

# Public Document Pack



- 1 Regional Transport Authority - 27th February 2020 at 10.00am. Council Chamber, Bridgend County Borough Council.

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## CCRTA Meeting

Thursday 27<sup>th</sup> February 2020

10am at Bridgend County Borough Council Chamber

### AGENDA

Item No.	Agenda Item	
1.	Welcome & Introductions	
2.	Minutes & Action Points from the Previous Meetings, held on Thursday 28 <sup>th</sup> November 2019	(attached)
3.	Welsh Government Bus Bill (Wales) White Paper Update - Welsh Government to present a verbal update to the CCRTA	Simon Jones WG
4.	Metro Plus Schemes Programme & Financial Management	Roger Waters / Clare Cameron
5.	Metro Plus Update (Phase 1)	Roger Waters / Clare Cameron
6.	Local Transport Fund (LTF) Bid 2020/21 (Including phase 2 development funding and Metro Enhancement Fund)	Roger Waters / Clare Cameron
7.	Ultra Low Emissions Vehicles (ULEV) Transformation Fund – Local Transport Fund (LTF) 2020/21	Roger Waters / Clare Cameron
8.	Metro Central	Roger Waters / Clare Cameron
9.	Close and date of next public meeting:- 4 <sup>th</sup> June 2020 10.00am at Bridgend County Borough Council Chamber	

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**Awdurdod  
Trafnidiaeth  
Prifddinas  
Ranbarth  
Caerdydd**

**Cardiff  
Capital  
Region  
Transport  
Authority**

## **CCRTA Meeting**

**Thursday 28<sup>th</sup> November 2019**

**9.30am at Bridgend County Borough Council Chamber**

### **Attending**

Chair	HD	Huw David	Bridgend County Borough Council
Member	AC	Ann Crimmings	Rhondda Cynon Taf CBC
Member	CW	Caro Wild	Cardiff Council
Member	DD	David Davies	Blaenau-Gwent County Borough Council
Member	GT	Geraint Thomas	Merthyr Tydfil County Borough Council
Member	FC	Fiona Cross	Torfaen County Council
Member	JP	Jane Pratt	Monmouthshire County Council
Member	PK	Peter King	Vale of Glamorgan County Council
Member	RY	Richard Young	Bridgend County Borough Council
Member	SM	Sean Morgan	Caerphilly County Council
Officer	AO	Alyn Owen	Merthyr Tydfil County Borough Council
Officer	AG	Andrew Gregory	Cardiff Council
Officer	RC	Richard Cope	Monmouthshire County Council
Officer	ER	Emma Reed	Vale of Glamorgan County Council
Officer	EF	Ellie Fry	Blaenau-Gwent County Borough Council
Officer	RW	Roger Waters	Rhondda Cynon Taf CBC
Officer	RT	Rhys Thomas	CCR City Deal
Officer	JW	Jenna Walters	Cardiff Council
Officer	MLO	Mari Lowe	CCR City Deal
Officer	ML	Marcus Lloyd	Caerphilly County Council
Officer	MM	Michele Mitchell	Torfaen County Council
Officer	ZS	Zak Shell	Bridgend County Borough Council
Officer	JPA	Jonathan Parsons	Bridgend County Borough Council
Observer	AH	Andy Holder	Transport for Wales Rail Services
Observer	FP	Fiona Pocock	Effective Communications

### **Apologies**

Member	RJ	Roger Jeavons	Newport County Council
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<b>Item No.</b>	<b>Agenda Item</b>	
<b>1.</b>	Welcome & Introductions	HD

- 2.** Minutes & Action Points from the Previous Meetings, held on Thursday 1<sup>st</sup> August 2019 and on Wednesday 13<sup>th</sup> November 2019
- 2.1.** Corrections to minutes from 13 November: RW  
 Apologies – Andrew Morgan; Chris Bradshaw; Roger Waters.  
 In attendance – Marcus Lloyd; Ann Crimmings.
- 3.** Metro Enhancement Framework (MEF)
- 3.1.** Summary of the MEF report from CCR City Deal RT
- 3.2.** Notes 4 transport corridors that emerged as priorities following MEF tests: RT
- I. Chepstow – Newport Corridor;
  - II. Maesteg/Bridgend/Porthcawl – Cardiff Corridor;
  - III. Vale of Glamorgan Corridor;
  - IV. North West Cardiff – RCT Corridor.
- 3.3.** Asks RTA to endorse the recommendations contained in MEF report: RT  
 (1) Note and endorse the Metro Enhancement Framework and its scoring mechanism.  
 (2) Agree the four prioritised corridors as resulting from the MEF as set out in the body of the report.  
 (3) Note that this report will be submitted to a future meeting of the Regional Cabinet for information.
- 3.4.** Question: how will the 4 transport corridors be progressed? SM
- 3.5.** Clarifies that there is a significant portfolio of transport projects RW  
 being progressed via the £738M package, together with a range of further initiatives progressing through WelTAG studies, etc. The MEF work sets a corridor based focus for an holistic approach to future major funding interventions.
- 3.6.** Clarifies that the research and testing of transport corridors is in HD  
 addition to schemes currently being progressed in the region.
- 3.7.** Asks members to endorse recommendations in MEF report HD
- 3.8.** Members agree to endorse recommendations in MEF report All
- 4.** Common Assessment Framework (CAF)
- 4.1.** Summary of the CAF report from CCR City Deal RT
- 4.2.** Clarifies that the MEF and CAF complement one another. The RT  
 purpose of the CAF is to ensure that transport investment proposals align with CCR objectives.
- 4.3.** Asks members to endorse CAF recommendations contained in CAF RT  
 report:  
 (1) Approve the draft Common Assessment Framework at App. 1.  
 (2) Note that a report will be submitted to a future meeting of the Regional Cabinet for information.  
 Asks members to endorse recommendations in CAF report HD

<b>4.4</b>	Members agree to endorse recommendations in CAF report	All
<b>5.</b>	Metro + Phase 1	
<b>5.1</b>	Tests whether meeting should remain open given sensitive nature of Appendix 3.	HD / JW
<b>5.2</b>	Declaration of personal interest	CW/AC
<b>5.3</b>	Advice given that personal interest does not affect members right to attend and vote on this occasion	JW
<b>5.4</b>	Agreed meeting to remain open	All
<b>5.5</b>	Summary of Metro Plus report from CCR City Deal	RT
<b>5.6</b>	Notes that CCR cabinet had given RTA powers to vote on investments up to the threshold.	RT
<b>5.7</b>	Asks RTA to endorse the recommendations; (1) note progress to date on each of the 10 Metro Plus schemes; (2) agree that the Porth Transport Interchange and Cardiff East Bus Priority Schemes have met the objectives of the CAF and the requirements of the JWA and IIF, as further detailed in the exempt appendix 3; (3) approve the request for funding in the sum of £225,000 from the Wider Investment fund (if required for 2019/20) for the Porth Transport Interchange Scheme; and (4) approve the request for funding in the sum of £85,000 from the Wider Investment Fund (if required in 2019/20) for the Cardiff East Bus Priority scheme.	RT
<b>5.8</b>	Asks members to endorse recommendations in Metro Plus report	HD
<b>5.9</b>	Members agree to endorse recommendations in Metro Plus report	All
<b>6.</b>	Taxi Low Emission Vehicle Strategy (Cenex Report)	
<b>6.1</b>	Summary of Cenex Report	RT
<b>6.2</b>	Notes substantial and significant nature of the work by Cenex in this report	RT
<b>6.3</b>	Summary of recommendations: (1) That Members note the Taxi Electric Vehicle Strategy (App. 1) and the recommendations made within the Cenex Report. (2) That Members approve further work be undertaken to consider the recommendations within the Cenex report and explore incentivised options, such as the use of Welsh Government Financial Transaction Funding, to deliver the recommendations made within the report. (3) Note any proposals that may come forward to Regional Cabinet requesting WIF funding will need to be fully costed and accompanied by appropriate documentation in line with the requirements of the Investment & Intervention Framework.	RT

(4) To continue to evaluate the impact of the Taxi Licence policy to ensure WG targets can be achieved by 2028. This will need to be undertaken in collaboration with WG, local; regional and other stakeholders.

- |            |  |     |
|------------|--|-----|
| <b>6.4</b> | Notes importance of the work done by Cenex in this report  | HD  |
| <b>6.5</b> | Asks members to note report  | HD  |
| <b>6.6</b> | Members agree to note report by Cenex  | All |
| <b>7.</b>  | Close and date of next public meeting:- February 2020, 10.30am at Bridgend County Borough Council Chamber<br>Date for briefing TBC by CCR City Deal<br>Date for next public meeting TBC by CCR City Deal<br>Meeting closed | HD  |
| <b>8.</b>  | Members and officers have informal discussion about current transport issues in the region.  | All |



**27<sup>th</sup> FEBRUARY 2020 MEETING**

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## **Metro Plus Programme & Financial Management**

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

#### **AGENDA ITEM 4**

##### **REASON FOR REPORT**

- 1) To set out a process for awarding Wider Investment Fund (WIF) funding including terms and conditions of funding to enable appropriate programme and financial management, monitoring and evaluation.
- 2) To ask Members to approve a proposed way forward to award WIF funding as set out in appendix 1.

##### **BACKGROUND**

- 3) The Metro Plus Scheme was approved by Cardiff Capital Region (CCR) Regional Cabinet on 18<sup>th</sup> February 2019 with a projected total cost expected to be in the region of £50 million. The funding was set out as £15 million from the Welsh Government's Local Transport Fund (LTF), £15 million from the City Deal Wider Investment Fund (WIF) and approximately £20 million to be secured locally by individual Local Authorities from various sources as necessary.

### **Relevant Issues and Options**

- 4) The LTF will be claimed and administered by Merthyr County Borough Council in accordance with the terms and conditions set out in the LTF award of funding issued by WG.
- 5) The Accountable Body proposes that the mechanism via which WIF project funding will be passported to Local Authorities is as follows:-

- All 10 Authorities will be responsible for submitting appropriate Business Cases, in line with the Common Assessment Framework (CAF) which is underpinned by the principles of the WelTAG and five-stage business case model and was agreed at the Regional Transport Authority (RTA) meeting of 13<sup>th</sup> November 2019.
  - Subject to approval of funding by the RTA, a 'Funding Letter' including appropriate Terms and Conditions will be submitted to the relevant Local Authority for acceptance, as attached as appendix 1. These Terms and Conditions will contain clauses in line with other funding conditions, which should be recognisable to officers along with appropriate schedules detailing purposes, targets and payment schedules.
  - WIF funding will be released in arrears upon receipt of required information such as details of expenditure and progress reports mirroring that of the LTF requirements.
  - Where LTF is time limited, this will be prioritised for use in the first instance with WIF Funding being released subsequently in accordance with the maximum LTF match funded approval of £15 million.
- 6) The bid for LTF funding for 2020/21 for Metro Plus Phase 1 is for £3,983,553 with a City Deal WIF match funding of £4,906,500 as part of Year 2 funding the WG/City Deal co-investment Programme. It is imperative that a process is agreed to award the WIF funding as identified.

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

- 7) All Members would have been consulted through their local mechanisms for local project approval and support. This report is part of a series of updates on programme activity, whereby regional engagement will take place.

### **Reason for Recommendations**

**To enable an appropriate process for programme and financial management when spending WIF funding on the Metro Plus Programme.**

### **Financial Implications**

- 8) Where wider investment Fund (WIF) budget is allocated by Regional Cabinet, this should be done so by ensuring the recipient agrees to the terms and conditions setting out key requirements as well as meeting the specific purposes for which the funding is to be awarded.
- 9) The terms and conditions set out in Appendix 1 mirror those of similar Welsh Government Grants as well as the conditions and restrictions that the CCRC

is itself required to comply with as part of its funding from Her Majesty's Treasury and Welsh Government.

- 10) Unless there are specific requirements and advice from the S151 Officer of the Accountable Body, the financial management of future RTA projects approved by regional Cabinet would operate in the same way.

### **Legal Implications (including Equality Impact Assessment where appropriate)**

- 11) The Joint Committee at its meeting dated 12<sup>th</sup> September 2019, amongst other things, delegated authority to the Regional Transport Authority to make decisions as regards all associated matters required to facilitate the implementation of the Metro Plus project within the envelope of the approved budget.

### **Wellbeing of Future Generations (Wales) Act 2015**

- 12) The Well-Being of Future Generations (Wales) Act 2015 ('the Act') is about improving the social, economic, environmental and cultural well-being of Wales. The Act places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language, and is globally responsible. In discharging their respective duties under the Act, each public body listed in the Act (which includes the Councils comprising the CCRC) must set and published well-being objectives. These objectives will show how each public body will work to achieve the vision for Wales set out in the national well-being goals. When exercising its functions, the Regional Transport Authority should consider how the proposed decision will contribute towards meeting the 'well-being duty' and in so doing assist to achieve the national well-being goals.
- 13) The well-being duty also requires Councils to act in accordance with a 'sustainable development principle'. This principle requires Councils to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Put simply, this means that the Regional Transport Authority must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the Regional Transport Authority must:
- Look to the long term
  - Focus on prevention by understanding the root causes of problems
  - Deliver an integrated approach to achieving the 7 national well-being goals
  - Work in collaboration with others to find shared sustainable solutions
  - Involve people from all sections of the community in the decisions which affect them.
- 22) The Regional Transport Authority must be satisfied that the proposed decision accords with the principles above.
- 23) To assist the Regional Transport Authority Cabinet to consider the duties under the Act in respect of the decision sought an assessment has been undertaken

, which is attached as an Appendix 2 to this report (Well-being of future generations assessment) for Member's consideration.

24) In preparing reports due regard must be given to the Statutory Guidance on the Act issued by the Welsh Ministers, which is accessible using the link below:

<http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en>

### **Equality Act 2010**

25) In considering this matter, regard should be had, amongst other matters, to the Councils' duties under the Equality Act 2010. Pursuant to these legal duties the Regional Transport Authority must in making decisions have due regard to the need to (1) eliminate unlawful discrimination (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are:

- Age
- Gender reassignment
- Sex
- Race – including ethnic or national origin, colour or nationality
- Disability
- Pregnancy and maternity
- Marriage and civil partnership
- Sexual orientation
- Religion or belief – including lack of belief

### **RECOMMENDATIONS**

It is recommended that CCRTA:-

- agree the programme and financial management process as laid out in this report.

**KELLIE BEIRNE**  
**CARDIFF CAPITAL REGION DIRECTOR**  
**4<sup>th</sup> February 2020**

The following Appendices are attached:-

Appendix 1 – Proposed award of funding letter with associated terms and conditions  
Appendix 2 - Wellbeing of Future Generations Evaluation

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



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XX XXXXX 20XX

XXX XXXXX  
Chief Executive  
XXXX XXXX  
XXXX XXXX  
XXXX XXXX  
XXXX XXXX  
XXXX XXXX

Dear XX,

**Cardiff Capital Region City Deal – Award of Funding Letter**

I write to you in your capacity as the Chief Executive of the Authority to whom Cardiff Capital Region (CCR) funding has been awarded. As you will be aware, CCR Regional Transport Authority has delegation from Regional Cabinet to manage Metro Plus Phase 1 funding within the £15m envelope as agreed by Regional Cabinet at its meeting of 12<sup>th</sup> September 2019.

This letter contains CCR Funding Terms and Conditions which you are required to sign and return.

Please acknowledge receipt of this letter by signing and returning to us.

Yours sincerely,

Chris Lee, Corporate Director  
Resources, Cardiff Council on behalf of  
Cardiff Capital Region City Deal

Kellie Beirne, City Deal Director, on  
behalf of Cardiff Capital Region City  
Deal

## Award of Funding – Cardiff Capital Region City Deal

### 1. Award of Funding

- (a) We are pleased to inform you that your proposal has been approved and funding of up to £XX,XXX (*X thousand pounds*) (“the Funding”) is awarded to you for the Purposes (as defined in Condition 4).
- (b) The Funding relates to the period from XXXXX to XXXXX and must be claimed in full by XXXXX otherwise any unclaimed part of the Funding will cease to be available to you.
- (c) If you have any queries in relation to this award of Funding or the Conditions please contact the City Deal Office who will be happy to assist you.

### 2. Statutory authority and State Aid

- (a) You must comply with the European Commission’s State Aid Rules.

### 3. Interpreting these Conditions

Any reference in these Conditions to:

**‘you’, ‘your’** is to;

XXXX XXXXX  
XXXX XXXXX  
XXXX XXXXX  
XXXX XXXXX  
XXXX XXXXX

**‘we’, ‘us’, ‘our’** is to Cardiff Council acting as the Accountable Body for the Cardiff Capital Region City Deal (CCRCD);

**‘Accountable Body (AB)’** is to;

Cardiff Council  
County Hall  
Atlantic Wharf  
Cardiff  
CF10 4UW

**‘CCRCD Officer’** is to;

Kellie Beirne  
Director of the City Deal  
Suite 15. Tredomen Innovation & Technology Centre  
Tredomen Park  
Ystrad Mynach  
Hengoed



CF82 7FQ

Tel: 03000 040414

Email: Kellie.Beirne@cardiff.gov.uk

or such other CCRCO Officer as we may notify you.

