of the art, modern transport facilities, that not only enhance sustainable travel, but create development opportunities for commercial, retail and residential development that transforms the station environs and catalyses further regeneration.

## **Issues**

3.1 The Regional Cabinet agreed in principle to allocate £40m of City Deal Investment Fund capital towards delivery of the Metro Central project subject to:

- i. Discharge of the Joint working Agreement Business Plan reserved matter.
  - ii. Formal approval of the Full Business Case by the City Deal Regional Cabinet in accordance with the City Deal Investment Fund Assurance Framework and full consideration by the appropriate advisory bodies and sub-committees;
  - iii. Completion of the GRIP and WeTAG processes; and
  - iv. Commitment to match-funding from Welsh Government, UK Government and the private sector as outlined in the [Joint Committee] report.
- 3.2 It should be noted that the current proposals for Metro Central are at an early stage in their development. The pathway to a Full Business Case addressing all of the WeTAG (Welsh Government's Transport Appraisal Guidance) and GRIP (Network Rail's Governance for Railway Investment Projects) processes will be an intensive process, and is expected to take a minimum of 18 months to complete. This process will be undertaken in partnership with Welsh Government, UK Government / Network Rail and the private sector.
- 3.3 The initial WeTAG assessment also highlights the need for engagement with a range of stakeholders, the Regional Cabinet report states that the CCRTA will be considering the Metro Central proposal in its current form at their next meeting scheduled for 25<sup>th</sup> January 2018.

### **Financial Implications**

4. See Regional Cabinet Report attached as Appendix 1.

### **Legal Implications**

5. See Regional Cabinet Report attached as Appendix 1.

### **Equalities Impact Statement**

6. In providing advice on the Metro Central the RTA will have due regard to the Councils' duties under the equalities act.

### **Reasons for Recommendations**

7. To note the in principle decision of the Regional Cabinet of 15<sup>th</sup> January 2018, and to provide advice and support to the Regional Cabinet, in taking forward this initial key priority within the draft Outline Transport Strategy.

## RECOMMENDATIONS

It is recommended that the CCRTA;

- Note the in principle decision taken by the Regional Cabinet;
- To support and advice the Regional Cabinet on the delivery of the project;
- Explores the potential for the concept of "transit orientated development" to be developed into a programme for roll-out across the region in partnership with Welsh Government.

**Roger Waters**  
**CCRTA Lead Director**  
**19<sup>th</sup> January 2018**

*The following Appendix is attached:*

Appendix 1: Metro Central Project Report to the Cardiff Capital Regional Joint Cabinet, 15<sup>th</sup> January 2018

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# CARDIFF CAPITAL REGION JOINT CABINET

## JOINT CABINET MEETING 15 JANUARY 2018

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### METRO CENTRAL PROJECT

### REPORT OF COUNCILLOR HUW THOMAS

### AGENDA ITEM: 8

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*Appendices 1, 2 and 3 of this report are exempt from publication because they contain information of the kind described in paragraphs 14 (information realign 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. In all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.*

#### Reason for this Report

1. To agree in principle to allocate £40m from the City Deal Investment Fund towards the Metro Central project to assist with securing match-funding from UK Government, Welsh Government and the private sector and ultimately to assist with delivery of the project.

#### Introduction

2. The Metro Central project will deliver a new Central Transport Interchange at the heart of Cardiff's city centre Core Employment Zone. The project encompasses a new Central bus station, the modernisation of Cardiff Central train station, and delivery of a range of other transport infrastructure such as a new coach station, a cycle hub and public realm improvements. The aim is to improve the capacity of the Central Interchange to accommodate increased frequency of services delivered through the South Wales Metro investment and to provide an infrastructure platform to for jobs growth through accelerating investment in Cardiff's Core Employment Zone.
3. The scope of the project requires delivery in phases. Phase one, the delivery of a new Cardiff Central Bus Station and associated public realm improvements is already underway through partnership between Cardiff Council, Welsh Government and the private sector. This report relates to delivery of the second phase of the project which includes the modernisation of Cardiff Central Train Station and associated transport facilities as outlined later in this report.

4. In addition to the improved transport facilities, investment in Metro Central will also contribute significantly towards leveraging circa 5 million ft<sup>2</sup> of commercial development with the potential to create more than 30,000 jobs over the next 10 – 15 years. It is also expected to leverage in excess of £2bn of additional private investment and create an additional £1bn of GVA. Given the location of the development, as well as recent employment trends, the majority of the jobs created within the Core Employment Zone would be taken up by residents across the city-region.

## Background

5. The Cardiff Capital Region City Deal Heads of Terms signed in March 2016 outlines the joint commitments made by the ten local authorities of the Cardiff Capital Region, the UK Government and the Welsh Government to unlock £1.2 billion of investment to increase the performance of the city-region economy. The City Deal commits to delivering up to 25,000 new jobs and leverage an additional £4 billion of private sector investment. The City Deal is also seeking to increase GVA by a minimum of 5% across the region.
6. The core proposition of the City Deal is to support investment in projects that stimulate economic growth. Fundamental to this is the development of the South Wales Metro, of which £734m of the £1.2bn City Deal funding has been allocated.
7. Over recent years job growth in Cardiff has outstripped all of the other UK Core Cities. Harnessing Cardiff's growth potential and ensuring the benefits are shared right across the city region represents a major opportunity to deliver against the key City Deal targets. The City Deal commitment to the South Wales Metro will increase the quality and frequency of rail services across the region improving access to jobs. Metro Central, as the main interchange of the South Wales Metro, in the heart of Cardiff's Core Employment Zone, needs to have the capacity to exploit the projected and potential growth in passenger numbers.
8. The City Deal is subject to five year 'Gateway Reviews' by UK Government. The Gateway Reviews evaluate the impact of the City Deal funding not pre-allocated to the South East Wales Metro programme. It is therefore essential that investment decisions contribute towards the agreed economic objectives in order to release UK Government element of the City Deal Investment Fund.