**'Conditions'** is to the terms and conditions set out in this letter;

**'Costs Incurred'** is to the cost of goods and services you have received regardless of whether you have paid for them by the date of your claim;

**'Notification Event'** is to any of the events listed in Schedule 3;

**'Personnel'** is to your management/employees and suppliers or any other person appointed or engaged by you in relation to the Purposes;

**'Schedule'** is to the schedules attached to this letter;

**'State Aid Rules'** is to the rules set out in Articles 107 to 109 of the Treaty on the Functioning of the European Union (or in those Articles that may succeed Articles 107 to 109), secondary legislation including frameworks, guidelines and block exemptions produced by the European Commission derived from Articles 107 to 109, case law of the European Courts and decisions of the European Commission regarding the application of Articles 107 to 109; and

**any reference to any legislation** whether domestic, EU or international law will include all amendments to and substitutions and re-enactments of that legislation in force from time to time.

#### 4. What you must use the Funding for

(a) You must use the Funding solely for the purposes set out in Schedule 1 (the **"Purposes"**).

(b) You must use the Funding solely to support the objectives of the CCRCO through the implementation of projects, schemes and interventions agreed by the Cardiff Capital Region Joint Cabinet (Regional Cabinet) in accordance with the arrangements set out in its Joint Working Agreement, Wider Investment Fund Assurance Framework, CCRCO Implementation Plan and the JWA Business Plan.

(c) Any change to the Purposes or Targets will require our written consent which must be obtained from us in advance of implementing any change. Please note that we are not obliged to give our consent but we will consider all reasonable written requests.

(d) You must not use any part of the Funding for: (1) party political purposes; (2) the promotion of particular secular, religious or political views; (3) gambling; (4) pornography; (5) offering sexual services; (6) purchasing

capital equipment (other than as specified in the Purposes); (7) your legal fees in relation to this letter; (8) Costs Incurred or costs incurred and defrayed by you in the delivery of the Purposes prior to the period referred to in Condition 1 (b); (9) any kind of illegal activities; or (10) any kind of activity which in our opinion could bring us into disrepute.

## **5. Funding pre-conditions**

(a) We reserve the right to not pay any of the Funding to you until you have provided us with the following information and documentation:

- i. this letter signed by you;
- ii. documentary evidence that the signatories who have signed this letter on your behalf are duly authorised to do so;
- iii. documentary evidence that you have appropriate systems in place to undertake due diligence before utilising any part of the Funding to provide a grant or to procure any goods or services from third parties;
- iv. record of signatories to be completed and returned to CCRCD;
- v. Confirmation that any required match funding and any other resources are in place to ensure the purposes are met.

(b) Where you are required to provide information and documentation to us as evidence that you have satisfied a particular pre-condition, Condition or in support of a claim, the information and documentation must be in all respects acceptable to us. We reserve the right to reject any information and documentation which is for any reason not acceptable to us.

## **6. How to claim the Funding**

(a) The Funding will be paid to you in arrears based on Costs Incurred by you in the delivery of the Purposes detailed.

(b) You must claim the Funding in accordance with the dates set out. You must claim the Funding promptly. We reserve the right to withdraw any part of the Funding that you do not claim promptly.

(c) You must submit your claims for payment of Funding to CCRCD in line with the requirements set out in Schedule 2 (The Targets).

(d) We will aim to pay all valid claims as soon as possible and typically within 28 days.

## **7. Your general obligations to us**

You must:

- (a) safeguard the Funding against fraud generally and, in particular, fraud on the part of your management, employees and/or suppliers and notify us immediately if you have reason to sus-

pect that any fraud has occurred or is occurring or is likely to occur. You must also participate in such fraud prevention initiatives as we may require from time to time.

(b) comply with all applicable domestic, EU or international laws or regulations or official directives;

(c) put in place and maintain adequate insurances to cover against the risks which may arise in connection with any property or any activity undertaken in delivery of the Purposes. We reserve the right to require you provide proof of your insurance;

(d) put in place and maintain appropriate systems to undertake due diligence before utilising any part of the Funding to provide a grant or to procure any goods or services from third parties. If the Funding is to be used by you to provide grants to third parties (the “Beneficiaries”) then:

- i. you are responsible for managing all grants to the Beneficiaries and ensuring that all necessary procedures and processes are put in place before any grant is awarded
- ii. you must undertake appropriate due diligence before awarding any funding to a Beneficiary
- iii. you must put in place appropriate grant terms and conditions, ensuring that they are in line with and, not in conflict with any of the requirements set out in the Conditions, which for the avoidance of doubt must include the provisions contained in this Schedule
- iv. you must agree a clear purpose for each grant and how you will measure the Beneficiaries’ success in delivering those purposes.
- v. you must agree SMART targets with the Beneficiaries;

(e) co-operate fully with the CCRCDC and with any other employee of the CCRCDC or consultant appointed by us to monitor your use of the Funding and your compliance with these Conditions;

(f) inform us immediately if any of the declarations made in Condition 8 is incorrect in any respect or, if repeated at any time with reference to the facts and circumstances then existing, would be incorrect.

## **8. Declarations**

You declare that:

(a) you have the power to enter into and to perform the obligations set out in these Conditions and you have taken all necessary action to authorise the entry into and performance of the obligations under these Conditions;

(b) no litigation or arbitration is current or pending or, so far as you are aware, threatened, which have or could have an adverse effect on your ability to perform and comply with any of these Conditions;

(c) the information contained in your Business Case is complete, true and accurate;

(d) you have discussed and agreed the Targets with us and you are confident that they are realistic and achievable;

(e) you will meet all future revenue and maintenance costs arising from the activities set out in Schedules 1 and 2.

## **9. Notification Events and their consequences**

(a) You must notify us immediately if a Notification Event has occurred or is likely to occur but we also reserve the right to notify you where we believe a Notification Event has occurred or is likely to occur.

(b) We will either (i) notify you that we consider that the Notification Event is not capable of remedy or (ii) if we consider that the Notification Event is capable of being remedied seek to discuss the Notification Event with you with a view to agreeing a course of action to be taken to address the Notification Event.

(c) We will be entitled to take any of the actions listed in Condition 9(d) if:

- i. despite our reasonable efforts we have been unable to discuss the Notification Event with you; or
- ii. we notify you that the Notification Event is not capable of remedy; or
- iii. a course of action to address the Notification Event is not agreed with you; or
- iv. a course of action to address the Notification Event is agreed with you but you fail to follow it, or any conditions attached to it are not met (including without limitation the timescale for such course of action); or
- v. the course of action fails to remedy the Notification Event to our satisfaction.

(d) If any of the circumstances set out in Condition 9(c) occurs we may by notice to you:

- i. withdraw the award of Funding; and/or
- ii. require you to repay all or part of the Funding immediately; and/or
- iii. suspend or cease all further payment of Funding; and/or

- iv. make all further payments of Funding subject to such conditions as we may specify; and/or
- v. deduct all amounts owed to us under these Conditions from any other funding that we have awarded or may award to you; and/or
- vi. exercise any other rights against you which we may have in respect of the Funding.

(e) All repayments of Funding must be made to us within 28 days of the date of our demand. If applicable, you must pay interest on any overdue repayments (on a compound basis) in accordance with the State Aid Rules.

## **10. Monitoring requirements**

You must:

- (a) provide us with such documents, information and reports which we may reasonably require from time to time in order for us to monitor your compliance with the Conditions including without limit.
- (b) meet with the CCRCD Officers and such other of our representatives as we may from time to time reasonably required.
- (c) ensure that the CCRCD Officers (or such other person as we may agree) together with any other person we may require attends all meetings.
- (d) put into place systems to record and provide us with data on outcomes achieved in relation to jobs created and secured, leverage and GVA uplifts on a quarterly basis for a period of two years following the completion of projects implemented using CCRCD funding.

## **11. Audit Requirements**

- (a) You must:
  - i. maintain clear accounting records identifying all income and expenditure in relation to the Purposes;
  - ii. without charge, permit any officer or officers of the Welsh Government, Wales Audit Office or European Commission at any reasonable time and on reasonable notice (in exceptional circumstances, such as the prevention or detection of fraud, it may not be practicable to provide you with reasonable notice) being given to you to visit your premises and/or to inspect any of your activities and/or to examine and take copies of your books of account and such other documents or records howsoever stored as in such officer's reasonable view may relate in any way to your use of the Funding. This undertaking is without prejudice and subject to any other statutory rights and powers exercisable

- by the Welsh Government, Wales Audit Office or the European Commission or any officer, servant or agent of any of the above;
- iii. retain this letter and all original documents relating to the Funding until we inform you in writing that it is safe to destroy them;

(b) Under paragraph 17 of Schedule 8 to the Government of Wales Act 2006 the Auditor General for Wales has extensive rights of access to documents and information relating to monies provided by the Welsh Government. He and his officials have the power to require relevant persons who control or hold documents to give any assistance, information and explanation that they may require; and to require those persons to attend before them for such a purpose. The Auditor General and his staff may exercise this right at all reasonable times.

## **12. Provisions**

- (a) Our prior approval must be sought before any change of use for assets which have been funded in whole or in part under this agreement.
- (b) You shall not raise a mortgage or other charge on assets purchased under the scheme(s) without obtaining our prior approval.
- (c) Where an asset, or an interest in an asset funded under this agreement is subsequently disposed of or ceases to be used for the approved purpose of which it was obtained, you shall notify us. If we then so demand, you will repay to us the full market value of the asset as the date of the disposal or cessation of approved use, or such lesser the sum as we in our absolute discretion may deem to be a fair proportion of the market value.
- (d) We reserve the right to take possession of all assets funded in whole or in part under this agreement at its termination. We will pay an appropriate amount, as agreed with you, should we exercise our discretion in respect of assets only partly required from CCRCDF funding.
- (e) Agreement shall be sought from us before any publicly funded asset is used to generate income.

## **13. Third party obligations**

- (a) Nothing in the Conditions imposes any liability on us in respect of any liability incurred by you to any third party (including, without limit, employees and contractors).
- (b) You must indemnify us against any liabilities, claims, proceedings, demands, losses, costs and expenses suffered or incurred by us directly or indirectly arising as a result of or in connection with any failure by you to perform fully or in part any obligation you may have to a third party.

## 14. Intellectual property rights and publicity

- (a) Nothing in these Conditions transfers to us any rights in any intellectual property created by you as a result of the Purposes.
- (b) You must acknowledge our support in relation to the Purposes. Such acknowledgement(s) must be in a form approved by us and must comply with the CCRC's branding guidelines.
- (c) You must provide the CCRC Official with details of all the acknowledgement(s) referred to in Condition 14(b) for our approval before any such acknowledgements are used and you may not use such acknowledgements without our prior written approval. We will endeavour to respond to all written requests for approval within 10 working days.
- (d) You agree that from the date of this letter until 5 years from the date of the final payment of Funding we may include details about your organisation and business, the Funding and the Purposes in CCRC promotional materials and you further agree to cooperate with our reasonable requests to achieve the production of such materials.

## 15. Information

- (a) You acknowledge that we are subject to the requirements of the Freedom of Information Act 2000 (the "FOIA"), the Environmental Information Regulations 2004 (the "EIR"), the Data Protection Act 2018 (the "DPA") and the General Data Protection Regulation (Regulation (EU) 2016/679) (the "GDPR").
- (b) You acknowledge that we are responsible for determining in our absolute discretion whether:
  - i. to disclose any information which we have obtained under or in connection with the Funding to the extent that we are required to disclose such information to a person making a disclosure request under the FOIA or the EIR; and/or
  - ii. any information is exempt from disclosure under the FOIA or the EIR.
- (c) You acknowledge that we may share any data you provide to us with fraud prevention agencies and third parties for the purposes of preventing and detecting fraud. Any personal data we collect will be managed in accordance with our Privacy Notice which is available to view here: [https://www.cardiff.gov.uk/ENG/Home/New\\_Disclaimer/Pages/default.aspx](https://www.cardiff.gov.uk/ENG/Home/New_Disclaimer/Pages/default.aspx)

## 17. Buying goods and services

If you decide to buy any goods and/or services to deliver the Purposes, they must be purchased in a competitive and sustainable way so as to demonstrate that you have achieved best value in the use of public funds.

## 18. Giving notice

- (a) Where notice is required to be given under these Conditions it must be in writing (this does not include email but may include a letter attached to an email) and must prominently display the following heading:

***“Notice in relation to Cardiff Capital Region City Deal Project Funding.”***

- (b) The address and contact details for the purposes of serving notice under these Conditions are as follows

You: the Funding Recipient at the address stated in Condition 3.

Us: the Cardiff Council at the address stated in Condition 3.

- (c) A notice will be deemed to have been properly given as follows:-

Prepaid first class post:

on the second working day  
after the date of posting.

By hand:

upon delivery to the address  
or the next working day if after 4pm  
or on a weekend or public holiday.

By email attachment:

upon delivery to the address  
or the next working day if after 4pm  
or on a weekend or public holiday.

## 19. Equal opportunities

You must apply a policy of equal opportunities as employers, as users of volunteers, and as providers of services, regardless of race, gender/gender identification, sexual orientation, religion and belief, age or any disability.

## 20. Welsh language

- (a) Where the Purposes include or relate to the provision of services in Wales they must be provided in Welsh and English unless it would be unreasonable or disproportionate to do so. Where they are provided in both Welsh and English they must be provided in such a way as to not treat



the Welsh language less favourably than English, in accordance with the Welsh Language (Wales) Measure 2011.

(b) For advice on providing services bilingually and in accordance with the Conditions please contact the Welsh Language Commissioner's Hybu team:

<http://www.comisiynyddygybraeg.cymru/hybu/en/home/Pages/home.aspx>

## **21. Sustainable development**

Your use of the Funding must contribute to the achievement of the Welsh Government's well-being objectives contained in the Welsh Government's Programme for Government. You must work in a sustainable way (sustainable development principle) in delivering the Purposes so as to ensure you are working in a preventative, integrated, long-term and collaborative way that involves people that reflect the diversity of Wales.

## **22. General**

(a) If at any time any of these Conditions is deemed to be or becomes invalid, illegal or unenforceable in any respect under any law, the validity, legality and enforceability of the remaining provisions will not in any way be affected or impaired.

(b) No failure or delay on our part to exercise any power, right or remedy under these Conditions will operate as a waiver of any such power, right or remedy or preclude its further exercise or the exercise of any other power, right or remedy. The powers, rights or remedies hereby provided are cumulative and not exclusive of any powers, rights or remedies provided by law.

(c) Any amendment or variation to these Conditions must be in writing and signed by us and you in the same manner as this letter.

(d) You may not assign or otherwise dispose of in any way your rights, benefits, obligations or duties under these Conditions.

(e) Conditions 7, 9, 11, 14, 15, and 22(e) and such other Conditions which by implication need to continue in force beyond the final payment of Funding will so continue in full force and effect.

(f) The award of the Funding is to you alone and no one else is entitled to make any claim in respect of the Funding or seek to rely on or enforce any of these Conditions.

(g) These Conditions are to be governed by and construed in accordance with the laws of Wales and England as applied in Wales and the

parties hereto submit to the exclusive jurisdiction of the courts of Wales and England.

(h) In circumstances where you comprise two or more persons or bodies, the liabilities of such persons or bodies shall be joint and several and the default of one of such persons or bodies shall be deemed to be the default of all.

### **23. How to accept this offer of Funding**

(a) To accept this award of Funding you must sign and return a copy of this letter to the CCRCD Office. None of the Funding will be paid to you until we have received your signed letter.

(b) We must receive your signed letter within 28 days of the date of this letter, or this award of Funding will automatically be withdrawn.

Yours sincerely

Chris Lee, Corporate Director  
Resources, Cardiff Council on behalf of  
Cardiff Capital Region City Deal

Kellie Beirne, City Deal Director, on  
behalf of Cardiff Capital Region City  
Deal

**Schedule 1: The Purposes**

The Purpose of the Funding is to XXXXXXXX

<b>Cost</b>	<b>Value (£)</b>
XXXXXXXXXXXX	£XXXXXXXX

This Grant Offer letter provides up to £XX,XXX to XXXXX XXXXX for the purposes of XXXXXX:

- XXXXXXXXXXXX
- XXXXXXXXXXXX
- XXXXXXXXXXXX

You must use the Funding solely for the Purposes and in line with the aims and objectives of the Common Assessment Framework. Any changes to the Purposes will require a written consent which must be obtained from us in advance of implementing any change. Please note that we are not obliged to give our consent but we will consider all reasonable written requests.

**Schedule 2: The Targets**

<b>Description of the Target</b>	<b>Date by when it should be achieved</b>	<b>Evidence required</b>
XXXXX	XXXX	XXXX
XXXXX	XXXX	XXXX
XXXXX	XXXX	XXXX

### **Schedule 3: Notification Events**

The Notification Events referred to in Condition 9 are listed below:

1. repayment of any part of the Funding is required under European Law (whether under State Aid Rules or otherwise);
2. you fail to comply with any of the Conditions;
3. the Funding, in full or in part, is not being used for the Purposes;
4. you fail to achieve any or all of the Targets;
5. there is unsatisfactory progress towards completing the Purposes, including meeting the Targets;
6. you fail to provide information about the Purposes requested by us, the European Commission or the European Court of Auditors, or any of their auditors, agents or representatives;
7. we have reason to believe that you and/or any of your Personnel are involved in fraudulent activity or have been involved in fraudulent activity [whilst the Purposes are/were being carried out];
8. we have made an overpayment of Funding to you;
9. any declaration made in Condition 8 is incorrect in any respect or, if repeated at any time with reference to the facts and circumstances then existing, would be incorrect;
10. there has been a modification (qualification, adverse or disclaimer) to the auditor's opinion on your financial statements;
11. any petition is presented or resolution passed or other action taken for your bankruptcy or winding-up or a petition is presented for an administration order against you;
12. a receiver or an administrative receiver is appointed in respect of you or in respect of all or any part of your assets;
13. a moratorium in respect of all or any of your debts or a composition or an agreement with your creditors is agreed, applied for, ordered or declared;
14. you are unable, or admit in writing your inability, to pay your debts as they fall due;
15. any distress, execution, attachment or other process affects any of your assets;
16. a statutory demand is issued against you;

17. you cease, or threaten to cease, to carry on all or a substantial part of your business;

18. there is a change in your constitution, status, control or ownership and/or your external auditors resign;

19. there is any change, whether permanent or temporary, in your shareholders, directors, trustees or partners and/or Personnel which may affect your ability to deliver the Purposes;

20. any event occurs or circumstances arise which in our opinion gives reasonable grounds for believing that you may not, or may be unable, to perform or comply with any of your obligations under these Conditions.

**Declaration**

I declare that I am duly authorised to do so and hereby accept the award of Funding and the Conditions relating to the Funding.

\_\_\_\_\_  
An authorised signatory of **Funding Recipient** Signature

\_\_\_\_\_ Name

\_\_\_\_\_ Job Title

\_\_\_\_\_ Date

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## 27<sup>TH</sup> FEBRUARY 2020 RTA MEETING

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### ITEM 5 - METRO PLUS UPDATE (PHASE 1)

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#### REPORT OF CARDIFF CAPITAL REGION DIRECTOR KELLIE BEIRNE

#### AGENDA ITEM

##### REASON FOR REPORT

- 1) To provide members with an update on the strategic programme of the 10 'Future Mobility' Metro Plus Phase 1 projects that were approved in principle by Regional Cabinet on 18<sup>th</sup> February 2019.
- 2) The report will provide an update on individual schemes and seek endorsement from the Regional Transport Authority for the delegated decision taken by the Programme Director in consultation with the Chair of the RTA, the Transport Member of the Vale of Glamorgan Council and the S151 Officer to make a decision in respect of the designated Metro Plus programme City Deal budget for the Barry Docks Transport Interchange scheme, one of the 10 schemes being delivered within the Phase 1 Programme, which is set out in this report.

##### BACKGROUND

- 3) Joint Cabinet agreed on 12<sup>th</sup> September 2019 that delegated authority be given to the Regional Transport Authority (RTA) to make decisions on the designated Metro Plus programme City Deal budget of up to £15m. Joint Cabinet accepted the recommendations to:
  1. Note the updates on the Metro Plus Programme and the 10 projects in scope;
  2. Amend the Regional Transport Authority's Terms of Reference (under the paragraph headed 'Functions') to include the following additional functions and delegated authority:
    - (A) Delegate authority to the Regional Transport Authority ('RTA') to make decisions as regards:

- (1) the allocation of City Deal monies to individual Metro Plus projects within the envelope of the approved budget of up to £15m; and
- (2) all associated matters required to facilitate the implementation of the Metro Plus Projects within the envelope of the approved budget of up to £15m;

(B) Delegate authority to the City Deal Programme Director in consultation with the Chair of the RTA (or in his absence the Vice Chair of the RTA), the Accountable Body S151 Officer and the local RTA Member to authorise spend on individual approved Metro Plus projects up to the sum approved by the RTA in respect of the Metro Plus project concerned (pursuant to the above delegation) and to deal with all associated matters required to facilitate the implementation of the Metro Plus Project PROVIDED Always that in exercising any delegated powers all decisions made should:

- i. consider the broader aims and objectives of the Common Assessment Framework
- ii. be made in accordance with the requirements of the Joint Working Agreement in relation to the delivery of the Cardiff Capital Region City Deal
- iii. be within approved budgets and comply with any legal requirement and
- iv. a full record (report) of the exercise of such powers shall be kept by the City Deal Programme Director in respect of each decision taken and update reports provided to the RTA outlining decisions taken .

4) The RTA at its meeting on 1<sup>st</sup> August 2019 and Regional Cabinet at its meeting on 12<sup>th</sup> September 2019, both approved the Metro Plus Phase 1 Programme budget to be £3m per project, made up of £1.5m from LTF and £1.5m from the City Deal Wider Investment Fund. It was also agreed that any additional costs within each project would be funded through the Local Authorities other funding sources.

## **PROGRESS TO DATE**

- 5) Barry Docks Interchange – The Vale of Glamorgan Council was awarded funding of £85k from the Local Transport Fund (LTF) fund for 2019/20 to develop and progress the scheme as identified through WeITAG. They tendered for WeITAG Stages 2/3 to progress the project and the amount required to deliver these stages is £390,000. In order to progress, and to ensure full spend of the LTF funding by 31<sup>st</sup> March 2020, the Vale of Glamorgan Council needed to award the contract in full and as tendered. The RTA Members and Programme Director were given authority to make decisions within the approved budget of £1,500,000 per scheme from the City Deal Investment Fund. Therefore, pursuant to the Programme Director's delegated authority approved a request for funding of up to £305,000 from the City Deal Wider Investment Fund to cover the contract. This enables the Vale of Glamorgan Council to fully spend the LTF by 31<sup>st</sup> March 2020 and to progress the project into 2020/21.
- 6) An update on the development of the full Metro Plus Phase 1 programme, and spend in 2019/20, can be found at Appendix 1.

- 7) To enable further momentum on the delivery of this Programme, a request for the release of funding as set out below is made to the RTA, allocated from the City Deal Wider Investment Fund, to be spent and delivered in 2020/21. A further request for Local Transport Fund (LTF) funding to co-invest in this project, is being bid for through the Welsh Government (WG) LTF bidding process and which forms part of a separate report to this meeting. Should the LTF bid not be successful for the full amount, a further report will be brought to a future RTA meeting with an update on 2020/21 costs along with an amended financial profile. These figures take into account the overall LTF budget, what is already committed, and what is anticipated to be made available to the Cardiff Capital Region from that fund.

Local Authority	LTF £k	CCR Investment Fund £k	Total Spend 2020/21 £k
Blaenau Gwent	600	635	1235
Bridgend	200	0	200
Caerphilly	400	200	600
Cardiff	380.5	816.5	1197
Merthyr	300	0	300
Monmouthshire	662.053	1000	1662.053
Newport	250	0	250
Rhondda-Cynon-Taf (RCT)	440	1060	1500
Torfaen	641	1000	1641
Vale Of Glamorgan (VoG)	110	195	305
	3,983,553	4,906,500	8890.053

- 8) A further bid will be made for developing Metro Plus Phase 2 and the four top priorities identified from the Metro Enhancement Framework (MEF) proposals (as endorsed by the RTA on 28<sup>th</sup> November 2019) and which is also the subject of a separate report to this meeting.
- 9) It should be noted that now schemes are more developed, and partly due to the new legislation for Sustainable Drainage which was raised in my Report for Members at its meeting of the RTA on 28<sup>th</sup> November 2019, and partly due to the evolving of schemes delivering greater 'additionality' in terms of meeting the four grand challenges identified within the City Deal Economic Growth Plan, some schemes have estimated a significant increase in costs. This may have an effect on deliverability within the budget constraints. Therefore, it is recommended that in the first instance, where schemes exceed the envelope of funding -
- a) LAs are requested to consider what can be done to reduce costs within budget e.g. value engineering;
  - b) seek further investment from other available funding e.g. ULEV Transformation Fund / Active Travel etc;

- c) contribute towards the scheme from LAs own resources and Capital programmes
- d) seek to use S106 sustainable transport / development contributions towards the project.

Should all of these options be exhausted on an individual LA basis, a further report will be brought back to this meeting with proposals for addressing the issues.

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

- 10) All Members would have been consulted through their local mechanisms for local project approval and support. This report is the first in a series of updates on programme activity, whereby regional engagement will take place.

### **Reason for Recommendations**

- 1. to update Members on the progress to date on each of the 10 metro plus schemes;
- 2. ask Members to endorse the delegated decision exercised by the Programme Director on the Barry Docks Transport scheme;
- 3. To enable schemes to progress and deliver within the timeframe of the Programme; and
- 4. To enable Local Authorities to progress schemes and to ensure that all funding options have been exhausted prior to requesting additional investment from the WIF.

### **Financial Implications**

- 11) This report seeks to update the Regional Transport Authority on the progress to date on each of the approved Metro Plus schemes.  
In February 2019, Regional Cabinet gave an In-Principle approval to the Metro Plus Phase 1 – a programme of 10 projects with an anticipated value of £50 million and with a proposed funding package consisting of:
  - i) £15 million Welsh Government Local Transport Fund (LTF – Administered by Merthyr Tydfil CBC);
  - ii) £15 million City Deal Funding - Available as part of resources set aside from the Wider Investment Fund; and
  - iii) £20 million funded locally by each partnering local authority through development funding, LA own capital funding, or through other available grants.
- 12) Any City Deal resources utilised for projects approved will need to be in accordance with LTF Grant Terms & Conditions as well as the Terms & Conditions set out as part of the draw down of City Deal funding.
- 13) WIF funding to be drawn down will need to be approved in line with the delegations to the Regional Transport Authority (CCRTA) and the Investment & Intervention

Framework. This includes the requirement to produce and have approved by CCRTA in line with the funding requirements set out by HMT and Welsh Government.

- 14) The report sets out the process where a project experiences additional costs in excess of that approved by Regional Cabinet. This will need to be reviewed by the sponsoring local authority in line with the options provided in the report. However where this may not be possible from the amounts committed by that authority for the scheme from their own funding, a further report will need to be considered by RTA and Joint Cabinet. This will need to consider whether this can be addressed from underspends elsewhere in the programme and whether the value for money assessments and Common Assessment Framework assessments still apply for the project.

### **Legal Implications (including Equality Impact Assessment where appropriate)**

- 15) This report is submitted to update Members on i) the matters raised and ii) the delegated authority exercised by the Programme Director on the Barry Docks Transport scheme, such decision taken in accordance with the delegated authority granted to the City Deal Programme Director in consultation with the Chair of the RTA (or in his absence the Vice Chair of the RTA), the Accountable Body S151 Officer and the local RTA Member to authorise spend on individual approved Metro Plus projects up to the sum approved by the RTA in respect of the Metro Plus project concerned.
- 16) In exercising any delegated powers all decisions made should consider the broader aims and objectives of the Common Assessment Framework; be made in accordance with the requirements of the Joint Working Agreement in relation to the delivery of the Cardiff Capital Region City Deal; be within approved budgets and comply with any legal requirement and a full record (report) of the exercise of such powers shall be kept by the City Deal Programme Director in respect of each decision taken and update reports provided to the RTA outlining decisions taken.
- 17) Members are asked to approve a request for funding from the Wider Investment Fund to deliver the programme of projects in 2020/21. When developing proposals for individual projects, the provisions of the Joint Working Agreement in relation to the delivery of the Cardiff Capital Region City Deal ('the JWA'), (in particular the provisions of the Assurance framework), and the terms attaching to the funding provided by HMT to the CCRCDC must be complied with. To ensure compliance with the JWA, business cases will need to be developed for each scheme and the approach taken will need to be consistent with the HM Treasury Green Book and business case appraisal process, applied in a manner that is proportionate to the scheme in question.
- 18) In developing the business cases, detailed legal advice should be obtained for each proposed scheme, including consideration to any consents/ permission required to facilitate the scheme.

- 19) The report refers to other elements of funding that may be relied upon to fund the schemes proposed, including Welsh Government's Local Transport Fund ('LTF'), consideration should be given to any conditions attached to such third party funding to ensure that CCRCDC is able to comply with the same.
- 20) It is understood Members are being asked to agree a process for dealing with projects that exceed the funding envelope. If agreed, it is understood this proposal falls within the remit of the delegated authority granted by Regional Cabinet 12<sup>th</sup> September 2019. Any proposals which go beyond such delegated authority must be reported back to Regional Cabinet.

### **Wellbeing of Future Generations (Wales) Act 2015**

- 21) The Well-Being of Future Generations (Wales) Act 2015 ('the Act') is about improving the social, economic, environmental and cultural well-being of Wales. The Act places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language, and is globally responsible. In discharging their respective duties under the Act, each public body listed in the Act (which includes the Councils comprising the CCRCDC) must set and published well-being objectives. These objectives will show how each public body will work to achieve the vision for Wales set out in the national well-being goals. When exercising its functions, the Regional Transport Authority should consider how the proposed decision will contribute towards meeting the 'well-being duty' and in so doing assist to achieve the national well-being goals.
- 22) The well-being duty also requires Councils to act in accordance with a 'sustainable development principle'. This principle requires Councils to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Put simply, this means that the Regional Transport Authority must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the Regional Transport Authority must:
- Look to the long term
  - Focus on prevention by understanding the root causes of problems
  - Deliver an integrated approach to achieving the 7 national well-being goals
  - Work in collaboration with others to find shared sustainable solutions
  - Involve people from all sections of the community in the decisions which affect them.
- 23) The Regional Transport Authority must be satisfied that the proposed decision accords with the principles above.
- 24) To assist the Regional Transport Authority Cabinet to consider the duties under the Act in respect of the decision sought an assessment has been undertaken, which is attached as an Appendix 2 to this report (Well-being of future generations assessment) for Member's consideration.

- 25) In preparing reports due regard must be given to the Statutory Guidance on the Act issued by the Welsh Ministers, which is accessible using the link below:

<http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en>

### **Equality Act 2010**

- 26) In considering this matter, regard should be had, amongst other matters, to the Councils' duties under the Equality Act 2010. Pursuant to these legal duties the Regional Transport Authority must in making decisions have due regard to the need to (1) eliminate unlawful discrimination (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are:

- Age
- Gender reassignment
- Sex
- Race – including ethnic or national origin, colour or nationality
- Disability
- Pregnancy and maternity
- Marriage and civil partnership
- Sexual orientation
- Religion or belief – including lack of belief

### **RECOMMENDATIONS**

It is recommended CCRTA:

- 1) note progress to date on each of the 10 Metro Plus schemes;
- 2) endorse the decision taken under delegated authority by the Programme Director in consultation with the Chair of the RTA, the Transport Member of the Vale of Glamorgan Council and the S151 Officer to make a decision in respect of on the designated Metro Plus programme City Deal budget for the Barry Docks Transport Interchange scheme to allocate £305,000 from the WIF towards the WeITAG 3 Stage of the scheme in 2020/21, as set out in this report;
- 3) approve the request for funding in the sum of approximately £4,906,500 from the Wider Investment fund to deliver the Programme in 2020/21 in order to meet the match funding commitments for LTF; and
- 4) agree the process for dealing with projects that exceed the funding envelope, as set out in this report.

**KELLIE BEIRNE**  
**CARDIFF CAPITAL REGION DIRECTOR**  
**27<sup>th</sup> January 2020**

The following Appendices are attached:-

Appendix 1 – Summary of Metro Plus Phase 1 Programme

Appendix 2 – Wellbeing of Future Generations Evaluation

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

Cardiff Capital Region Report – “Strategic Outline Programme for Metro Plus – Phase 1 – Programme of Local ‘Future Mobility’ Schemes” – 18<sup>th</sup> February 2019

Cardiff Capital Region Report – Regional Transport Authority Delegations – 12<sup>th</sup> September 2019

Cardiff Capital Region Report – Metro Plus Update – 28<sup>th</sup> November 2019