## Employment Growth

9. Cardiff is expected to grow faster than any other UK Core City over the next 20 years in terms of population according to Welsh Government and National Statistics projections. With population growth of over 20% between 2017 and 2037, not only will economic opportunities be created as a result of an expanding market, but it will also require job creation to support a growing population. Subsequently, the Cardiff Local Development Plan has identified a need to create 40,000 new jobs over the course of the Plan period.

10. The latest Annual Population Survey Workplace Analysis highlights that over the latest two years of data there are an extra 15,000 people working in Cardiff. Of the jobs created in Cardiff, there is a concentration in the city centre 'Core Employment Zone', which accounts for 80,000 jobs, 85% of which are in the private sector.
11. The expansion of Cardiff's Core Employment Zone in the area surrounding Cardiff Central Station and south of the main railway line towards Cardiff Bay will provide the greatest opportunity for jobs growth in the Cardiff city region over the next two decades. The pace at which this growth is delivered will depend on the availability of key infrastructure to attract commercial development and new employers to the area and to facilitate existing employers to grow.
12. A concentration of commercial activity within the city-centre is also predicated on delivering agglomeration effects for the city-region, as well as providing an accessible and marketable location that can have the biggest impact in terms of jobs growth, jobs reach and productivity. Such an approach is in line with the recommendations of the Growth and Competitiveness Commission report which included the following recommendations:
  - Spatial development perspective should act as a future growth map for the Capital Region and define the key roles of potential of Cardiff and Newport as established hubs of business, commerce and institutions, each playing to their particular strengths.
  - The Cardiff Capital Region should build upon the opportunities emerging from the development of the Metro to improve the quality of places to live, work and visit. This should take the form of detailed planning of station and terminus areas and consider the scope to use better connectivity to create better places, which provide services and amenities to citizens and are able to support renewal and tourism.
13. Historically, the expansion of Cardiff city centre has been constrained by the main east-west railway line. In recent years, significant progress has been made to assemble a series of regeneration projects, through public private partnership and concerted land assembly initiatives that have the potential to penetrate the main railway line and mobilise the expansion of Cardiff city centre towards Cardiff Bay. It is estimated that the overall regeneration potential of these key regeneration projects has the capacity to deliver circa 5 million ft<sup>2</sup> of commercial development, comprising:
  - Central Square (1 m ft<sup>2</sup>)
  - Central Quay (1m ft<sup>2</sup>)
  - Dumballs Road (1m ft<sup>2</sup>)
  - Callaghan Square (1m ft<sup>2</sup>)
  - Capital Quarter (500k ft<sup>2</sup>)
  - St Davids Square (500k ft<sup>2</sup>)

14. In total, this amount of commercial development space has the potential to convert into more than 30,000 jobs over the next 10 – 15 years, leveraging in excess of £2bn of Gross Development Value, and over £1bn of GVA.

### Regional Impact

15. Around 40% of the jobs in Cardiff are taken up by in-commuters. In 2016, this amounted to 89,600 residents commuting into the city each day from outside of the local authority boundary, with 27,800 travelling in the opposite direction to work across the city region. Typically the jobs in Cardiff are based in or around the city-centre. Currently the majority of in-commuting is done by car, which has a significant impact on the road network of the entire city-region.
16. Data from the 2011 Census shows that 76% of people that travel to work in the city centre by train reside outside the Cardiff local authority boundary. Demand for rail travel is also increasing across the Cardiff Capital Region. Data from Stats Wales shows that between 2007/8 and 2015/16 rail passenger journeys in Blaenau Gwent increased by 550% as a result of the opening of the new rail route (2007/8 being the first year of use), whilst in Merthyr Tydfil rail use has increased by 99%, and in Torfaen by 53%. In total for the Cardiff Capital Region rail use has increased by 29% over the period.
17. The table below taken from Network Rail's 2016 Wales Route Study predicts that growth in commuting into Cardiff is expected to continue across the city-region over forthcoming decades. It highlights that by 2043 the number of people commuting into Cardiff is expected to more than double. Continuation of this rate of expansion however would be constrained, in part, by capacity to accommodate passenger growth at Cardiff Central Station.

#### Passenger demand growth for commuting into Cardiff

Corridor into Cardiff	Estimated growth*	
	2023	2043
Valley Lines	76%	153%
Vale of Glamorgan	80%	159%
Ebbw Vale Line	112%	205%
Swansea	56%	124%
GWML	46%	120%
The Marches	38%	96%
Total for all corridors	68%	144%

\* based on the Prospering in Global Stability scenario (PGS)

Source: Network Rail

18. The growth in regional commuting into Cardiff has placed a significant and growing strain on the regional road network, with many commuters suffering increasing congestion during peak hours. This in effect impacts upon the accessibility of jobs in Cardiff city-centre for the wider region. Welsh Government commuting data outlines that between 2014 and 2016 the total number of people working in Cardiff grew by over 15,000. Of this figure, 85% was as a result of an increase in net-in commuting into Cardiff

from surrounding areas. If these trends are continue unabated, it is essential that the full potential of the rail network is realised.

19. The South Wales Metro project aims to deliver increased quality, frequency and speed of services across the region. In order to ensure this infrastructure supports job growth, it is also essential that the capacity at Cardiff Central and Cardiff Queen Street station is able to cope with the planned growth in passenger numbers.

### Cardiff Jobs and Employment Growth

	Total number of working residents	Total number of people working in the authority	Net in-commuting
2014	164,900	213,300	48,400
2016	167,300	229,100	61,800
Change	+2,400	+15,800	+13,400

Source: Stats Wales

20. It is also important to note that the impact of Cardiff Central extends beyond simple commuting data. Business use, for example, will support the expansion of business markets and business to business links. Service sector business activity is increasingly reliant on accessibility by public transport. Improving connectivity through Metro Central can therefore raise levels of enterprise across the entire city-region.
21. It should also be noted that the future success of the Metro will be dependent on fit-for-purpose Cardiff Central and Cardiff Queen Street stations. Future restrictions of capacity at these stations would not only impact use at these specific stations, but also impact on the efficiency and effectiveness of the Metro network.
22. As the sole interchange between the Core Valley Lines and the Great Western Mainline, Metro Central is also the key link in terms of rail accessibility for the Cardiff Capital Region with the rest of the UK. The ability to link business travellers from major UK cities with the wider city-region is dependent on a fit for purpose Cardiff Central. Investment in Cardiff Central Station, therefore, will help to maximise the impact of the Great Western Mainline electrification on the Cardiff Capital Region.