Local Authority	Site Reference	Scheme Summary	Indicative RAG rating of project as a whole	2019/20			2020/21			2021/22			2022/23			Total			Start of Construction	Overall project build completion date	Update 24/1/20
				CCRCD (£)	LTF (£)	Total (£)	CCRCD (£)	LTF (£)	Total (£)	CCRCD (£)	LTF (£)	Total (£)	CCRCD (£)	LTF (£)	Total (£)	CCRCD (£)	LTF (£)	Total (£)			
Merthyr	Pentrebach P&R	P&R embedded in the centre of regeneration area; mixed use housing & business development	Amber	0	150,000	150,000	0	300,000	300,000	1,500,000	1,050,000	2,550,000	0	0	0	1,500,000	1,500,000	3,000,000	Apr-21	Dec-22	An optimisation exercise has been carried out by TFW and it has been decided that due to Hoover only willing to sell 2/3 of the site, the station will not be moved. It has also been decided not to double the line and no passive provision is required, therefore, a potential issue with a retaining wall is no longer a problem. This makes the scheme a straight forward park & ride scheme at the southern end of the station, off the roundabout, that will enhance the provision of doubling the frequency from 2tph to 4tph by 2022 as per franchise. WG is currently acquiring the land, and is going through the process of due diligence. The funding allocated from LTF this year will be spent on the acquisition and due diligence work. The park & ride needs to be in place by end 2022 in time for the additional frequency. Therefore, it is expected that WelTAG 3 work will be carried out in the next financial year, with delivery the following financial year. <b>Moved to amber as scheme identified and until land acquisition progressing.</b>
Torfaen	Pontypool and New Inn	Park and ride	Green	0	359,000	359,000	1,000,000	641,000	1,641,000	500,000	500,000	1,000,000	0	0	0	1,500,000	1,500,000	3,000,000	Mar-20	Jul-21	Drawings complete / Environmental Management Plan complete / Planning App submitted. Qtr 4 complete tenders docs / submit SABs app/ complete design of access road to A4042. Risks - delay in construction due to delays in SABs approval / additional GI works and therefore increase in fees spend. <b>Moved to Green.</b>
Blaenau Gwent	Abertillery Transport Interchange	Abertillery Transport Interchange to accommodate New rail link from Abertillery to Ebbw Valley Line	Amber	0	265,000	265,000	635,000	600,000	1,235,000	865,000	635,000	1,500,000	0	0	0	1,500,000	1,500,000	3,000,000	TBC	TBC	Motts have carried out an OBC study on behalf of WG and have a preferred option. The Capital Expenditure is identified within the OBC and will inform the LTF/CD for next financial year. Tech Valleys are interested in being a partner in the delivery to increase service provision and therefore there is more potential for additional investment. WG currently investigating purchasing the land. It is anticipated that the allocated LTF this year will contribute to this work. <b>Moved to amber as scheme identified and land acquisition progressing.</b>
Vale of Glamorgan	Barry Docks Bus Interchange	New bus station with additional park and ride and sustainable transport infrastructure	Green	0	85,000	85,000	195,000	110,000	305,000	1,305,000	1,305,000	2,610,000	0	0	0	1,500,000	1,500,000	3,000,000	Apr-21	Mar-21	Delegated powers approved to underwrite cost of WelTAG 3 to enable VoG to let contract up to £390k. £85k LTF to be delivered 2019/20 and work to be completed Winter 20/21. Contract awarded to Amey Rail Services. Delivery of scheme 2021/22. <b>Moved to Green.</b>
Caerphilly	Caerphilly Bus Interchange	New rail/bus interchange	Green	0	0	0	200,000	400,000	600,000	1,300,000	1,100,000	2,400,000	0	0	0	1,500,000	1,500,000	3,000,000	April 2020 start Design phase	2023 (But transport element might be longer)	The Urban Study is complete along with WelTAG 1. Consultation has also been carried out with stakeholders (although CCR not included and Caerphilly Council advised that CCR needs to be included as a funder and stakeholder). All reports received. Plan for next steps for the transport elements to progress and 'substantial drawdown' anticipated in 2020/21. <b>Await works programme for 2020/21. Moved to Green.</b>
Newport	Priority bus route (PBR)	Bus priority corridor (linked to 600 space P&R @ Royal Gwent likely to be developed by NCC or ABLHB)	Green	0	75,000	75,000	0	250,000	250,000	1,500,000	1,175,000	2,675,000	0	0	0	1,500,000	1,500,000	3,000,000	Apr-21	Mar-20	Newport to let WelTAG 1 contract imminently. Spend 2020/21 £75k <b>Green.</b>
Bridgend	Pyle Park and Ride and bus terminal / station at Porthcawl	P&R scheme to include bus terminal / station at Porthcawl	Green	0	125,000	125,000	0	200,000	200,000	1,500,000	1,175,000	2,675,000	0	0	0	1,500,000	1,500,000	3,000,000	Apr-21	Mar-22	Bridgend carrying out WelTAG 2 whilst also looking at feasibility of moving the station (one of the options identified in WelTAG 1). They sold the project by linking it to the redevelopment in Porthcawl, and are also considering a bus station provision in Porthcawl to accommodate a multi modal p&r. This would be a better strategic offer than just upgrading the p&r at Pyle. Likely that funding from LTF will deliver p&r site at Pyle and no CCR funding required. Recommended Porthcawl become Phase 2 project and more consideration be given to move Pyle Station longer term to link to large scale development (2000 houses plus), currently being considered as part of update in LDP. To be decided in next 6 months. New development dependent on transport interventions. <b>Remains Green.</b>
RCT	Porth Interchange	Transport Hub, which will house a seven bay bus interchange, taxi rank and cycle racks, and have direct, adjacent, access to the station platforms and additional Park and Ride.	Green	225,000	845,000	1,070,000	1,060,000	440,000	1,500,000	215,000	215,000	430,000	0	0	0	1,500,000	1,500,000	3,000,000	Jan-20	Dec-21	P & R scheme on site being delivered. Completion of this element expected by 31st March 2020. Other elements of scheme ongoing and delivery to begin 2020/21. <b>Remains Green.</b>
Cardiff	East Cardiff Bus Priority & Cycle Super Highway	City Centre East project incorporating a series of sustainable and active travel packages that will enable improved bus connections in Cardiff City Centre, improved active travel infrastructure and pedestrian safety improvements.	Green	85,000	521,000	606,000	816,500	380,500	1,197,000	598,500	598,500	1,197,000	0	0	0	1,500,000	1,500,000	3,000,000	Summer 2020	Dec-21	Additional spend to 31/3/20 £181k, £85k of this agreed through RTA from CCR IF subject to full spend of LTF first. Autumn / Winter anticipated start delivery. <b>Remains Green.</b>
Monmouth	STJ P&R	150-200 P&R spaces to the South of the station. The existing North Side station car park will then be reconfigured to provide more than 40 additional bike and ride spaces along with safer walking and cycling access and a revamped bus-rail interchange, EV charging spaces and new over bridge. Collating all parking on 4 sites within the area to bring under one management.	Green	0	337,947	337,947	1,000,000	662,053	1,662,053	500,000	500,000	1,000,000	0	0	0	1,500,000	1,500,000	3,000,000	Spring 2020	Dec-21	Monmouthshire County Council have been in Negotiations with TFW corporate to come up with a solution to Procure Amey consulting. These have now been completed and they are in the process of signing the contracts, hopefully within the next two weeks. (15/1/20 email update). This will allow the project team to be fully compliant with the requirements of Network rail and have a team in place that can directly converse with and seek advice from the correct departments. This will be pertinent to the pedestrian bridge and the infrastructure needed for the electrical charging and the digital components. We will be in a position to let the construction phase early in the summer subject to the necessary ecology surveys being undertaken. They have in the meantime commissioned Capita Consulting to consider the B4245 pedestrian/cycle way to revisit the existing study and bring it up to Current active Travel Standards. Committed to date £337,946.62. <b>Moved to Green.</b>

**Total**  
**310,000 2,762,947 3,072,947 4,906,500 3,983,553 8,890,053 9,783,500 8,253,500 18,037,000 0 0 0 15,000,000 15,000,000 30,000,000**

Caerphilly Feasibility Studies allocation for future Metro+ phases (£67.5k Unofficially ringfenced for NW Cardiff).  
CCR Rhymney Valley P&R (Llanbradach) 210,000  
RCT OLEV Studies Cenex 22,000  
RCT Nant Garw P & R 315,000  
RCT/Cardiff NW Cardiff 170,000  
Merthyr Project Management 20,000

**Total**  
**3,499,947**

% of original £3.5M Claim **100.00%**

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# Future Generations Assessment

<b>Name of the Officer completing the evaluation:</b>  Clare Cameron  <b>Phone no:</b> 07976 708539 <b>E-mail:</b> clare.cameron@cardiff.gov.uk	<b>Please give a brief description of the aims of the proposal</b>  To provide members with an update on the strategic programme of the 10 'Future Mobility' Metro Plus Phase 1 projects that were approved in principle by Regional Cabinet on 18 <sup>th</sup> February 2019.
<b>Proposal:</b> Metro Plus	<b>Date Future Generations Evaluation form completed:</b> 18 February 2020

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

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<span style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: small; position: absolute; left: -40px; top: 50%; font-weight: bold;">Page 41</span> <p><b>A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>The Metro Plus RTA Programme will have a slight to large positive impact on the strategic objectives contained within the Prosperity and Opportunity theme.</p> <p>In particular, the programme will greatly assist in providing the right infrastructure to improve connectivity by means of good transport links. Those schemes where new links or improvements in corridors are to be implemented are likely to have the largest benefit, for example, Abertillery Interchange.</p> <p>As a whole, connectivity across the region will improve through implementation of the programme. All of the combined improvements to Interchanges,</p>	<p>Proposals to improve progress against each of the projects currently in progress – are set out in the report. This report does not seek to simply report progress – but to address the actions needed to drive it.</p>

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>Park and Ride and bus priority will assist in creating a seamless network allowing ease of transfer between modes. The programme will facilitate ease of access for communities across south east Wales, for those with and without access to a private car thereby improving connectivity to a range of services.</p> <p>Both the Metro Plus RTA Programmes and MEF will improve connectivity to the South Wales Metro, permitting regional connectivity throughout south east Wales and beyond.</p> <p>The interventions will support a more productive economy through an increase in access to the South Wales transport network. This will allow for individuals, households, public sector and business to grasp new opportunities, from the improved access provided by new and improved transport options.</p> <p>By improving access throughout the south east Wales region, the Metro Plus programme will help increase the skills base of the labour market, by providing means of access to new educational, employment, healthcare and training opportunities.</p> <p>As the Metro Plus RTA Programmes and the MEF include investment across the whole of south east Wales it will improve the quality of the region as a whole and is likely to encourage new inward investment as businesses have access to a wide pool of potential resources that can easily travel</p>	

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>around the region to access new job and training opportunities.</p> <p>The programmes clearly demonstrates a commitment to a sustainable future, as all of the transport interventions include focus on facilitating and promoting sustainable transport access.</p> <p>The Statistical Bulletin on the regional economic and labour market profile issued by the Welsh Government in January 2018 shows the employment rate, economic inactivity rate and benefit claims and ILO unemployment rates for 16+ across Wales. It can be seen that the International Labour Organisation (ILO) unemployment rate for south east Wales is higher than for Wales as a whole (5.6 compared to 4.7 for wales as a whole).</p> <p>A breakdown of the data shows that the highest rate of ILP unemployment for 16+ is within Merthyr Tydfil (7.6) and second is Rhondda Cynon Taf (6.3). Both these local authority areas are within south east Wales and will directly benefit (as will all communities across south east Wales) from the improved transport provision that the Metro Plus RTA Programmes and MEF would deliver.</p> <p>The Metro Plus RTA Programme and MEF will deliver direct transport improvements into those areas where evidence shows high rates of claiming job seekers allowance, allowing access to sustainable public transport for those seeking employment, increasing their chance of gaining</p>	

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>employment through access to wider employment markets.</p> <p>The majority of the schemes included within the Metro Plus Programme are located within the most deprived areas. Those that are corridor based can be seen to be passing through a number of those areas classified as the most deprived. Improvements in access to sustainable public transport provided will help to improve levels of deprivation in these areas, where caused by a lack of transport options.</p> <p>The Programmes will deliver a transport network penetrating the most deprived areas, providing a means of travel to major cities such as Cardiff and Newport, permitting access to a wide range and higher number of employment opportunities for all community members located within the most deprived areas of south east Wales. This will increase their personal prosperity and the economic prosperity of the area within which they live as they spend their income on local goods and services.</p> <p>Currently most travel-to-work trips into Cardiff are made by car (58%), while the proportion of sustainable travel-to-work trips diminishes with the distance of commuting.</p> <p>The Metro Plus RTA Programmes provides an alternative for access into areas such as Cardiff from all areas of south east Wales, helping to facilitate modal shift. This could lead to journey time savings on the road network across south east Wales</p>	

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>helping businesses and promoting economic development. Journey time savings could also be achieved for users of the public transport network, as the Metro Plus RTA Programmes promote the co-locating of modes via seamless interchanges.</p>	
<p><b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	<p>New infrastructure and enhancement of provision will open up journey alternatives for commuters, business users and leisure users. Instead of automatically undertaking a journey by car, the Metro Plus Programmes will encourage modal shift to public transport for a range of journey types.</p> <p>This could help to reduce the number of car journeys undertaken, helping to reduce congestion and improve other environmental factors such as an improvement in air quality and noise reduction from vehicles.</p> <p>The development of new transport schemes which can utilise new technologies such as electric charging points and electric vehicles within its operation and design will also allow formation of new industries to supply these services. A report prepared by Cenex demonstrates the need for a Programme of Electric Vehicle Infrastructure within the Programme and has proposed the level of infrastructure likely to be required up to 2030. The delivery of this programme will seek to expand on this provision for the region as a whole, which will help combat climate change.</p>	<p>This activity will be driven up in future. In addition as physical infrastructure schemes enter delivery – more comprehensive assessments will need to be carried out in full.</p>

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p><b>A healthier Wales</b> People's physical and mental wellbeing is maximized and health impacts are understood</p>	<p>A potential reduction in car trips may make the roads safer, thus opening them up for more Active Travel journey opportunities. There is also likely to be growth in active travel journeys undertaken to interchanges to access the Metro Plus Programme of schemes.</p> <p>The potential to increase active travel journeys will have associated health benefits leading to cost savings across a range of health service provisions</p> <p>There can also be economic benefits for the region from increasing active travel. It has been quoted in the 'Transport Fit for Future Generations' Report that 'expanding the investment programme in Active Travel out to the whole of the Cardiff Capital Region would cost approximately £290 million but would result in economic benefits of £2.5bn over 20 years, delivering a 19% and 82% increase in walking and cycling trips respectively'.</p> <p>CCR is working with bus operators to provide better infrastructure that improves reliability and working in partnership to encourage operators to invest in newer buses, electric vehicles and providing better access to information, thus aiding positive improvements in air quality through ULEV vehicles and more reliable provision.</p>	
<p><b>A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected</p>	<p>The programme will greatly assist in providing infrastructure to improve connectivity by means of good transport links. Those schemes where new links or improvements in corridors are to be</p>	<p>A greater contribution will be made to this by the aforementioned data capability, sectoral analysis and place assessments.</p>



Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>implemented are likely to have the largest benefit for example, Abertillery Interchange and Spur.</p> <p>All of the combined improvements in interchanges, Park and Ride and bus priority will assist in creating a seamless network allowing ease of transfer between modes. This will facilitate ease of access for communities across south east Wales, for those with and without access to a private car thereby improving connectivity to a range of services.</p> <p>The Metro Plus Programmes will also improve connectivity to the South Wales Metro, permitting regional connectivity throughout south east Wales and beyond.</p> <p>Currently most travel-to-work trips into Cardiff are made by car (58%), while the proportion of sustainable travel-to work trips diminishes with the distance of commuting. The Metro Plus Programmes provide an alternative for access into Cardiff from all areas of south east Wales helping to facilitate modal shift. This will lead to journey time savings on the road network across south east Wales helping businesses and promoting economic development.</p> <p>Journey time savings will also be achieved for users of the public transport network, as the Metro Plus Programmes promote the co-locating of modes via seamless interchanges. A greater contribution will be made to this by the data capability, sectoral analysis and place assessments.</p>	

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p><b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic and environmental wellbeing</p>	<p>The Metro Plus Programmes include investment across the whole of south east Wales and it will improve the quality of the region as a whole. Therefore, it is likely to encourage new inward investment as businesses have access to a wide pool of potential resources that can easily travel around the region and wider, to access new job and training opportunities.</p> <p>The Metro Plus Programmes will sustain new connections, share good practice and secure propositions and deals that support economic growth.</p> <p>The Programmes includes ULEV infrastructure at the Metro Plus locations and a further regional bid through the ULEV fund will help to encourage the participation of taxi and bus operators and provide incentives for take up of any schemes. Business cases in association with ULEV provision and incentives will measure changes to greenhouse gases emitted as identified within the CCR ULEV Taxi Strategy and Regional Strategy for all modes.</p>	<p>Develop the legacy impact of the event, sustaining new connections, sharing great practice and potentially securing propositions and deals that support economic growth.</p>
<p><b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation</p>	<p>Providing new and improved sustainable transport infrastructure across the Region will help increase the means of access to sport and recreation.</p> <p>All signage will be bilingual, and buses are already equipped with Audio Visual (AV) for those vehicles younger than 2012 to enable them to deliver bilingual messaging.</p>	

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>Where each individual scheme has an effect on the landscape and historic environment, sympathetic solutions will be sought to ensure that there is no/minimal negative impact.</p>	
<p><b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances</p>	<p>City Deal is about delivering across 10 LAs and a population of 1.5m people. It is about economic gains – but importantly how this will convert as tools for improving people’s lives.</p> <p>The Programme will support a more productive economy through an increase in access to the South Wales transport network. This will allow for individuals, households, the public sector and businesses to grasp new opportunities, from better access provided by new and improved transport options.</p> <p>Transport improvements throughout the south east Wales region will help increase the skills base of the labour market, through providing means of access to new educational, employment, healthcare and training opportunities.</p> <p>The Metro Plus Programmes will deliver direct transport improvements into those areas where evidence shows high rates of claiming job seekers allowance, allowing access to sustainable public transport for those seeking employment in wider employment markets. This will increase their personal prosperity and the economic prosperity of the area within which they live as they spend their income on local goods and services.</p>	



Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	Travel costs on the Core Valleys Lines are being reviewed to allow more Valleys communities to access the network at cheaper rates and enhancements to the CVL Metro programme will offer better accessibility.	