### Key Components of the Metro Central Project

23. The proposed Metro Central project aims to deliver a modern multi-modal integrated transport hub (Central Transport Interchange) under one roof at the heart of Cardiff's Core Employment Zone. The project involves a range of transport related interventions with the two main components comprising of a new Cardiff Central bus station and the modernisation of Cardiff Central train station. The additional improvements include:
  - A new Cardiff Central coach station located south of the railway lines providing 24 hour access and dedicated facilities for inter-city and regional coach services.

- A new park & ride multi-storey car park south of the railway lines to replace the existing rail related parking surrounding Cardiff Central train station and to improve the provision of pick-up and drop-off facilities, and disabled parking, under a covered roof.
- A new taxi rank alongside the multi-storey car park to the south of the station providing adequate waiting capacity for taxis and covered waiting areas for passengers. New taxi drop off facilities north of the railways lines will also be provided.
- A new cycle hub accommodating up to 1000 cycle parking bay and related facilities to the south of the station in close proximity to the main station concourse. This is in addition to the proposed new cycle hub that will be provided as part of the Central Bus station project.
- New cycle routes north and south of the station to improve access to the station.
- Provision for a new Metro (tram) terminal south of the railway station, adjacent to the main southern concourse, to enable easy, covered transition between bus and tram and train and tram.
- Improvements to public realm north and south of the station and between Metro Central and Queen St station to improve access to the Interchange and to encourage walking.

#### Phase One: Delivery of Cardiff Central Bus Station

24. The first phase of Metro Central, Cardiff Central bus station, is already underway, as a result of Cardiff Council securing land and undertaking significant pre-development and design works. This has also included an investment of circa £10m towards public realm improvements that are currently being implemented in the Central Square area, north of Cardiff Central train station.
25. The Council is currently finalising a financial agreement with its commercial development partner Rightacres Property Ltd and Welsh Government that will enable construction of the bus station building to commence early in 2018. This agreement involves the creation of a Special Purpose Vehicle (SPV) known as Metro Delivery Partnership (MDP) involving Cardiff Council, Rightacres Property Ltd and Welsh Government as shareholders. It will also enable Transport for Wales to become the operator of the new bus station once constructed.

#### Phase Two: Modernisation of Cardiff Central Train Station

26. Cardiff Central is now recognised by Network Rail as a 'Category A' station, which means it is one of the primary stations in the UK. In most cases, Category A stations are directly managed and operated by Network Rail and in recent years have received significant investment from UK Government via Network Rail. Whilst Cardiff Central is considered a Category A station, based on its patronage, it is not directly managed by

Network Rail, however, it is primed for investment. UK Government has signalled a commitment to invest in the station, subject to a significant local and private sector contribution.

27. Cardiff Central is of critical importance to the regional transport network. It is the only interchange station between the Core Valley Lines (CVL) and the UK inter-city mainline. The station current handles around 13 million entries and exits per year, almost six times as much as Cardiff Queen Street which is the second most used railway station in Wales. Recent growth in passenger use has led to the station regularly operating at capacity, or close to capacity. During major event days capacity is regularly exceeded, requiring restrictions to enable the station to operate safely.
28. Passenger numbers are predicted to continue to grow into the next decade and beyond. By 2023 growth is expected to reach 22 million entries and exits, rising to 32 million by 2043. It is predicted that the station will exceed capacity on a daily basis by the mid-2020s, resulting in restrictions becoming a much more regular feature. This will effectively restrict growth of the Metro network and hold back the economic potential of the Cardiff Capital Region. In simple terms, an increase to the capacity of the station for trains and passengers is required to support the future growth and sustainability of the Core Valley Lines, and to ensure full realisation of the potential for economic growth across the region.

### **Central Station Feasibility Study**

29. Network Rail has recently presented ambitious concept plans for the comprehensive modernisation of Cardiff Central to the Department for Transport, which were rejected due to costs. The proposed Metro Central project therefore aims to deliver a more practical and affordable solution to the capacity issues at the station which at the same time will significantly improve the passenger experience. To that end, the current funding partners in the MDP have recently commissioned ARUP to undertake a Feasibility Study to identify a series of interventions that will improve the train station, increasing capacity for trains and passenger and making it fit for purpose for the foreseeable future. The report is attached as Confidential Appendix 1. The main interventions are summarised as follows:

#### Platform Access

30. The key issue in terms of the effective long term operation of Cardiff Central train station relates to the capacity constraint of the existing western tunnel which is projected to become a significant health and safety issue by the mid-2020s. Congestion already occurs at peak times and based on the projected growth in passenger numbers will soon require daily restrictions to ensure passenger safety.
31. The key proposal is to increase capacity by making better use of both the eastern and western tunnels for platform access, and to extend the ticket lines at both ends of both tunnels. This requires new staircases to be

provided in the eastern tunnel which can be accommodated by replacing the large existing goods lifts with smaller passenger lifts. In addition, it is proposed to reduce pressure on the western tunnel by providing direct access to platforms 1 & 2 from the main northern concourse (avoiding the tunnel) by remodelling the current use of space in the northern concourse and by rotating the existing staircases that access platforms 1 & 2. Confidential Appendix 1 provides details of the proposed interventions and the anticipated capacity enhancements that would result.

### Platform Improvements

32. In addition to improving the access to platforms, there is also a need to provide greater capacity for passengers on the platforms. This includes providing more space for passengers on platforms and encouraging passengers to make full use of the whole length of existing platforms. The platforms are currently cluttered with a range of structures, some of which are listed and will need to be retained. At present some of these structures are used for storage and other operational purposes that are not required to be in this location.
33. The proposal is to de-clutter the existing platforms and to provide improved facilities for passengers in the buildings that need to be retained. This includes simple proposals like the provision of waiting rooms and male and female toilets together at both ends of the platforms to encourage full use of the platform length and to avoid the current congestion that occurs around the platform access stairwells.

### Concourse Improvements

34. It is proposed to deliver new concourse buildings with the full range of modern passenger facilities at both the northern and southern entrances to the station. This will enable the ticket lines to be extended at both ends of the tunnels and has the potential to provide new waiting areas with direct access to the busiest platforms. The new concourses will be delivered in phases and will be supplemented by commercial development above. The initial proposal is to extend the relatively new concourse provision at the southern entrance to encapsulate the eastern tunnel (as well as the western tunnel) enabling the southern concourse to be utilised as the primary access point to the station whilst works to upgrade the northern concourse are undertaken. The new northern concourse will retain the existing listed structure and will seek to provide seamless integration into the new bus station. As a second phase, a new southern concourse will supersede the existing southern concourse, delivered as part of the emerging proposals for Central Quay. As part of this, the intention is to make provision for the integration of any future on-street light rail system currently being considered as an option for the proposed public transport connectivity improvements between the city centre and Cardiff Bay.



### Platform Extension

35. In addition to passenger capacity, the station also needs to expand its capacity to accommodate the projected increase in train frequency resulting from the growth in demand for rail travel and the increased frequency of services proposed through the South Wales Metro project.
36. The key proposal is to extend the length of platform 0 to enable the platform to accommodate the full range of rail services including UK mainline inter-city services. At present platform 0 is restricted in length and is only able to accommodate two-carriage local services. Various proposals for expanding the platform have been considered and the only proposal considered viable is to extend the platform eastwards. However, this proposal is constrained by the location of the listed northern concourse building. Various innovative solutions are currently being considered that will retain the full integrity of the listed structure whilst delivering an extended platform, including potentially shifting the building northwards.

### North-South Links

37. The expansion of Cardiff city centre southwards towards Cardiff Bay has historically been constrained by the main east-west railway line. Penetration through Central train station itself has been constrained by the lack of an unrestricted (non-ticketed) north-south route for pedestrians / cyclists, forcing access through poor quality underpasses prioritised for vehicles.
38. The Metro Central concept proposes a range of transport facilities either side of the main railway line and relies on pedestrians and cyclists being able to easily penetrate the area from north to south and vice versa. As outlined above, passenger capacity constraints require both existing tunnels under the station to be fully utilised for ticketed passenger access only and therefore alternative solutions to improve pedestrian and cycle penetration need to be identified. A number of solutions have been proposed including: the possibility of excavating a new tunnel through the station providing direct pedestrian / cycle access between the bus station to the north and the proposed new coach station to the south; improvement of the existing vehicle underpasses to provide pedestrian / cycle priority; and the potential for creating a new eastern entrance to the station that would essentially internalise the existing Penarth Road underpass.

### Weather Protection

39. One of the main differences between Cardiff Central and the other Category A stations across the UK is its lack of weather protection for passengers on platforms. The passenger experience will be improved through the provision of new waiting areas in the proposed new concourses to be built at the northern and southern entrances. However, it is essential that passengers are encouraged to access platforms in good time to avoid surges as train services arrive into the station. The provision

of weather protection over the platforms, in addition to improvements to the facilities for passengers available on platforms, will help to encourage the optimum use of the available capacity within the station.

### Queen Street Station

40. Whilst Cardiff Central is the busiest station in Wales and the biggest priority in terms of the need for capacity improvements, Cardiff Queen Street Station is the second busiest station and also in need of investment. Queen Street provides important access to the Core Employment Zone from the east of the city centre and has particular patronage from passengers utilising the Core Valleys Lines. Improving capacity and encouraging greater use of Queen Street will relieve pressure on Central Station. In addition, and similar to Cardiff Central, Queen Street station requires improvements to avoid impending health and safety restrictions having to be implemented. In particular, this will require the provision of improved weather protection above the platforms for passenger comfort and to mitigate the current problems caused by rainwater penetrating the stairwells and the existing under-platform tunnel causing health and safety concerns. It is also proposed to extend the existing platforms and to improve the facilities available on platforms as well as exploring the potential for a new Newport Road access to the station from the east.
41. All of the above proposed interventions are outlined in the ARUP Feasibility Study attached as Confidential Appendix 1. Indicative costs for each intervention are provided in the Strategic Outline Case attached at Confidential Appendix 2.

### **Funding Approach**

42. It is proposed to establish a new Special Purpose Vehicle (SPV) known as the Metro Delivery Partnership (MDP) as a dedicated delivery vehicle for the Metro Central project. The first phase of the project will focus on delivery of the new Cardiff Central bus station. The partners in the initial joint venture agreement will be Cardiff Council, the Council's development partner Rightacres Property Ltd and Welsh Government, with shareholdings reflecting investments being made by the three parties. The SPV will enable commencement of the bus station development early in 2018.
43. The second phase of the Metro Central project is a more complex proposition that will need to involve a broader range of partners. It is clear that the scale of improvements required to modernise Cardiff Central Station and to make it safe and fit for purpose will require a significant contribution from Welsh Government and the UK Government in addition to contributions from the Cardiff Capital Region City Deal and the private sector. Unlocking rail related investment from UK Government requires a series of submissions to be made through the formal and detailed Governance for Railway Investment Project (GRIP) process. Similarly, any Welsh Government contributions will require submissions through the Welsh Transport Planning and Appraisal Guidance (WelTAG) process. The initial stage for both of these processes (the Strategic Outline Case)

has been jointly commissioned by Cardiff Council, Welsh Government and Rightacres Property Ltd attached as Confidential Appendix 2.

44. There is scope for the phase one SPV to be extended to deliver the second phase Metro Central proposals including delivery of the train station improvements and the associated transport proposals, outlined in this report. A different shareholding arrangement would need to be established to reflect the proposed investments to be made by each partner and there may be certain aspects of the overall scheme that will need to be delivered outside of the SPV agreement.