2. How has your proposal embedded and prioritized the sustainable governance principles in its development?



Balancing short term need with long term and planning for the future

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>The Metro Plus Programme assists Government with delivering on the four Grand Challenges within the UK Industrial Strategy - Future of Mobility; Artificial Intelligence and Big Data; Clean Growth and Meeting the Needs of an Ageing Society.</p> <p>Being a programme that is focused on the provision and improvement of sustainable transport, it helps in particular to achieve the goals of a 'globally responsible Wales', 'A Wales of cohesive communities', 'a healthier Wales' and 'a prosperous Wales'.</p> <p>The Metro Plus Programme will provide increase network capacity, providing new and improved transport facilities, increasing capacity at interchanges across the rail network along with providing new capacity along transport corridors such as between Newport and Cardiff and the Abertillery to Ebbw Valley Railway line.</p> <p>In developing the programme long terms trends have been analysed. For example, the need to provide for electric powered vehicles at all sites with the programme has been investigated. A separate report produced by Cenex has considered how electric vehicle charging can be provided, what type of provision is required and the operating model for implementation. The Metro Plus programme also looks to address future trends such as population increases and decreases, providing increased public transport capacity and helping to prevent out-migration from some communities through improved access.</p>	

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Working together with other partners to deliver objectives</p> <p>Collaboration</p>	<p>The Metro Plus Programme has been formed through collaborative working by ten local authorities (Caerphilly CBC, Cardiff CC, Bridgend CBC, Newport CC, Vale of Glamorgan Council, Rhondda Cynon Taf CBC, Merthyr Tydfil CBC, Monmouthshire CC, Torfaen CBC, Blaenau Gwent CBC). The Well-being objectives of each of the local authorities have been considered when developing the programme.</p> <p>The inclusion of EV Charging is also supported by WG and work has been undertaken by Cenex to assess the demand up to 2030 at the locations identified.</p>	<p>Public consultation will take place through the WelTAG process as each scheme develops through the WelTAG stages, and, as the proposal includes all schemes identified within individual LA LDPs, the public will have been made aware of the proposals and would have already had an opportunity through the LDP consultation process to consider the principle of individual schemes.</p>
 <p>Involving those with an interest and seeking their views</p> <p>Involvement</p>	<p>The Metro Plus Programme has been formed through collaborative working by ten local authorities (Caerphilly CBC, Cardiff CC, Bridgend CBC, Newport CC, Vale of Glamorgan Council, Rhondda Cynon Taf CBC, Merthyr Tydfil CBC, Monmouthshire CC, Torfaen CBC, Blaenau Gwent CBC). The Well-being objectives of each of the local authorities have been considered when developing the programme.</p> <p>Cenex were commissioned to consider EV Charging to be included within the Programme and to assess likely demand up to 2030.</p> <p>REDSTART were commissioned to appraise the Programme, and the is working with TfW to develop the Programme and ensure that the proposal fits with TfW's vision and Metro Programme.</p>	<p>More needs to be done to develop engagement platforms – beyond formal partnerships – to reach communities, hard to reach groups and those who currently have a limited understanding of City Deal. Improving social media, web presence and marketing materials will increasingly make a contribution to this.</p> <p>The RTA will ensure that all partners are included whilst delivering the Programme.</p>

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

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

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	The Metro Plus Programme will help to achieve goals that aim to tackle poverty and deprivation, improve access to skills, improve employment opportunities and provide improved infrastructure and healthier communities for all characteristics as all infrastructure included within the projects will be designed in accordance with current inclusive design.	None arising at this time.	
Disability	As above	As above	
Gender Reassignment	As above	As above	
Marriage or civil partnership	As above	As above	
Pregnancy or maternity	As above		
Race	As above		
Religion or Belief	As above		
Sex	As above		
Sexual Orientation	As above		
Welsh Language	As above	Not at this time but the situation will be kept under review.	



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

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

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

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

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

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

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

<b>The impacts of this project will be evaluated on:</b>	<b>Delivery of schemes</b>
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## **27<sup>th</sup> FEBRUARY 2020 MEETING**

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### **ITEM 6 - Local Transport Fund (LTF) Bid 2020/21 (including phase 2 development funding and Metro Enhancement Fund)**

Appendix 1 (LTF bid) to this report is not for publication as it contains exempt information of the description in paragraph(s) 14 of Part 4 and paragraph 21 of Part 5 of Schedule 12A of the Local Government Act 1972

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

### **AGENDA ITEM**

#### **REASON FOR REPORT**

- 1) To advise Members of the invitation by Welsh Government (WG) to bid for funding through the Local Transport Fund process for 2020/21.
- 2) To ask Members to note the content of the LTF bid (attached at Appendix 1) submitted to Welsh Government (WG) by Merthyr County Borough Council, on behalf of the Region. This funding will take the form of a co-investment with the City Deal Investment Fund to deliver Metro Plus Phase 1 (as approved by Regional Cabinet on the 18<sup>th</sup> February 2019), as well as development funding for Metro Plus Phase 2, the Metro Enhancement Framework (MEF) priority corridors (as endorsed by Members at its meeting on 28<sup>th</sup> November 2019) and existing projects that have been developed to enhance the Core Valleys Line (CVL) and which received LTF funding in 2019/20.
- 3) To ask Members to endorse and approve the bid submitted to WG for funding to the value of £7,063,553 to enable the Programme to be delivered. £3,983,553 is being requested from the LTF fund towards the delivery of the Metro Plus Phase 1 Programme, and £3,080,000 to enable the development of Metro Plus Phase 2, the first priority corridors of the MEF and the existing projects being developed on the CVL.

## BACKGROUND

- 4) Welsh Government this year has directly invited local authorities to submit bids for Local Transport fund grant. The Welsh Government has identified the following priority areas for support 2020-21 and expects to see these objectives reflected in the applications submitted by the Council:-
  - Support WG economic priorities for jobs and growth, in particular for City Regions, Enterprise Zones, North Wales Economic Ambition Board, local growth zones and regeneration areas;
  - Reduce economic inactivity by delivering safe, affordable and sustainable access to employment sites;
  - Improve quality of life particularly those living in disadvantaged and rural communities by delivering safe and easy to use transport to key facilities and services; and
  - Connect communities and enable access to key services.
- 5) Metro Plus (Phase 1) is a co-investment programme of 10 transport related schemes between the Cardiff Capital Region City Deal Investment Fund and Welsh Government through its transport investment fund, and was agreed by Regional Cabinet on 18<sup>th</sup> February 2019. The Metro Plus programme is intended to be part of the wider metro infrastructure. 2020/21 is year 2 of the Metro Plus delivery programme.
- 6) Schemes that received funding from the 2019/20 LTF fund to develop the CVL enhancements include Nant Garw / Upper Boat Park and Ride.
- 7) An update on the Metro Plus Phase 1 delivery programme is the subject of a separate report to this meeting.

## Relevant Issues and Options

- 8) The invitation to bid for funding was received on 9<sup>th</sup> January 2020 with a submission date of 14<sup>th</sup> February 2020 and can be found at <https://gov.wales/local-transport-capital-grant-guidance-2020-2021>. Therefore it was not possible to seek formal permission to submit the bid from the RTA prior to the deadline for submission.
- 9) WG encourages local authorities to work together and submit regional applications. The lead local authority must be identified for each scheme. Funding would be allocated to the lead local authority. Merthyr County Borough Council has been identified as the lead authority for the Cardiff Capital Region, has submitted a bid for the funding and subject to the bid being successful, they would act as the financial host for LTF for 2020/21.
- 10) Schemes that include match funding will attract additional scores in the appraisal process, with schemes that demonstrate greater levels of match funding scoring higher.
- 11) The bid for funding includes:-

- Metro Plus Phase 1 – LTF £3,983,553 with CD WIF match funding of £4,906,500 - Year 2 funding as part of a WG/City Deal co-investment Programme;
- Metro Plus Phase 2 – £1,740,000 - Development funding. A request for a WG/City Deal co-investment Programme to Regional Cabinet is required for future years once they have been developed to WeITAG Stage 2. The schemes include:-

Abergavenny station interchange & improvements

Cardiff Bus Priority

Cwmbran Interchange

Cogan Interchange

Ystrad Mynach P&R extension

Hirwaun Rail extension and P&R

Cardiff Bus priority between Newport city centre and the international conference centre Wales

Brackla Railway Station

Pencoed Crossing

Merthyr Rail – Bus Connectivity, and

Brynmawr Transport Interchange.

- MEF £1,040,000 – Development funding for the four priority corridors and include:-

NW Cardiff – This scheme was funded through LTF in the last financial year and is ready to progress to the next stage.

Cardiff – Vale of Glamorgan – WeITAG 1 to be carried out to make case for change and identify problems and opportunities and identify potential solutions.

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

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

- CVL – £400,000 - Development funding for existing schemes which include:-

## Nant Garw / Upper Boat Park and Ride

The development fund bid will be requested as one fund - £3.08m.

- 12) The total value of the bid submitted to WG for LTF funding is £7,063,553.
- 13) The terms and conditions of the Grant will mean that the works will need to be completed by 31st March 2021.
- 14) It is anticipated that a decision on funding will be taken by WG prior to the commencement of the 2020/21 financial year.

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

- 15) All Members would have been consulted through their local mechanisms for local project approval and support. This report is part of a series of updates on programme activity, whereby regional engagement will take place.

### **Reason for Recommendations**

- 1. To advise Members of the invitation by WG to bid into the LTF Grant for delivering and developing schemes in 2020/21 and to approve the bid for funding that was submitted to WG within the deadline of 14<sup>th</sup> February 2020.**
- 2. To allow the bids to be submitted within the timescale required and to allow schemes to be delivered in a timely manner.**

### **Financial Implications**

- 16) The bids to be submitted for Local Transport Fund (LTF) funding are in two parts:
  - Firstly to continue to meet the commitments made by CCRCD and LWG in the form of Local Transport Fund Grant as part of the Metro Plus Phase 1.
  - Secondly to bid for development funding for a further phase of Metro + Schemes and a Metro Enhancement Fund for four priority corridors.

This bid does not commit the Regional Cabinet to allocate additional Wider Investment Fund resources, but this will need to be the consideration of a future Cabinet report following recommendations from the CCRTA.

Any projects approved will need to be in line with the Investment & Intervention Framework and have approved by CCRTA an acceptable business case in line with the funding requirements set out by HMT and Welsh Government.

Where grant funding is bid for, the assessment process for a scheme will need to consider the ability to spend grant funding in line with requirements;

the overall capital requirements as well as the revenue budget implications of operating any investment.

### **Legal Implications (including Equality Impact Assessment where appropriate)**

- 17) In this case the RTA are asked to note a bid that has been submitted to Welsh Government, such bid application requiring funding for the delivery of the metro plus (phase 1) programme and development funding for Metro Plus (Phase 2) and the Metro Enhancement Framework (MEF).
- 18) Any future requests for funding from the CCRCW Wider Investment Fund will be subject to (i) a further decision of CCRTA and/or CCRCW Regional Cabinet and ensuring that (ii) the proposals are in line with state aid rules, the WG and HMT funding conditions that attach to the Cardiff Capital Region Wider Investment Fund and all other legal requirements.
- 19) Accepting terms and conditions in relation to any third party funding for the City Deal, unless otherwise delegated, is a matter for Regional Cabinet. Consideration should be given to any conditions attached to such third party funding to ensure that CCRCW is able to comply with the same.

### **Wellbeing of Future Generations (Wales) Act 2015**

- 20) The Well-Being of Future Generations (Wales) Act 2015 ('the Act') is about improving the social, economic, environmental and cultural well-being of Wales. The Act places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language, and is globally responsible. In discharging their respective duties under the Act, each public body listed in the Act (which includes the Councils comprising the CCRCW) must set and published well-being objectives. These objectives will show how each public body will work to achieve the vision for Wales set out in the national well-being goals. When exercising its functions, the Regional Transport Authority should consider how the proposed decision will contribute towards meeting the 'well-being duty' and in so doing assist to achieve the national well-being goals.
- 21) The well-being duty also requires Councils to act in accordance with a 'sustainable development principle'. This principle requires Councils to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Put simply, this means that the Regional Transport Authority must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the Regional Transport Authority must:
  - Look to the long term
  - Focus on prevention by understanding the root causes of problems
  - Deliver an integrated approach to achieving the 7 national well-being goals
  - Work in collaboration with others to find shared sustainable solutions

- Involve people from all sections of the community in the decisions which affect them.

22) The Regional Transport Authority must be satisfied that the proposed decision accords with the principles above.

23) To assist the Regional Transport Authority Cabinet to consider the duties under the Act in respect of the decision sought an assessment has been undertaken, which is attached as an Appendix 2 to this report (Well-being of future generations assessment) for Member's consideration.

24) In preparing reports due regard must be given to the Statutory Guidance on the Act issued by the Welsh Ministers, which is accessible using the link below:

<http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en>

### **Equality Act 2010**

25) In considering this matter, regard should be had, amongst other matters, to the Councils' duties under the Equality Act 2010. Pursuant to these legal duties the Regional Transport Authority must in making decisions have due regard to the need to (1) eliminate unlawful discrimination (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are:

- Age
- Gender reassignment
- Sex
- Race – including ethnic or national origin, colour or nationality
- Disability
- Pregnancy and maternity
- Marriage and civil partnership
- Sexual orientation
- Religion or belief – including lack of belief

### **RECOMMENDATIONS**

It is recommended that CCRTA:-

1. note the information in this report; and
2. note the bid for LTF funding that was submitted to WG within the deadline of 14<sup>th</sup> February 2020.

**KELLIE BEIRNE**  
**CARDIFF CAPITAL REGION DIRECTOR**



**4<sup>th</sup> February 2020**

The following Appendices are attached:-

Appendix 1 – LTF bid

Appendix 2 - Wellbeing of Future Generations Evaluation

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

Cardiff Capital Region Report – Strategic Outline Programme for Metro Plus –  
Phase 1 – Programme of Local ‘Future Mobility’ Schemes – 18<sup>th</sup> February 2019

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# Future Generations Assessment

<b>Name of the Officer completing the evaluation:</b>  Clare Cameron  <b>Phone no:</b> 07976 708539 <b>E-mail:</b> clare.cameron@cardiff.gov.uk	<b>Please give a brief description of the aims of the proposal</b>  To provide members with an update on Local Transport Fund Bid that was submitted to Welsh Government on 14 <sup>th</sup> February 2020 to fund Metro Plus and Metro Enhancement Framework Projects
<b>Proposal: Local Transport Fund Bid for Metro Plus and Metro Enhancement Funding</b>	<b>Date Future Generations Evaluation form completed: 18 February 2020</b>

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

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<b>A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs	The Metro Plus RTA Programme will have a slight to large positive impact on the strategic objectives contained within the Prosperity and Opportunity theme.  In particular, the programme will greatly assist in providing the right infrastructure to improve connectivity by means of good transport links. Those schemes where new links or improvements in corridors are to be implemented are likely to have the largest benefit, for example, Abertillery Interchange.  As a whole, connectivity across the region will improve through implementation of the programme. All of the combined improvements to Interchanges,	Proposals to improve progress against each of the projects currently in progress – are set out in the report. This report does not seek to simply report progress – but to address the actions needed to drive it.

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Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>Park and Ride and bus priority will assist in creating a seamless network allowing ease of transfer between modes. The programme will facilitate ease of access for communities across south east Wales, for those with and without access to a private car thereby improving connectivity to a range of services.</p> <p>Both the Metro Plus RTA Programmes and MEF will improve connectivity to the South Wales Metro, permitting regional connectivity throughout south east Wales and beyond.</p> <p>The interventions will support a more productive economy through an increase in access to the South Wales transport network. This will allow for individuals, households, public sector and business to grasp new opportunities, from the improved access provided by new and improved transport options.</p> <p>By improving access throughout the south east Wales region, the Metro Plus programme will help increase the skills base of the labour market, by providing means of access to new educational, employment, healthcare and training opportunities.</p> <p>As the Metro Plus RTA Programmes and the MEF include investment across the whole of south east Wales it will improve the quality of the region as a whole and is likely to encourage new inward investment as businesses have access to a wide pool of potential resources that can easily travel</p>	

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>around the region to access new job and training opportunities.</p> <p>The programmes clearly demonstrates a commitment to a sustainable future, as all of the transport interventions include focus on facilitating and promoting sustainable transport access.</p> <p>The Statistical Bulletin on the regional economic and labour market profile issued by the Welsh Government in January 2018 shows the employment rate, economic inactivity rate and benefit claims and ILO unemployment rates for 16+ across Wales. It can be seen that the International Labour Organisation (ILO) unemployment rate for south east Wales is higher than for Wales as a whole (5.6 compared to 4.7 for wales as a whole).</p> <p>A breakdown of the data shows that the highest rate of ILP unemployment for 16+ is within Merthyr Tydfil (7.6) and second is Rhondda Cynon Taf (6.3). Both these local authority areas are within south east Wales and will directly benefit (as will all communities across south east Wales) from the improved transport provision that the Metro Plus RTA Programmes and MEF would deliver.</p> <p>The Metro Plus RTA Programme and MEF will deliver direct transport improvements into those areas where evidence shows high rates of claiming job seekers allowance, allowing access to sustainable public transport for those seeking employment, increasing their chance of gaining</p>	

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>employment through access to wider employment markets.</p> <p>The majority of the schemes included within the Metro Plus Programme are located within the most deprived areas. Those that are corridor based can be seen to be passing through a number of those areas classified as the most deprived. Improvements in access to sustainable public transport provided will help to improve levels of deprivation in these areas, where caused by a lack of transport options.</p> <p>The Programmes will deliver a transport network penetrating the most deprived areas, providing a means of travel to major cities such as Cardiff and Newport, permitting access to a wide range and higher number of employment opportunities for all community members located within the most deprived areas of south east Wales. This will increase their personal prosperity and the economic prosperity of the area within which they live as they spend their income on local goods and services.</p> <p>Currently most travel-to-work trips into Cardiff are made by car (58%), while the proportion of sustainable travel-to-work trips diminishes with the distance of commuting.</p> <p>The Metro Plus RTA Programmes provides an alternative for access into areas such as Cardiff from all areas of south east Wales, helping to facilitate modal shift. This could lead to journey time savings on the road network across south east Wales</p>	