## Issues

45. Based on the recent feasibility work it is estimated that the total cost of the proposals will be in the region of £160m - £180m, subject to further detailed assessment. It is proposed that the funding package will comprise a £40m contribution from City Deal with the remaining funding being sought from Welsh Government, UK Government and the private sector. Details on the proposed funding package are attached as Confidential Appendix 3.
46. The timing of the Metro Central investment is critical to ensure the infrastructure is delivered at the same time as construction works in the surrounding area to minimise disruption, and to align with the South Wales Metro investment. The regeneration opportunities surrounding the station are primed for delivery but require commitments in regard to transport infrastructure to build the necessary confidence in the private sector to encourage them to accelerate their investment. A commitment to invest in Metro Central will help to secure the 30,000 additional jobs, £2bn of investment and £1bn of additional GVA.
47. It is however acknowledged that the current proposals for Metro Central are at an early stage in their development. Confidential Appendix 2 sets out the Strategic Outline Case for investment. Welsh Government has already commissioned the further development of the business case to the Outline Business Case stage. The pathway to a Full Business Case addressing all of the WeITAG and GRIP processes will be an intensive process, and is expected to take a minimum of 18 months to complete. This process will be undertaken in partnership with Welsh Government, UK Government / Network Rail and the private sector. It may be necessary for City Deal to make a resource commitment towards the cost of fulfilling the business case process. Any allocation and would be subject to a further report to Cabinet to seek specific authority.
48. The Metro Central proposal was considered by the Cardiff Capital Region Programme Board on 21st December 2017. The Board welcomed the proposals and acknowledged the importance of Cardiff Central to the whole region and agreed to recommend to Regional Cabinet the in-principle allocation of £40m to secure match funding subject to full and proper consideration of the proposal in due course, including consideration by the appropriate City Deal advisory bodies and sub-committees and the necessary due diligence.

49. The Cardiff Capital Region Transport Authority will be considering the Metro Central proposal in its current form at their next meeting scheduled for 25<sup>th</sup> January.

### **Future Generations and Wellbeing Considerations**

50. In simple terms, supporting people into employment will have a positive impact on a range of sustainability considerations, ranging from the health benefits of being in employment, to reduced pressure on public services that arises from individuals moving from being inactive or unemployed into employment. The creation of 30,000 jobs will respond to the need to provide more jobs across the Cardiff Capital Region. The location of the project however, at the focal point of the regional transport network, is also critical in terms of its ability to ensure that the benefits of the investment are shared across the entire city-region.
51. The project also seeks to increase levels of commuting by sustainable travel. Currently the majority of commuting in the Cardiff Capital Region is undertaken by car. Investment in the Metro is essential in seeking to move commuting from car to public transport and active travel means. However, pressure points such as Cardiff Central, which is expected to reach capacity at peak commuting times in the next decade, will act as a barrier to improvements in sustainable travel unless addressed. Reducing congestion will also have a positive impact on issues such as air quality and other environmental concerns.

### **Reason for the Report**

52. To agree in principle to allocate City Deal Investment Funding towards the delivery of the Metro Central project subject to the approval of a final business case that complies with the Governance for Railway Investment Project and Welsh Transport Planning and Appraisal Guidance processes and commitment from funding partners to match fund delivery.

### **Financial Implications**

53. At this stage, a clear need for investment has been identified and key stakeholders including Welsh Government, Network Rail, Cardiff Council and Rightacres have come together to engage in feasibility works for the redevelopment of Central Station. UK Government have also made a commitment to invest in Central Station in their recent autumn budget statement so support exists for the proposed redevelopment.
54. Initial feasibility works have been commissioned to develop proposals for the redevelopment of Cardiff Central and this will form part of the externally commissioned Strategic Outline Case for investment in Central Station. Whilst this shows the high level benefits for investment, it is clear that further due diligence work will be required and this will need to be incorporated into the Full Business Case (FBC).
55. The report requests that City Deal allocate investment funding of £40m for the actual Metro Central project in addition to an unspecified amount of

funding for the development of the FBC. Funding is currently available from the Programme Development and Support budgets within the Wider Investment Fund in both 2017/18 to support the development of the FBC if required, although any funding would be subject to relevant approvals for a suitable budget to be established.

56. At present, an in principle decision for funding is being requested, but before a firmer commitment to funding can be given it is important to understand the spend profiles of when funding will be required, as well the split between revenue and capital funding being requested.

## Legal Implications

57. From the body of the report it can be seen that the decision sought, in principle to allocate £40m from the City Deal Investment Fund to support the Metro Central Project, is of significant magnitude. As with any decision, Members will need to be satisfied that they have before them all material information and have had appropriate time to consider matters and raise any queries they may have, so that a reasonable and informed decision may be made.

As regards this point it is noted that:-

- (i) the body of the report acknowledges that the current proposals for Metro Central are at an early stage in their development and considerable work and due diligence is required to develop the Full Business Case, and
- (ii) accordingly, the in principle decision sought is subject, amongst other matters, to approval of the Full Business case by the Cardiff Capital Region Joint Cabinet.

As the Metro Central proposal develops, detailed legal advice will be required, (along with all other relevant professional advice) and set out in the Full Business Case, to ensure that the proposals as developed meet (i) all legal requirements and (ii) HMT and Welsh Government funding conditions.

58. In considering this matter regard must be had to the provisions of the Joint Working Agreement concluded by the ten participating authorities in relation to the delivery of the Cardiff Capital Region City Deal ('the JWA'). Of particular relevance is the provision in the JWA that was intended, in effect, to limit the project investment decision that the Regional Cabinet could commit to pending approval of the JWA Business Plan. Put simply, the effect of the JWA is that the Regional Cabinet are only authorised to commit up to £50 000 000 of the HMT contribution ('the initial project investments') prior to approval of the Joint Working Agreement Business Plan. Legal Services are instructed that the investment commitment sought in respect of the Metro Central Project, is not sought as an 'initial project investment' commitment out of the fifty million HMT Contribution, but rather as an in principle commitment out of the Cardiff Capital Region Wider Investment Fund, should the JWA Business plan be approved. For this reason it is understood that the in principle decision sought is subject,

amongst other matters, to the approval by each of the 10 participating Councils of the JWA Business plan (referred to in the recommendations to this report as 'discharge of the JWA Business plan reserved matter').

59. As part of the Full Business case it will be important to understand the spend profiles of when funding will be required and to ensure that matters are such that approval of the Metro Central project will, amongst other matters, keep the totality of City Deal spend within the Affordability Envelope (that is the overall costs and investment agreed by each Council), as defined in the JWA).
60. The body of the report highlights that resource will be required to develop the project proposals and carry out all due diligence work that will be required. These sums are at present not quantified but provision will be required to be made in the relevant Cardiff Capital Region Joint Cabinet Annual Business Plan and corresponding Annual Budgets before any such expenditure may be incurred.

## RECOMMENDATIONS

The Cardiff Capital Region Cabinet is recommended to agree in principle to allocate £40m of City Deal Investment Fund capital towards delivery of the Metro Central project as outlined in this report, subject to:

- i. Discharge of the JWA Business Plan reserved matter.
- ii. Formal approval of the Full Business Case by the City Deal Regional Cabinet in accordance with the City Deal Investment Fund Assurance Framework and full consideration by the appropriate advisory bodies and sub-committees;
- iii. Completion of the GRIP and WelTAG processes; and
- iv. Commitment to match-funding from Welsh Government, UK Government and the private sector as outlined in this report.

**Councillor Huw Thomas**  
**Cardiff Council**  
**09<sup>th</sup> January 2018**

*The following Confidential and Public Appendices are attached:-*

Confidential Appendix 1: Metro Central Feasibility Study (ARUP)  
Confidential Appendix 2: Strategic Outline Case (ARUP)  
Confidential Appendix 3: Proposed Financial Contributions from Partners  
Appendix 4: Cardiff Capital Region City Deal, Programme Board  
Candidate Scheme Observation Record

## CARDIFF CAPITAL REGION CITY DEAL PROGRAMME BOARD

### CANDIDATE SCHEME OBSERVATION RECORD AGENDA ITEM:

The Cardiff Capital Region Programme Board met on:

**21<sup>st</sup> December 2017**

Candidate Scheme assessed at that meeting was:

***Metro Central***

#### **Declaration of interest / Involvement<sup>1</sup>:**

It was agreed that that the Candidate Scheme Sponsor for this proposal is Cardiff Council

#### **Observations of the Programme Board**

The Board at its meeting held on 21st December 2017

#### **Criteria for Supporting an Investment**

From the evidence received the proposal has the potential to:

- Significantly improve the regional transport system
- Leverage £2bn of investment
- Support 30,000 jobs
- Increase GVA by £1bn

#### **Business Case Development**

The Board assessed the currently available information, reports and advice procured to support the Metro Central Project matched against the requirements for the completion of a 5 Case Business Model as required by the Assurance Framework.

It should be noted that for an investment proposal of this scale and complexity it is the requirement of the Assurance Framework that the business case should be developed and approved via 3 iterations, strategic outline case, outline business case and full business case.

For this proposal, Programme Board is considering the first stage S.O.C.

<sup>1</sup> If a Programme Board member has either an interest or has had involvement in the development of the proposed Candidate Scheme they must declare and detail this interest or involvement.

<b>Strategic Case</b>	
The rationale, background, policy, context, and strategic fit can be clearly established by reference to:	
The Heads of Terms;	<p>A key priority, which the City Deal Investment Fund will support, is the delivery of the South East Wales Metro. The scheme has the potential to provide a significantly improved public transport system that will transform the way people travel around the region.</p> <p>The remaining element (£495m) of the Investment Fund will be used to take forward a wide range of projects and schemes that support economic growth across the Cardiff Capital Region. Decisions on the prioritisation of these schemes will be taken by the Cardiff Capital Region Cabinet. Schemes taken forward could include: further transport schemes; investment to unlock housing and employment sites; and development of research and innovation facilities.</p>
Joint Working Agreement;	The JWA provides for the City Deal Investment Fund to support the Metro Central Proposal on the basis that it meets the requirements of the Assurance Framework.
Report and Recommendations of the Growth & Competitiveness Commission;	<p>The Growth and Competitiveness Commission report included the following recommendations:</p> <ul style="list-style-type: none"> <li>• Spatial development perspective should act as a future growth map for the Capital Region and define the key roles of potential of Cardiff and Newport as established hubs of business, commerce and institutions, each playing to their particular strengths.</li> <li>• The Cardiff Capital Region should build upon the opportunities emerging from the development of the Metro to improve the quality of places to live, work and visit. This should take the form of detailed planning of station and terminus areas and consider the scope to use better connectivity to create better places, which provide services and amenities to citizens and are able to support renewal and tourism.</li> </ul>
Cardiff University State of the City Region;	<p>The report identifies that:</p> <ul style="list-style-type: none"> <li>• Rail usage has increased in all authorities from 2002/03 and 2012/13, with the largest increase being accounted for by the re-opening of the Ebbw Vale line in 2008. Bridgend also saw a strong rise in rail passenger journeys.</li> </ul>



	<ul style="list-style-type: none"> <li>Despite the increases in rail travel, the dominant mode of transport to work in the city region remains the car with over 70% of residents in half of the authorities choosing to drive to work.</li> <li>The top three busiest stations in Wales are in the Cardiff Capital Region, as well as 15 of the top 20. Cardiff Central is by far the most used station.</li> </ul>
AECOM Baseline Economic Analysis for South East Wales	<p>Metro Central addresses a number of issues raised in the AECOM report, namely:</p> <ul style="list-style-type: none"> <li>Greater regional access to job opportunities</li> <li>Poor regional transport links and to London</li> <li>Lack of critical mass of firms to build ecosystem</li> </ul>
<b>Economic Case</b>	
There are several questions posed when considering if a robust economic case has been proven:	
<p>1. Is there a reasonable range of options explored and assessed resulting in the justified selection of the final proposal, including a do nothing / minimum option?</p> <p>Note: In accordance with the Treasury Green Book there needs to be a minimum of three options</p>	ARUP have undertaken initial work to develop a range of options to take forward. Specifically the report identified that a do nothing approach will severely restrict the future growth of the Metro network and the potential for job creation around the Metro Central area.
2. Has there been a Value for Money assessment of the preferred option?	This will be explored further in the final business case. However initial strategic analysis highlights that leverage of further funding will be significant.
3. Are the economic costs and benefits clearly calculated for each year covered by the proposal?	The proposal is a capital project that will deliver permanent uplift.
4. Are there appropriate sensitivity analyses, including worst case scenario?	As noted, ARUP have undertaken initial work to develop a range of options to take forward with respect to responding to constraints that the current Central Station will bring to the development of the Metro network.
5. Are risks, constraints and dependencies identified and managed?	This has been the focus of much of the ARUP work to date which assesses the key issues relating to Cardiff Central's role at the focal point of the Metro network.
6. Are wider impacts assessed e.g. sustainability, competition, regulatory impact?	Considered as part of the initial ARUP work, but will require some further analysis.