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>helping businesses and promoting economic development. Journey time savings could also be achieved for users of the public transport network, as the Metro Plus RTA Programmes promote the co-locating of modes via seamless interchanges.</p>	
<p><b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	<p>New infrastructure and enhancement of provision will open up journey alternatives for commuters, business users and leisure users. Instead of automatically undertaking a journey by car, the Metro Plus Programmes will encourage modal shift to public transport for a range of journey types.</p> <p>This could help to reduce the number of car journeys undertaken, helping to reduce congestion and improve other environmental factors such as an improvement in air quality and noise reduction from vehicles.</p> <p>The development of new transport schemes which can utilise new technologies such as electric charging points and electric vehicles within its operation and design will also allow formation of new industries to supply these services. A report prepared by Cenex demonstrates the need for a Programme of Electric Vehicle Infrastructure within the Programme and has proposed the level of infrastructure likely to be required up to 2030. The delivery of this programme will seek to expand on this provision for the region as a whole, which will help combat climate change.</p>	<p>This activity will be driven up in future. In addition as physical infrastructure schemes enter delivery – more comprehensive assessments will need to be carried out in full.</p>

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p><b>A healthier Wales</b> People's physical and mental wellbeing is maximized and health impacts are understood</p>	<p>A potential reduction in car trips may make the roads safer, thus opening them up for more Active Travel journey opportunities. There is also likely to be growth in active travel journeys undertaken to interchanges to access the Metro Plus Programme of schemes.</p> <p>The potential to increase active travel journeys will have associated health benefits leading to cost savings across a range of health service provisions</p> <p>There can also be economic benefits for the region from increasing active travel. It has been quoted in the 'Transport Fit for Future Generations' Report that 'expanding the investment programme in Active Travel out to the whole of the Cardiff Capital Region would cost approximately £290 million but would result in economic benefits of £2.5bn over 20 years, delivering a 19% and 82% increase in walking and cycling trips respectively'.</p> <p>CCR is working with bus operators to provide better infrastructure that improves reliability and working in partnership to encourage operators to invest in newer buses, electric vehicles and providing better access to information, thus aiding positive improvements in air quality through ULEV vehicles and more reliable provision.</p>	
<p><b>A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected</p>	<p>The programme will greatly assist in providing infrastructure to improve connectivity by means of good transport links. Those schemes where new links or improvements in corridors are to be</p>	<p>A greater contribution will be made to this by the aforementioned data capability, sectoral analysis and place assessments.</p>



Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>implemented are likely to have the largest benefit for example, Abertillery Interchange and Spur.</p> <p>All of the combined improvements in interchanges, Park and Ride and bus priority will assist in creating a seamless network allowing ease of transfer between modes. This will facilitate ease of access for communities across south east Wales, for those with and without access to a private car thereby improving connectivity to a range of services.</p> <p>The Metro Plus Programmes will also improve connectivity to the South Wales Metro, permitting regional connectivity throughout south east Wales and beyond.</p> <p>Currently most travel-to-work trips into Cardiff are made by car (58%), while the proportion of sustainable travel-to work trips diminishes with the distance of commuting. The Metro Plus Programmes provide an alternative for access into Cardiff from all areas of south east Wales helping to facilitate modal shift. This will lead to journey time savings on the road network across south east Wales helping businesses and promoting economic development.</p> <p>Journey time savings will also be achieved for users of the public transport network, as the Metro Plus Programmes promote the co-locating of modes via seamless interchanges. A greater contribution will be made to this by the data capability, sectoral analysis and place assessments.</p>	

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p><b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic and environmental wellbeing</p>	<p>The Metro Plus Programmes include investment across the whole of south east Wales and it will improve the quality of the region as a whole. Therefore, it is likely to encourage new inward investment as businesses have access to a wide pool of potential resources that can easily travel around the region and wider, to access new job and training opportunities.</p> <p>The Metro Plus Programmes will sustain new connections, share good practice and secure propositions and deals that support economic growth.</p> <p>The Programmes includes ULEV infrastructure at the Metro Plus locations and a further regional bid through the ULEV fund will help to encourage the participation of taxi and bus operators and provide incentives for take up of any schemes. Business cases in association with ULEV provision and incentives will measure changes to greenhouse gases emitted as identified within the CCR ULEV Taxi Strategy and Regional Strategy for all modes.</p>	<p>Develop the legacy impact of the event, sustaining new connections, sharing great practice and potentially securing propositions and deals that support economic growth.</p>
<p><b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation</p>	<p>Providing new and improved sustainable transport infrastructure across the Region will help increase the means of access to sport and recreation.</p> <p>All signage will be bilingual, and buses are already equipped with Audio Visual (AV) for those vehicles younger than 2012 to enable them to deliver bilingual messaging.</p>	

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	Where each individual scheme has an effect on the landscape and historic environment, sympathetic solutions will be sought to ensure that there is no/minimal negative impact.	
<p><b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances</p>	<p>City Deal is about delivering across 10 LAs and a population of 1.5m people. It is about economic gains – but importantly how this will convert as tools for improving people’s lives.</p> <p>The Programme will support a more productive economy through an increase in access to the South Wales transport network. This will allow for individuals, households, the public sector and businesses to grasp new opportunities, from better access provided by new and improved transport options.</p> <p>Transport improvements throughout the south east Wales region will help increase the skills base of the labour market, through providing means of access to new educational, employment, healthcare and training opportunities.</p> <p>The Metro Plus Programmes will deliver direct transport improvements into those areas where evidence shows high rates of claiming job seekers allowance, allowing access to sustainable public transport for those seeking employment in wider employment markets. This will increase their personal prosperity and the economic prosperity of the area within which they live as they spend their income on local goods and services.</p>	



<b>Well Being Goal</b>	<b>Does the proposal contribute to this goal? Describe the positive and negative impacts.</b>	<b>What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?</b>
	Travel costs on the Core Valleys Lines are being reviewed to allow more Valleys communities to access the network at cheaper rates and enhancements to the CVL Metro programme will offer better accessibility.	



2. How has your proposal embedded and prioritized the sustainable governance principles in its development?



Balancing short term need with long term and planning for the future

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>The Metro Plus Programme assists Government with delivering on the four Grand Challenges within the UK Industrial Strategy - Future of Mobility; Artificial Intelligence and Big Data; Clean Growth and Meeting the Needs of an Ageing Society.</p> <p>Being a programme that is focused on the provision and improvement of sustainable transport, it helps in particular to achieve the goals of a 'globally responsible Wales', 'A Wales of cohesive communities', 'a healthier Wales' and 'a prosperous Wales'.</p> <p>The Metro Plus Programme will provide increase network capacity, providing new and improved transport facilities, increasing capacity at interchanges across the rail network along with providing new capacity along transport corridors such as between Newport and Cardiff and the Abertillery to Ebbw Valley Railway line.</p> <p>In developing the programme long terms trends have been analysed. For example, the need to provide for electric powered vehicles at all sites with the programme has been investigated. A separate report produced by Cenex has considered how electric vehicle charging can be provided, what type of provision is required and the operating model for implementation. The Metro Plus programme also looks to address future trends such as population increases and decreases, providing increased public transport capacity and helping to prevent out-migration from some communities through improved access.</p>	

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Working together with other partners to deliver objectives</p> <p><small>Collaboration</small></p>	<p>The Metro Plus Programme has been formed through collaborative working by ten local authorities (Caerphilly CBC, Cardiff CC, Bridgend CBC, Newport CC, Vale of Glamorgan Council, Rhondda Cynon Taf CBC, Merthyr Tydfil CBC, Monmouthshire CC, Torfaen CBC, Blaenau Gwent CBC). The Well-being objectives of each of the local authorities have been considered when developing the programme.</p> <p>The inclusion of EV Charging is also supported by WG and work has been undertaken by Cenex to assess the demand up to 2030 at the locations identified.</p>	<p>Public consultation will take place through the WelTAG process as each scheme develops through the WelTAG stages, and, as the proposal includes all schemes identified within individual LA LDPs, the public will have been made aware of the proposals and would have already had an opportunity through the LDP consultation process to consider the principle of individual schemes.</p>
 <p>Involving those with an interest and seeking their views</p> <p><small>Involvement</small></p>	<p>The Metro Plus Programme has been formed through collaborative working by ten local authorities (Caerphilly CBC, Cardiff CC, Bridgend CBC, Newport CC, Vale of Glamorgan Council, Rhondda Cynon Taf CBC, Merthyr Tydfil CBC, Monmouthshire CC, Torfaen CBC, Blaenau Gwent CBC). The Well-being objectives of each of the local authorities have been considered when developing the programme.</p> <p>Cenex were commissioned to consider EV Charging to be included within the Programme and to assess likely demand up to 2030.</p>	<p>More needs to be done to develop engagement platforms – beyond formal partnerships – to reach communities, hard to reach groups and those who currently have a limited understanding of City Deal. Improving social media, web presence and marketing materials will increasingly make a contribution to this.</p> <p>The RTA will ensure that all partners are included whilst delivering the Programme.</p>

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

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

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	The Metro Plus Programme will help to achieve goals that aim to tackle poverty and deprivation, improve access to skills, improve employment opportunities and provide improved infrastructure and healthier communities for all characteristics as all infrastructure included within the projects will be designed in accordance with current inclusive design.	None arising at this time.	
Disability	As above	As above	
Gender reassignment	As above	As above	
Marriage or civil partnership	As above	As above	
Pregnancy or maternity	As above		
Race	As above		
Religion or Belief	As above		
Sex	As above		
Sexual Orientation	As above		
Welsh Language	As above	Not at this time but the situation will be kept under review.	



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

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

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

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

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

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

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

<b>The impacts of this project will be evaluated on:</b>	<b>Delivery of schemes</b>
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## **27<sup>TH</sup> FEBRUARY 2020 MEETING**

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### **ITEM 7 - ULTRA LOW EMISSION VEHICLES (ULEV) TRANSFORMATION FUND – LOCAL TRANSPORT FUND (LTF) 2020/21**

Appendix 2 (ULEV Transformation Fund LTF bid) to this report is not for publication as it contains exempt information of the description in paragraph(s) 14 of Part 4 and paragraph 21 of Part 5 of Schedule 12A of the Local Government Act 1972

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

#### **AGENDA ITEM**

#### **REASON FOR REPORT**

- 1) To advise Members of a new fund introduced by Welsh Government (WG) for 2020/21 that the Region can bid into to help deliver ULEV infrastructure and provide incentives for early take up of ULEVs.
- 2) To ask Members to note the bid to be submitted to WG for funding (at the time of writing this report, the value of the bid is currently being prepared).
- 3) To ask Members to note the importance of a regional approach to delivering ULEV initiatives, to ensure a regional solution for managing charging infrastructure and delivering incentives. This will enable a consistent approach across the Region for the delivery of charging infrastructure, with a standard mechanism for paying for fuel as well as a standard design being provided for ease of use to the client.

#### **BACKGROUND**

- 4) The Metro Plus Phase 1 Programme was agreed by Regional Cabinet on 18<sup>th</sup> February 2019 and is being co-ordinated and led by the RTA. The common assessment framework (CAF) is underpinned by the principles of the WeITAG and five-stage business case model and the core elements include the development of a Low Emission Vehicle Strategy, Infrastructure

Income Modelling and a plan to provide electric charging infrastructure, including facilities for taxis and buses.

- 5) The Capital Region was invited to submit a bid to the WG ULEV Transformation Fund through LTF on 9<sup>th</sup> January 2020, to provide a co-investment mechanism for meeting a proportion of the costs ULEV Transformation proposal. The WG guidance can be found at <https://gov.wales/local-transport-capital-grant-guidance-2020-2021>. The total amount available in Wales for this fund is £21.4m for 2020/21. This is a one year investment fund at this stage and all works would need to be completed by 31<sup>st</sup> March 2021.
- 6) The funding being made available is to assist the Welsh Government transform the network to ULEV and help them reach their targets of zero emissions from buses and taxis by 2028. The Guidance specifically requests that the funding be used for:-
  - Provision of charging infrastructure for taxi and private hire vehicles
  - Electric vehicle charging hubs – focused on the seven Valleys Taskforce Strategic Hubs and other urban areas with potential to support a wide variety of electric vehicle charging needs; and
  - Provision of Green Fleet (taxi, private hire fleet and bus).
- 7) For this fund, local authorities are invited to submit up to two applications. Local authorities should identify the priority order of these applications. The Cardiff Capital Region is submitting a bid on behalf of all 10 Local Authorities within the Region.
- 8) WG encourages local authorities to work together and submit regional applications. The lead local authority must be identified for each scheme. Funding would be allocated to the lead local authority. Merthyr County Borough Council has been identified as the lead local authority and has submitted the bid.
- 9) Schemes that include match funding will attract additional scores in the appraisal process, with schemes that demonstrate greater levels of match funding scoring higher.
- 10) Applications must be submitted by 28 February 2020.

## **PROGRESS TO DATE**

11) Following the positive feedback from Members at the RTA Meeting on 28<sup>th</sup> November 2019 and Member support towards the Taxi ULEV Strategy presented to them, the recommendations were approved to:-

- (1) note the Taxi Electric Vehicle Strategy and the recommendations made within the Cenex Report.

- (2) approve further work be undertaken to consider the recommendations within the Cenex report and explore incentivised options, such as the use of Welsh Government Financial Transaction Funding, to deliver the recommendations made within the report.
- (3) Note any proposals that may come forward to Regional Cabinet requesting WIF funding will need to be fully costed and accompanied by appropriate documentation in line with the requirements of the Investment & Intervention Framework.
- (4) To continue to evaluate the impact of the Taxi Licence policy to ensure WG targets can be achieved by 2028. This will need to be undertaken in collaboration with WG, local; regional and other stakeholders.

12) Therefore, as this opportunity for funding has arisen at relatively short notice, officers engaged with Cenex to investigate what could be achieved within the funding period and to meet the criteria set out by WG as identified above.

13) In order to prepare a robust bid, a strategic business case is being prepared to highlight the benefits of investing in measures to accelerate ULEV uptake.

14) A condition of funding is to use the WelTAG (Welsh Transport Appraisal Guidance), which provides best practice for the development, appraisal and evaluation of proposed transport interventions in Wales. WelTAG combines the principles of the HM Treasury Green Book and the Five Case Model for Better Business Cases with WebTAG best practice for transport appraisal.

15) The work that Cenex have carried out, directed by officers within CCR, was to apply the WelTAG approach to the outputs of the Cenex Taxi Strategy to provide further insight into selected recommendations. The Cenex report can be found at appendix 1 to this report. The outputs have enabled the CCR City Deal Office to develop a bid for WG funding to accelerate ULEV taxi uptake. The approach taken to carry out this work includes to consider the strategic business case in two areas: incentives and chargepoint infrastructure. These areas were identified in the Taxi Strategy as two of the three most significant barriers to ULEV taxi uptake.

## 16) Incentives

Cenex have examined the case for providing incentives to drivers of the top three most polluting vehicle categories: Large Car, Medium Car and Medium Van. In total these vehicles are responsible for almost 70% of NOx emissions from taxis in the CCR. On the advice of WG, other vehicles have not been excluded from applying for incentives, but as these particular vehicles make up the worst emissions within the Region, and in the little time available for preparation, these vehicles have been investigated more fully. Cenex have considered the outline business case for prioritising these three vehicle types by exploring:

- Why should these vehicles be targeted?
- How many vehicles would be in scope in the CCR?

- Estimated reductions in pollution and CO<sub>2</sub> emissions.
- Estimated costs for providing incentives.

Providing exact figures for emissions cuts and costs was not possible as this would require market research to understand likely uptake rates and time available wouldn't allow. Instead, they provided scenarios to show the cuts and costs that would be associated with different rates of uptake. Further work will be carried out over the next few months to provide a full business case for delivery, however, to date, the following has been considered including three incentive types:

- A financial incentive to achieve total cost of ownership parity between ULEVs and an equivalent Euro 6 diesel baseline vehicle.
- Subsidised vehicle licence fees for early adopters. Values can be taken from local authorities' licensing policies.
- Opportunities for short term test drive and 'try before you buy' schemes including procurement of a small demonstration fleet of ULEVs. Costs can be taken from Cenex's experience of delivering similar events for other local authorities.

### 17) Infrastructure

The Taxi Strategy proposes a number of site types for additional chargepoint infrastructure. For this piece of work, Cenex were instructed to focus on taxi ranks, existing transport hubs and locations for new charging hubs.

The Taxi Strategy did not include forecasts for numbers of chargepoints or associated costs. Therefore, it was not possible to calculate an accurate business case for investment. However, Cenex addressed this by applying the following steps:

- Making a rough estimate of the number of rapid chargepoints required in the aspirational scenario, based on proposed ratios of taxis to chargepoints in other local authorities.
- Drew on their in-house knowledge bank to provide indicative costs for hardware purchase and installation.
- Assuming that the aspirational scenario will not be achieved without access to rapid chargers, they then estimated the emissions reductions associated with the provision of this infrastructure. However, they did caveat that there is no direct link between chargepoint provision and emissions reduction and officers have considered how to present this information in its bid submission. Cenex also highlighted a risk which is that the aspirational scenario is reliant on all ten licensing authorities adopting the same vehicle age and emissions policy. More work is being undertaken by the Welsh Local Government Association (WLGA) to consider amendments to licensing and this work is currently ongoing.

### 18) WelTAG Guidance

For the incentives and infrastructure options described above, Cenex applied Stage Two of the WelTAG guidance. In this stage, the mechanisms by which proposed

options will lead to desired outcomes are explored in more detail. In a report to the CCR City Deal Office, which can be found at Appendix 2, Cenex outlined:

- How the proposed options meet the WG's objectives on pollution and CO<sub>2</sub> emissions.
- An estimation of the associated benefits (emissions reduction) and costs of each option where feasible.
- Scenarios to illustrate uncertainties around the proposed options, particularly where uptake rates are unknown.
- Potential risks and dependencies.

### 19) Deliverables

Cenex provided a report summarising the methodology used and presented key findings, which the City Deal Office have used to develop a bid submission.