7. Is there a Benefits register; benefits realisation (delivery) plan?	An initial overview has been provided to provide strategic direction that comprises public sector leverage, job creation and GVA impact.
8. Are managing, monitoring and evaluation costs included?	To be developed with the full business case.
<b>Commercial Case</b>	
1. Is the proposal commercially feasible and deliverable?	Yes, subject to further work.
2. Is there a procurement strategy?	This will be taken forward as part of the GRIP and WELTAG process.
3. Have the key contractual issues been identified and managed?	As above, this will be taken forward as part of the GRIP and WELTAG process.
4. Is risk identified, managed and allocated including a risk allocation table?	Risks are identified I the initial work undertaken to date, including delivery and operational risks. However detailed development risks will still need to be established.
<b>Financial Case</b>	
1. Is the Scheme affordable? Is full budget funding secured and budgeted?	Initial discussions have identified UK Government, Welsh Government and private sector support. This includes a commitment made as part of the UK Government's 2017 Budget.
2. What are the impacts on income / expenditure on the overall budget?	The project will support the overall viability of the Metro, leverage in significant private sector investment and provide a large contribution to the City Deal employment targets. In particular it will provide an element of assurance with regard to the Gateway process given the scale of jobs it is likely to be able to leverage.
3. Are potential cost over runs provided for and any potential liabilities?	The project will be designed to provide a set budget to work against.
<b>Management Case</b>	
1. Is the proposal deliverable with delivery plans?	Initial plans have been developed, though further work is required to provide the necessary details.
2. Are there clear delivery dates and detailed milestones?	As above, initial plans have been developed, though further work is required to provide the necessary details.
3. Does the proposal require programme or project management techniques?	It will require the processes required for UK and Welsh Government, as well as Network Rail to be put in place and followed.

4. Is there a contract management plan?	It will require a contract management plan as required by UK and Welsh Government, as well as Network Rail to be put in place and followed.
5. Is there a contingency plan?	This will be finalised for the full business case.
6. Is there a benefits realisation table and plan? Does the plan include monitoring arrangements and post implementation evaluation arrangements?	Initial proposals highlight the economic benefits. Recording mechanisms will be required to capture the benefits.

On the basis of the assessment of the available information the Board concluded that the strategic case for the project is made, and that the Metro Central project should be taken forward to Full Business Case Stage.

### State Aid

To be considered as part of the Full Business Case Stage.

### Risk

To be considered as part of the Full Business Case Stage.

### CONCLUSION

On the basis on the above information and analysis, subject to a positive response to the queries raised the Board's recommendation to the Regional Cabinet is:

**The Metro Central project should be taken forward to Full Business Case Stage, and a budget of £40m is earmarked for the project subject to:**

- **the Full Business Case being met;**
- **the project satisfies the GRIP and Weltag processes being met**
- **funding is secured from Welsh and UK Government**

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CCRTA MEETING 25 JANUARY 2018

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## **LOCAL TRANSPORT FUND**

### **REPORT OF CCRTA LEAD DIRECTOR**

#### **AGENDA ITEM: 7**

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

1. To provide an update on the progress of the 2017/18 Local Transport Fund grant for developing and delivering strategic transport interventions for the Cardiff Capital Region.
2. To seek support of the CCRTA for the submission of a further Local Transport Fund bid for 2018/19 in order to secure further funding for the development of regional schemes and programmes.

##### **Background**

3. For 2017/18 the Welsh Government awarded Local Transport Funding of £360,000 to Rhondda Cynon Taf County Borough Council (RCTCBC), as lead authority, acting on behalf of the authorities within the Cardiff Capital Region Transport Authority (CCRTA) area. The funding was secured with the intention of funding initial development of Regional Transport Interventions, including:
  - Strategic Park and Ride at Rail Stations supporting the two cities, with local park and ride facilities being developed at key nodes across the region;
  - Improvements to busy railway and bus stations, ensuring good interconnectivity between both modes of transport, alongside enhancements to active travel access;
  - Strategic Bus Corridors - a packaged group of Making Better Use Improvements to the highways infrastructure across the Region to improve travel times on key bus corridors, including infrastructure at waiting areas.
4. In order to complement the City Deal Metro investment, it is essential that strategic transport projects and programmes that could have a significant impact on economic activity across the region are developed.

5. RCTCBC as the lead local authority was allocated funding in support of the regional proposals. This was subsequently allocated to individual authorities following a scheme/programme review. A full breakdown of the funding allocations can be found in Appendix 1.

### **Current Position**

6. Work has been progressing well on the individual scheme allocations. It has been reported that initial commissions have been undertaken and relevant studies are ongoing, more specifically:
  - Sustrans have been commissioned by RCT and produced a draft Phase 1 report on Propensity of Actively Travel to Rail stations;
  - Bridgend is developing proposals to resolve strategic network constraints focussed on M4 Junction 36 with the intent of managing existing traffic congestion and capacity issues whilst enhancing connectivity for public transport and active travel.
  - Newport and Cardiff CC have been jointly developing initial feasibility work on bus corridor proposals linking the two cities.
  - Cardiff CC is ahead of schedule on the eastern bus corridor scheme.
  - Mott McDonald have been commissioned, via Transport for Wales, to undertake strategic modelling exercises on; M4 junction 34 to A48 Sycamore Cross (airport link road), strategic P&R sites, bus corridor patronage and journey times, utilising the South East Wales Transport Model.
  - As a quick win, RCTCBC have completed construction of Phase 1 of Abercynon Park and Ride, creating an additional 12 spaces within the existing park and ride facility, at a cost of £25k. Phase 2 (potentially 300+ spaces) is undergoing ground investigation and detailed design, leading to a planning application being submitted by the end of March 2018.