20) The outline business case provided by Cenex has enabled a bid to be prepared which can be submitted to WG by the deadline of 28<sup>th</sup> February 2020 as attached at Appendix 2. At the time of preparing this report, the bid is still being developed. Cenex has now been engaged to prepare a full business case by early in the new financial year to enable the incentives identified in their outline business case to be delivered within the timescale of any grant that may be awarded. Further works to progress the infrastructure investment will be developed in-house with a proposed delivery within the 2020/21 financial year as required by the Grant conditions, also subject to award of funding.

21) There is an opportunity to co-invest and match fund 75%/25% WG/CCR Investment Fund, subject to approval from RTA and Regional Cabinet. This would enable a regional approach for delivery as the scheme would be part funded from CCR utilising the same approach used to deliver Metro Plus. Whilst a co-investment is not a condition of the Grant, it would enable regional delivery under the current remit of the City Deal. Therefore, should the bid be successful, a further report will be brought to this Board with a proposal for co-investment to enable a regional approach to the project within the timescales of the Grant. This would require a request to Regional Cabinet for an approval to match fund.

22) Merthyr Council would be the lead authority and would manage the ULEV Transformation Fund element with the RTA providing leadership and overall management of the project. It is anticipated that a Project Manager could be seconded into the City Deal Office to deliver the project and funded from the Grant.

23) Merthyr CBC will be responsible for reporting quarterly to WG on the LTF spend.

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

- 24) All Members would have been consulted through their local mechanisms for local project approval and support. This report is part of a series of updates on programme activity, whereby regional engagement will take place.

### **Reason for Recommendations**

- 1. To note the bid that will be submitted to WG by Merthyr County Borough Council by the deadline of 28<sup>th</sup> February 2020 to allow schemes to be delivered in a timely manner.**

### **Financial Implications**

- 25) The report requires the RTA to note that a bid for Local Transport Fund grant from WG has been submitted in line with required WG timescales. Where any bids for funding are submitted, allowance for the financial implications and responsibilities arising from the terms and conditions will need to be considered and set out in a future report to Regional Cabinet.
- 26) The Outline Business case on which this bid to WG is based, includes a number of caveats re accuracy of costs, market research and risks, including deliverability, as a result of need to consider state aid implications. Therefore, any decision as part of this report to the RTA, will not pre commit Regional Cabinet to provide match funding from the Wider Investment Fund or taking forward expenditure on approved grant, without an approved robust final business case to be submitted for Regional Cabinet approval, if the award of this grant is successful. Clear timescales will be set out within which this will be achieved.
- 27) When developing proposals for individual projects, the provisions of the Joint Working Agreement in relation to the delivery of the Cardiff Capital Region City Deal ('the JWA'), (in particular the provisions of the Assurance framework), and the terms attaching to the funding provided by HMT to the CCRCD must be complied with. To ensure compliance with the JWA, business cases will be developed for each scheme and the approach taken will need to be consistent with the HM Treasury Green Book and business case appraisal process, applied in a manner that is proportionate to the scheme in question.
- 28) For transportation related projects, all decisions made will also consider the broader aims and objectives of the Common Assessment Framework approved by the RTA and Regional Cabinet.

### **Legal Implications (including Equality Impact Assessment where appropriate)**

- 29) The report advises Members on a new fund being made available by WG to help deliver ULEV infrastructure and incentives ("the ULEV Transformation project") and seeks support for the bid submitted. When developing proposals for individual projects, the provisions of the Joint Working Agreement in relation to the delivery of the Cardiff Capital Region City Deal ('the JWA'), (in particular the provisions of the Assurance framework) and the terms attaching to the funding provided by HMT to the CCRCD must be complied with. To ensure compliance with the JWA, business cases will be developed for each scheme and the approach taken will be consistent with the HM Treasury Green Book



and business case appraisal process, applied in a manner that is proportionate to the scheme in question.

- 30) In developing the business case, detailed legal advice will be obtained for the proposed scheme, including consideration to any consents/ permission required to facilitate the scheme.
- 31) Consideration will be given to any conditions attached to such third party funding to ensure that CCRCD is able to comply with the same. Accepting terms and conditions in relation to any third party funding for the City Deal, unless otherwise delegated, is a matter for Regional Cabinet.
- 32) The Well-Being of Future Generations (Wales) Act 2015 ('the Act') is about improving the social, economic, environmental and cultural well-being of Wales. The Act places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language, and is globally responsible. In discharging their respective duties under the Act, each public body listed in the Act (which includes the Councils comprising the CCRCD) must set and published well being objectives. These objectives will show how each public body will work to achieve the vision for Wales set out in the national well being goals. When exercising its functions, the Regional Transport Authority should consider how the proposed decision will contribute towards meeting the 'well being duty' and in so doing assist to achieve the national well being goals.
- 33) The well-being duty also requires Councils to act in accordance with a 'sustainable development principle'. This principle requires Councils to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Put simply, this means that the Regional Transport Authority must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the Regional Transport Authority must:
  - Look to the long term
  - Focus on prevention by understanding the root causes of problems
  - Deliver an integrated approach to achieving the 7 national well-being goals
  - Work in collaboration with others to find shared sustainable solutions
  - Involve people from all sections of the community in the decisions which affect them.
- 34) The Regional Transport Authority must be satisfied that the proposed decision accords with the principles above.
- 35) To assist the Regional Transport Authority Cabinet to consider the duties under the Act in respect of the decision sought an assessment has been undertaken , which is attached as an Appendix 3 to this report (Well-being of future generations assessment) for Member's consideration.
- 36) In preparing reports due regard must be given to the Statutory Guidance on the Act issued by the Welsh Ministers, which is accessible using the link below:

<http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en>

## **Equality Act 2010**

37) In considering this matter, regard should be had, amongst other matters, to the Councils' duties under the Equality Act 2010. Pursuant to these legal duties the Regional Transport Authority must in making decisions have due regard to the need to (1) eliminate unlawful discrimination (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are:

- Age
- Gender reassignment
- Sex
- Race – including ethnic or national origin, colour or nationality
- Disability
- Pregnancy and maternity
- Marriage and civil partnership
- Sexual orientation
- Religion or belief – including lack of belief

## RECOMMENDATIONS

It is recommended that:-

Members note the bid to be submitted to Welsh Government for funding ULEV Transformation Fund – LTF within the deadline of 28<sup>th</sup> February 2020.

**KELLIE BEIRNE**  
**CARDIFF CAPITAL REGION DIRECTOR**  
**28<sup>th</sup> January 2020**

The following Appendices are attached:-

Appendix 1 – Cenex Report

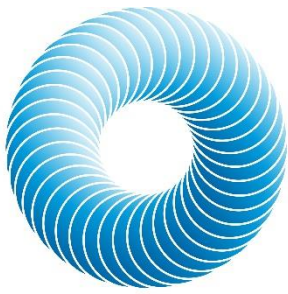
Appendix 2 **(ULEV Transformation Fund LTF bid) to this report is not for publication as it contains exempt information of the description in paragraph(s) 14 of Part 4 and paragraph 21 of Part 5 of Schedule 12A of the Local Government Act 1972**

Appendix 3 – Wellbeing of Future Generations Evaluation

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

Cardiff Capital Region Report – Strategic Outline Programme for Metro Plus – Phase 1 – Programme of Local 'Future Mobility' Schemes – 18<sup>th</sup> February 2019

Cardiff Capital Region Report – ULEV Taxi Strategy Report – 28<sup>th</sup> November 2019



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PROJECT  
**REPORT**

CCR ULEV Taxi Business Case

**12<sup>th</sup> February 2020**

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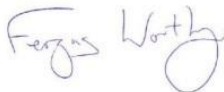
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**Document Revisions**

No.	Details	Date
1	First draft	04-02-20
2	Second draft – issued	12-02-20

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BEV	Battery Electric Vehicle
CAZ	Clean Air Zone
CCR	Cardiff Capital Region
CCC	Committee on Climate Change
CO <sub>2</sub>	Carbon dioxide
CO <sub>2</sub> e	Carbon dioxide equivalent
DNO	Distribution Network Operator
EV	Electric Vehicle
GHG	Greenhouse Gas
ICE	Internal Combustion Engine
kW	Kilowatt
PHEV	Plug-in Electric Vehicle
PM	Particulate Matter
NO <sub>x</sub>	Oxides of Nitrogen
NPV	Net Present Value
REEV	Range Extended Electric Vehicle
TCO	Total Cost of Ownership
ULEV	Ultra-Low Emission Vehicle
WAV	Wheelchair Accessible Vehicle
WG	Welsh Government
ZEV	Zero Emission Vehicle

## 1 Executive Summary

Cenex has undertaken a WelTAG stage 2 assessment of potential incentive schemes to encourage the uptake of Ultra Low Emission Vehicle (ULEV) taxis in the Cardiff Capital Region. Outputs can be used to support a bid for funding provided by The Welsh Government (WG) to support the transition to ultra low emission vehicles (ULEVs). ULEV increase must be accelerated to reduce air pollution in order to deliver improved health outcomes, and to reduce greenhouse gas (GHG) emissions which contribute to climate change.

The Strategic Case for change is shown by the alignment of the benefits of increased ULEV taxi uptake with the objectives of key policies and strategies including The WG's commitment to cut GHG emissions by 95% by 2050, in line with the Committee on Climate Change's Net Zero report; Prosperity for all: A low carbon Wales; and The Wellbeing of Future Generations Act.

Cenex has assessed three options for this report: ULEV Taxi Events, financial grants and incentives, and development of the regional chargepoint network. Cenex developed the business case in line with WelTAG and the recommendations in the Cenex ULEV Taxi Strategy. The study has used Cenex's Fleet Assessment Tool and bespoke modelling to quantify the expected reduction in emissions and associated damage costs with different packages of incentives. We modelled five scenarios to show the impact of parameters including annual mileage and vehicle eligibility on outcomes.

The baseline scenario, which assumes approximately 20% of the fleet takes up an incentive, would deliver a reduction in NO<sub>x</sub>, PM and CO<sub>2</sub> emissions of 18%, 28% and 10% respectively, giving a monetised benefit of £3.8 million. Under a scenario in which high mileage vehicles are included, respective figures rise to 15%, 25%, 35% and £5.4 million.

The report provides indicative costs for a range of incentives. These include:

- £10.6m to £14.4m for interest-free loans.
- £3.3m for non-repayable grants for operating costs.
- Around £150,000 for various trade engagement activities.
- £0.9m to £2.4m for a 'try before you buy' scheme.

Cenex estimated the charging infrastructure requirements ULEV taxis in the CCR.

- For the Baseline scenario the expected minimum requirement is for 14 chargers at a total cost of approximately £540,000.
- If drivers of higher mileage vehicles were to take the incentive, there is a potential requirement for 26 chargers at a total cost of approximately £960,000.

This report was produced in a short timescale and therefore without completing a feasibility study which would usually be required at this stage. There is significant uncertainty around these estimates for chargepoint numbers and associated costs

There are a number of risks which the CCR will need to consider when bidding for and delivering an incentive scheme. The two primary risks are:

1. The lack of a standardised regulatory and licensing environment across the CCR. A disjointed approach across the region could jeopardise the success of any incentive scheme. The CCR and local authorities should seek to align the individual regulatory requirements.
2. The lack of availability of plug-in wheelchair accessible vehicles (WAVs), including conversions of BEV small vans and national specification hackney carriage vehicles is likely to constrain ULEV uptake. CCR should contact WAV converters to understand the current market status, plans regarding BEVs and to demonstrate demand for ULEV wheelchair accessible vehicles.

Finally, the CCR will need to seek legal advice to ensure compliance with State Aid rules.

## 2 Introduction

In 2019, the Cardiff Capital Region (CCR) City Deal Office commissioned Cenex to write a strategy for ultra-low emission vehicle (ULEV) taxis, covering ten local authorities in South East Wales. The strategy recommended additional chargepoint infrastructure and a package of incentives to stimulate ULEV taxi uptake<sup>1</sup>. The report proposed developing a business case to support funding applications to implement these recommendations.

The Welsh Government (WG) has subsequently announced £29m to support the transition to low emission vehicles, contributing to the WG's aim of a zero emission bus and taxi/private hire vehicle fleet by 2028. Funding can be used for measures including electric vehicle (EV) chargepoints. In order to prepare a robust bid for this fund, the CCR City Deal Office needs to develop a strategic business case to highlight the benefits of investing in measures to accelerate ULEV uptake.

WelTAG, the Welsh Transport Appraisal Guidance, provides best practice guidance for the development, appraisal and evaluation of proposed transport interventions in Wales. WelTAG combines the principles of the HM Treasury Green Book and the Five Case Model for Better Business Cases with WebTAG best practice for transport appraisal.

CCR has commissioned Cenex to apply WelTAG to the outputs of the Cenex Taxi Strategy to provide further insight into selected recommendations. The outputs will help the CCR City Deal Office develop a bid for WG funding to accelerate ULEV taxi uptake.

This report presents the results of our modelling and analysis to estimate the costs and benefits of investing in infrastructure and incentives to accelerate ULEV taxi uptake. It also outlines key risks and considerations that CCR should bear in mind when structuring a package of incentive measures.

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<sup>1</sup> <https://www.cardiffcapitalregion.wales/wp-content/uploads/2019/07/taxi-strategy-for-south-east-wales-appendix-1.pdf>



### 3 Scheme Appraisal

This section sets out the overall strategic and transport case for incentivising the uptake of ULEV taxis, including the policy and legislative environment which drives the need for change, and the benefits that such a scheme would generate.

#### 3.1 Strategic Context and The Case for Change

Accelerating ULEV uptake is essential to reduce road transport emissions and tackle climate change and air quality. These issues are well documented elsewhere.

The Office for National Statistics' report<sup>2</sup> on Road Transport and Air Emissions summarises the long-term trends across Great Britain from 1990 to 2018. In particular:

- Road transport has increased by 29% from 255 billion miles to 328 billion miles per year.
- Improvements in fuel economy mean that greenhouse gas (GHG) emissions have risen by 6% in this period from 111 Mt CO<sub>2</sub>e to 118 Mt CO<sub>2</sub>e.
- However, this contrasts with a total reduction of GHG emissions of 32% over the same period, indicating that transport is lagging well behind improvements in other sectors. The share of emissions from transport has risen from 13% to 21% of the total.

This indicates that the economic and social factors causing increased transport use outweigh the technological improvements and tighter regulations associated with conventionally fuelled vehicles. As further technological improvements in combustion engines are likely to be limited, and trends towards larger vehicles are causing average vehicle emissions to increase<sup>3</sup>, doing nothing is likely to result in emissions from road transport continuing to increase.

The following list indicates important national and local legislation, policy and strategy that are relevant to reducing emissions from taxi and private hire vehicles in South East Wales.

- **UK Net Zero<sup>4</sup>.** The WG has accepted the Committee on Climate Change's recommendations to cut GHG emissions by 95% by 2050, and have gone further by targeting net-zero by no later than 2050.
- **Prosperity for all: A low carbon Wales<sup>5</sup>.** The WG has published its plan for meeting its carbon reduction targets, and indicates that 7.7% of CO<sub>2</sub> emissions in Wales is from cars. Policy 53 is to reduce the carbon footprint of taxis and private hire vehicles to zero by 2028.
- **Wellbeing of Future Generations Act.** Sets out the overarching vision and goals of decisions and policies in Wales which includes the goals of a Wales which is prosperous, healthy and globally responsible.
- **Petrol and Diesel Car 'Ban' in 2035.** The UK Government has proposed to end the sale of petrol and diesel cars by 2035 at the latest, including plug-in hybrid vehicles. This will be subject to consultation.
- **Newport City Council: Sustainable Travel Strategy.** States that taxis should play a significant role in supporting a change to ULEV and Zero Emission Vehicles (ZEV).
- **Cardiff Council Clean Air Feasibility Study (Outline Business Case).** States that licencing changes could be used to help the uptake of ULEV taxis.

#### 3.2 Options

##### 3.2.1 Longlisted Options

The Cenex Taxi Strategy created for the CCR in 2019 made 8 recommendations to increase ULEV uptake and reduce emissions:

<sup>2</sup> <https://www.ons.gov.uk/economy/environmentalaccounts/articles/roadtransportandairemissions/2019-09-16>

<sup>3</sup> <https://www.smmmt.co.uk/wp-content/uploads/sites/2/SMMT-New-Car-Co2-Report-2018-artwork.pdf>

<sup>4</sup> <https://www.theccc.org.uk/publication/net-zero-the-uks-contribution-to-stopping-global-warming/>

<sup>5</sup> <https://gov.wales/prosperity-all-low-carbon-wales>

1. Establish a regional ULEV taxi licensing working group consisting of representatives from each local authority.
2. Review and revise conditions of licensing to maximise ULEV availability, and approve current ULEV models for licensing.
3. Identify and introduce short term measures to incentivise the uptake of ULEVs.
4. Establish a programme of regional ULEV taxi events aimed at local trade representatives.
5. Develop an online ULEV taxi and private hire assessment tool aligned with the vehicle licence application process.
6. Agree to region wide adoption of proposed revised vehicle age and emissions policy. Develop a detailed implementation plan for the phased introduction of ULEVs commencing with newly licensed vehicles from 2022 onwards and resulting in all licensed vehicles being ULEV before 2028 in line with the target set by the Welsh Government.
7. Undertake an infrastructure requirements review to develop a proposed chargepoint network for CCR.
8. Develop a regional package of supporting measures and incentives to support the revised licensing policy, raise/apply for appropriate joint funding.