### **Next Steps**

7. It is proposed to submit a further bid on behalf of the CCRTA authorities for 2018/19 funding through the Welsh Government Local Transport Fund. A bid for £200k is proposed to enable further scheme development of strategic projects across the region.

### **Issues**

8. A bid for funding for 2018/19 must be submitted by 26<sup>th</sup> January 2018.

### **Financial Implications**

9. Any funding awarded will need to be spent by March 31<sup>st</sup> 2019.
10. It is proposed that funding will be managed by the CCR Transport Officer Group with support from Council staff.

### **Legal Implications**

11. In this case the support of the CCRTA is sought to submit a joint bid for grant funding. For completeness and to the extent this matter falls outside of the remit of the sub-committee, the approval of individual authorities will also be sought to this joint submission on behalf of the ten Councils. In considering how any monies awarded will be spent, regard should be had to the Councils' duties under the Well-being of Future Generations (Wales) Act 2015 and all other legal duties.

### **Equalities Impact Statement**

12. A screening pro forma has been completed. A full Equalities Assessment is not required.

### **Reasons for Recommendations**

13. In support of the CCRTA responsibilities outlined in the City Deal agreement.

### **RECOMMENDATIONS**

It is recommended that the CCRTA supports the submission of a bid by a lead authority acting on behalf of the region for Welsh Government Local Transport Fund grant in the sum of £200k.

**Roger Waters**  
**CCRTA Lead Director**  
**24<sup>th</sup> January 2018**

*The following Appendix is attached:*

Appendix 1: Breakdown of 2017/18 Local Transport Fund Allocations for Regional Transport Interventions.

Appendix 1: Breakdown of 2017/18 Local Transport Fund Allocations for Regional Transport Interventions.

**Breakdown of the £360,000**

Bridgend CBC	Scheme Development – Network Improvements – M4 Jct 36/A4061	£15,000
Cardiff CC	Traffic Modelling – Eastern Bus Corridor	£15,000
Monmouthshire CC	Feasibility Study – Severn Tunnel Jct Park and Ride	£15,000
Rhondda Cynon Taf CBC	Abercynon Park and Ride Phase 1 (Construction) and Phase 2 (Development)	£125,000
Caerphilly	Detailed Design and Planning – Ystrad Mynach Park and Ride	£20,000
Newport CC	Feasibility Study – Newport to Cardiff Bus Corridor	£30,000
Modelling	To identify M4 Junction 34 to A48 Sycamore Cross Link Road impact, strategic P&R sites, review bus corridors patronage and journey times	£110,000
Active Travel	Active Travel to Stations Phase 1 and 2	£10,000
Project Management		£20,000



# CARDIFF CAPITAL REGION CITY DEAL

## REGISTER OF CARDIFF CAPITAL REGION TRANSPORT AUTHORITY DECISIONS: 25 JANUARY 2018

Decision No.	Minute No.	Decision	Reason	Consultation Undertaken	Dates			Declaration of Interest	Responsibility for implementation after date shown
					Decision Made	Publication	Deadline for call-in		
RTA/18/01	Min No.	<p><b>Establishment of CCRTA &amp; Terms of Reference</b></p> <p>AGREED; the Cardiff Capital Region Transport Authority noted the content of the report of the Regional Cabinet attached as Appendix 1.</p>	To receive the Terms of Reference for the Cardiff Capital Region Transport Authority (CCRTA).		25 January 2018	27 January 2018			Sheila Davies, Cardiff Capital Region Programme Director
RTA/18/02	Min No.	<p><b>Outline Regional Transport Strategy Consultation</b></p> <p>AGREED; the Cardiff Capital Region Transport Authority would undertake stakeholder consultation on its draft Outline Regional Transport Strategy (RTS).</p>	To facilitate consultation on the outline strategy.		25 January 2018	27 January 2018			Roger Waters, Cardiff Capital Region Transport Authority Lead Director
RTA/18/03		<p><b>Metro Central - Cardiff Central Station Upgrade</b></p> <p><i>Appendices 1, 2 and 3 attached to Appendix 1 to this report are exempt from publication because</i></p>	To note the in principle decision of the Regional Cabinet of 15th January 2018, and to provide advice and support to the		25 January 2018	27 January 2018			Roger Waters, Cardiff Capital Region Transport Authority Lead Director

# CARDIFF CAPITAL REGION CITY DEAL

## REGISTER OF CARDIFF CAPITAL REGION TRANSPORT AUTHORITY DECISIONS: 25 JANUARY 2018

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					Decision Made	Publication	Deadline for call-in		
Page 72		<p><b><i>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. In all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.</i></b></p> <p>AGREED; the Cardiff Capital Region Transport Authority:-</p> <ul style="list-style-type: none"> <li>• Noted the in principle decision taken by the Regional Cabinet;</li> <li>• Would support and advise the Regional Cabinet on the delivery of the project;</li> </ul>	Regional Cabinet, in taking forward this initial key priority within the draft Outline Transport Strategy.						

# CARDIFF CAPITAL REGION CITY DEAL

## REGISTER OF CARDIFF CAPITAL REGION TRANSPORT AUTHORITY DECISIONS: 25 JANUARY 2018

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					Decision Made	Publication	Deadline for call-in		
Page 3		<ul style="list-style-type: none"> <li>Would explore the potential for the concept of "transit orientated development" to be developed into a programme for roll-out across the region in partnership with Welsh Government.</li> </ul>							
<b>Prepared by Programme Management Office:</b>					<b>25 January 2018</b>				
<b>Submitted to Chair for Signature:</b>					<b>26 January 2018</b>				

Approved for Publication: Cllr Huw David  
Chair, Cardiff Capital Region Transport Authority

Date: 27 January 2018

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