### 3.2.2 Shortlisted Options

Cenex believes that implementing all of these options will deliver the best outcomes in terms of ULEV taxi uptake. This report focuses on options 4, 7 and 8, as these are in scope of the WG funding for which CCR is developing a bid. Detail on each of these is as follows:

- **Option 4: Programme of Regional ULEV Taxi Events.** Engagement with the taxi trade is essential to get buy-in to proposals. Events provide a platform for stakeholders to find out more about ULEVs and could include Q&As about vehicles and infrastructure, vehicle demonstrations and trials, case studies and opportunities for feedback. Events can stimulate uptake by providing an opportunity for taxi drivers to gain exposure to ULEV options and to encourage discussion.
- **Option 7: Proposed Chargepoint Network for CCR.** Plug-in vehicles require a charging network to enable long distance travel and to make them a viable option for those without off-street parking. This is often seen as a “chicken and egg” problem, and by providing the infrastructure, it removes one of the barriers to adoption of ULEVs. This activity includes mapping the existing infrastructure provision and understanding what additional infrastructure is required and where it should go to meet the needs of additional ULEVs.
- **Option 8: Regional Package of Supporting Measures.** Providing financial incentives to taxi drivers to encourage the uptake of ULEVs. Although the total cost of ownership of EVs is generally lower than conventionally fuelled vehicles, the initial capital cost is usually higher and therefore a financial incentive can help to overcome this.

### 3.3 Wellbeing of Future Generations Act

Use of public money to accelerate ULEV taxi uptake must align with the goals stated in The Wellbeing of Future Generations Act (2015), which ensures all strategic and policy decisions will improve the social, economic, environmental and cultural well-being of Wales. The table below shows how the incentivisation of ULEV taxis and the resulting reduction in emissions from transport will contribute positively to a number of these goals.

Table 1: Contribution of ULEV Taxi Incentivisation to Wellbeing goals

Well-being Goal	How incentivising ULEV taxis would contribute to this goal
<b>A prosperous Wales</b>	EVs have lower operating costs than conventionally fuelled vehicles, reducing expenditure for taxi drivers. Financial support could help offset the increased capital cost of EVs.
<b>A resilient Wales</b>	Adoption of EVs will help to reduce noise pollution, particularly in cities and built up areas, and improve biodiversity in the region.
<b>A healthier Wales</b>	EVs reduce emissions which cause poor air quality, improving health outcomes for everyone in the CCR.
<b>A more equal Wales</b>	No impacts expected
<b>A Wales of cohesive communities</b>	Taxi services connect communities that may not be served by public transport; EV taxis will help ensure these services remain viable despite increasingly strict emissions regulations.
<b>A Wales of vibrant culture and thriving Welsh language</b>	No impacts expected
<b>A globally responsible Wales</b>	Reducing GHG emissions will help Wales play its part in tackling climate change and reducing negative impacts around the world.

### 3.4 Impact Assessment

Table 2, below, contains a description of the benefits of encouraging uptake of ULEV taxis. Selected benefits were modelled to quantify likely impacts, with the results presented in Section 4.

Table 2: Potential benefits of increased ULEV taxi uptake

Impact	Significance	Reason
Reduced pollution-related health issues	++	Plug-in vehicles have zero tailpipe NOx and PM emissions when run in electric mode
Reduced contribution to climate change	+	EVs reduce overall GHG emissions, even when emission from electricity generation are included
Reduced traffic noise	+	At low speeds, EVs are much quieter than petrol or diesel vehicles. Idling noise is eliminated
Increased awareness of ULEVs	+	Increasing ULEV taxi uptake will increase public experience of the technology and may increase wider ULEV uptake
Cost savings	+	For most taxi drivers, switching to a ULEV reduces total cost of ownership (TCO)

## 4 Methodology and Assumptions

This section details how Cenex quantified the expected emissions and social cost benefits of an increase in ULEV taxi uptake. Cenex has developed an outline business case for providing a package of incentives and chargepoint infrastructure to help accelerate uptake of ULEV taxis in the CCR. The business case has been developed in line with WelTAG and builds on the recommendations in the Cenex ULEV Taxi Strategy. Cenex undertook the following tasks.

- Market research into taxi incentive schemes offered by other UK local authorities:
  - Direct engagement with Drive Electric, Dynamo Motor Company, Leeds City Council, LEVC, Nottingham City Council, licensing officers in the CCR and Octopus Group.
  - Research into Clean Air Zone business case documents from Birmingham City Council and Southampton City Council.
  - Review of Cenex's experience of participating in taxi and fleet engagement activities including EV trials.
- Development of eligibility criteria and scenarios for which vehicles should be in scope for incentivisation.
- Modelled a range of financial incentives for different uptake scenarios and eligibility criteria.
- Quantification of estimated emissions savings, social damage cost savings, and funding needed to implement each incentive type and chargepoint infrastructure.

### 4.1 Scope and Assumptions

Analysis is based on the 5,044 vehicles (89% of the 5,680 in CCR) assessed by the 2019 ULEV Taxi Strategy. This excludes 315 vehicles that were not categorised: 284 vehicles in niche vehicle segments accounting for less than 5% of the fleet (such as luxury cars), and 37 vehicles which returned errors from the DVSA MOT history database.

The model calculates the expected reduction in emissions and associated social damage cost savings which would result from varying uptake of the proposed incentives based on different scenarios. We have assumed that the incentives would be available for all vehicles in the CCR, though the greatest benefits will be achieved under two conditions:

- When the oldest, most polluting vehicles in the parc are replaced, and;
- When vehicles which mostly operate in densely populated urban areas, particularly Cardiff and Newport, are replaced.

The scenarios are therefore used to illustrate the uptake that might be expected, and the social damage cost saving that would be realised, if certain segments of the taxi fleet were to take up the incentive package. Results can help with targeting an outreach campaign and other resources to particular types of drivers and operators.

Cenex has considered the following when constructing the scenarios:

- Incentives should be made available to both hackney carriage and private hire vehicles. This is to avoid distorting the market and to mitigate resistance from the taxi trade.
- Our modelling focusses on large cars (e.g. Toyota Avensis), medium cars (e.g. Skoda Octavia) and wheelchair accessible medium vans (e.g. Ford Transit Custom) because of their relatively large contribution to emissions and availability of suitable ULEVs replacement options. We assume that vehicles will be replaced on a like-for-like basis, though it is possible that the introduction of incentive schemes will alter the fleet composition over time.
- We assume that new vehicles will be pure EVs (battery electric vehicles or BEVs) and have not included plug-in hybrids (PHEVs) in the modelling. This is in line with the Cenex Taxi Strategy which showed PHEVs will increase CO<sub>2</sub> emissions and, for most drivers, TCO.

- BEVs have higher upfront costs and cheaper running costs than conventional vehicles. This means drivers are unlikely to see TCO savings at low annual mileages. In addition, environmental benefits are limited at low annual mileages. Therefore, our baseline scenario focusses on vehicles which cover more than 10,000 miles per year. It excludes drivers which cover extremely high mileages as they are less likely to opt for the incentives as a BEV may not meet their requirements.

### 4.2 Scenario Development

#### 4.2.1 Scenario Parameters

In total there we used six parameters to develop scenarios, although three of them remain the same for all scenarios. These three parameters are:

1. **Geographical:** Vehicles from all local authorities in the CCR are included.
2. **Licence type:** Hackney carriages and private hire are included.
3. **Vehicle segment:** Large car, medium car and WAV medium vans are included as they cover the majority of the vehicles in the taxi fleet. Executive cars and MPVs are excluded because of a lack of ULEV replacements on the market. However, however operators and drivers of these vehicles would still be eligible to apply for incentives towards suitable vehicles.

The three parameters which are varied between the scenarios are:

4. **Euro standard:** This is the Euro emissions standard for diesel or petrol vehicles. Euro 6 vehicles emit significantly lower NOx and PM than older vehicles.
5. **Mileage:** The model incorporates annual and daily mileage as part of the assessment. Appendix A illustrates the operational suitability and TCO impact of different annual mileages.
6. **Uptake rate:** This is the proportion of the fleet that takes up the proposed incentives. This is included to show the impact different uptake rates will have on outcomes. Figures used are not an attempt to predict actual uptake rates.

#### 4.2.2 Scenario Composition

Cenex initially created a baseline scenario which contains what we consider to be the most likely mix of vehicles to take up an incentive based on vehicle type, mileage and potential incentive uptake rates. From this baseline scenario we modelled several sensitivities to illustrate how these parameters affect the number of vehicles likely to take the incentive and the social damage cost savings.

The parameters in the Baseline scenario are set as follows:

- **Euro standard:** Euro 6 vehicles are excluded as the air quality benefits are minimal when switching from a Euro 6 vehicles to a ULEV.
- **Mileage:** Only vehicles which travel more than 10,000 miles per year and which can complete their estimated daily mileage with more than 20 miles of range remaining are included to maximise the environmental and TCO benefits.
- **Uptake rate:** The uptake rate is set at an “aspirational” target of 30% of the vehicle segments in scope. This matches the target rate for other incentive schemes in Cardiff<sup>6</sup> and Nottingham.

Against this Baseline, Cenex tested the sensitivity of selected parameters. We emphasise that these aren't recommendations for eligibility or expectations of driver uptake; they are simply illustrations of the impact of different variables on costs and benefits.

- **Low annual mileage:** Includes vehicles which cover fewer than 10,000 miles.

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<sup>6</sup> <https://cardiff.moderngov.co.uk/documents/s30910/Cabinet%202013%20June%202019%20Clean%20Air.pdf>

- **High daily mileage:** Includes vehicles which may need to additional recharge events during the day.
- **Euro 6:** Includes Euro 6 vehicles (i.e. no restriction on Euro standard).
- **Road to Zero uptake:** Uptake rate is reduced to 6% of the baseline vehicles in line with the estimated EV market share in 2021 according to DfT’s Road to Zero report. This shows what might happen with little or no incentivisation of ULEVs.

In each case, all other parameters are held constant as per the Baseline conditions.

Table 3, below, summarises the parameters for each scenario, with shading used to highlight changes.

Table 3: Variation in parameters in each scenario

Scenario Name	Variation in Parameters			
	Annual Mileage	Recharge needed during shift	Euro Standard	Uptake Rate
Baseline	More than 10,000	No	Excludes Euro 6	30% of included vehicle segments
Low annual mileage	Any	No	Excludes Euro 6	30% of included vehicle segments
High daily mileage	More than 10,000	Yes	Excludes Euro 6	30% of included vehicle segments
Euro 6	More than 10,000	No	All Euro standards	30% of included vehicle segments
Road to Zero uptake	More than 10,000	No	Excludes Euro 6	6% of baseline vehicles

### 4.3 Benefits Assessment Methodology

- Emissions savings have been calculated for CO<sub>2</sub>, NO<sub>x</sub> and PM for each of the 5,044 vehicles and each scenario using Cenex’s fleet assessment model.
- Social cost benefits of the proposed incentives have been calculated by monetising using WebTAG environmental impact appraisal guidance<sup>7</sup>.
- We used a 7 year appraisal period as this is the average in-service lifecycle for a taxi. Emissions savings in year 1 are calculated compared to the current emissions of each vehicle and are reduced over time to account for natural churn in the fleet.

<sup>7</sup> WebTAG monetises the cost to society of the emitted pollutants to account for mitigating the health and environmental damage caused by the emissions. The analysis uses central damage costs for each pollutant of £60.27 per tonne for CO<sub>2</sub>, £10,699 per tonne for NO<sub>x</sub>, and £203,331 per tonne for PM. These are the baseline 2017 prices which are proscribed by WebTAG and have been adjusted to 2020 prices as per the guidance. Damage cost savings are discounted by 3.5% per year in line with the WebTAG methodology, and net present value (NPV) of the saving calculated in 2020 prices.



## 5 Benefits Assessment

This section presents the estimated benefits of each scenario in terms of forecast ULEV taxi uptake and damage costs mitigated.

### 5.1 Mitigated Environmental Impact and Social Damage Costs

The following table shows the Baseline scenario and each of the four sensitivity scenarios.

Table 4: Benefits assessment of each scenario

	Estimated vehicle uptake	Emissions reduction vs 2019 levels			Social damage cost saving
		CO <sub>2</sub>	NOx	PM	
<b>Baseline</b>	992	9.8%	17.6%	27.5%	£3.8 m
<b>Low annual mileage</b>	1,028	9.1%	17.3%	26.5%	£3.7 m
<b>High daily mileage</b>	1,102	14.8%	24.8%	35.4%	£5.4 m
<b>Euro 6</b>	1,006	9.7%	16.3%	23.9%	£3.7 m
<b>Road to Zero uptake</b>	78	0.8%	1.4%	2.1%	£0.3 m

The estimated vehicle uptake column shows the number of vehicles which the model assumes will take up the incentives. The first four scenarios have similar uptake figures because the assumption that 30% of the fleet will switch to ULEVs dominates the impact of all other parameters. The emissions reduction columns show the cuts compared to current emissions of the entire fleet. The final column shows the monetised benefits.

### 5.2 Interpretation of Results

The green highlighted row indicates that the greatest reductions in emissions are achieved when high mileage vehicles are in scope. These higher mileage drivers stand to make the greatest TCO savings by running a BEV, but must have access to opportunity rapid charging to meet their daily mileage requirements.

Conversely, the impact of including lower mileage and/or Euro 6 vehicles is marginal, compared to the Baseline. Therefore, there is no case for actively targeting a scheme towards these drivers. This complements the outcome of our strategic case analysis, which showed that low mileage drivers will experience an increase in TCO when moving to a BEV, and pollutant emissions savings are reduced when a Euro 6 vehicle is replaced.

The last line in the table, illustrating the impact of uptake levels in line with the Road to Zero forecasts, are effectively an alternative Baseline. They show what would happen in the absence of an incentive scheme; i.e. marginal emissions cuts only. Therefore, there is a strong case for a package of measures to encourage ULEV taxi uptake.

## 6 Cost Assessment: Incentives

This section presents indicative costs (in bold) for a range of incentives to support ULEV taxi uptake and, where applicable, cites examples of schemes implemented by other local authorities.

### 6.1 Introduction

Based on average vehicle ownership conditions (7 years at 24,725 miles per year) all BEVs assessed offer TCO savings. However, the average cost premium for a BEV compared to a conventional alternative is £9,300. Therefore, financial incentives will be required to encourage ULEV uptake.

Engagement with the taxi trade by Cenex has highlighted initial purchase cost and access to low interest finance as major barriers to ULEV adoption. Interest free loans likely to be more effective at overcoming the barrier to entry than non-repayable grants because:

- They are typically higher value than grants, and;
- They address the barrier around access to low interest finance (even with a grant, access to significant capital will likely be needed).

However, loans may be more difficult to implement than grants as credit and affordability checks must be carried out.

In addition to direct financial support, Cenex believes that organising roadshows with ride and drive opportunities which give drivers and operators hands-on experience of ULEVs are crucial in overcoming common misperceptions about the technology. However, as discussed below, such schemes are likely to be difficult to implement in year one.

### 6.2 Interest Free Loan Scheme

Cenex' understanding is that interest free loans are less likely to be classed as State Aid than direct grants for vehicle purchase, though legal advice must be sought to clarify this.

Example loan options:

- A loan of £10,000 (standard) and £14,000 (WAV) would be required to cover 30% of the purchase cost of a BEV. Providing this loan option under the Baseline scenario with the existing market share of WAVs would cost approximately **£10.6m**.
- A loan of £14,000 (standard) and £17,000 (WAV) would be required to cover the purchase cost premium of a BEV plus 20% of a diesel purchase cost. Providing this loan option under the Baseline scenario with the existing market share of WAVs would cost approximately **£14.4m**.

This gives an estimate of the approximate value of a loan scheme to support significant ULEV taxi uptake, assuming CCR and the local authorities could stimulate significant trade and driver uptake.

#### 6.2.1 Example Scheme: Leeds City Council

Leeds City Council (LCC) is offering four-year interest free loans of up to £10,000 per vehicle for up to ten CAZ compliant vehicles<sup>8</sup> on the following basis:

- The scheme is supported by £7.2m funding from Defra Clean Air Fund<sup>9</sup>.
- During consultation 82% of 38 respondents said they would be 'either very (66%) or fairly (16%) interested' in the interest free loan scheme<sup>10</sup>. Over 2,000 applications have been received since the scheme launched in April 2019<sup>11</sup>.

<sup>8</sup> <https://www.leeds.gov.uk/business/environmental-health-for-business/air-quality/support-for-taxis-and-private-hire-clean-air-charging-zone>

<sup>9</sup> <https://news.leeds.gov.uk/clean-air-charging-zone-plans-approved-by-government/>

<sup>10</sup> <https://democracy.leeds.gov.uk/documents/g8193/Public%20reports%20pack%2017th-Oct-2018%2009.00%20Executive%20Board.pdf?T=10>

<sup>11</sup> <https://democracy.leeds.gov.uk/documents/s191570/Clean%20Air%20Zone%20Cover%20Report%20170619.pdf>



- Forecast uptake of 500 out of 720 loans<sup>12</sup>, equivalent to 10% and 15% of the 4,948 vehicles on the fleet respectively. We understand that 30 loans have been paid and 70 provisionally approved in the first nine months (as of December 2019).
- Includes Euro 4 or higher petrol hybrids (four passenger vehicles) and Euro 4 or higher petrol and Euro 6 diesel vehicles (carrying five to eight passengers).
- The applicant must own, lease or operate one or more vehicles that were first licensed by LCC before 17 October 2018 and have driven more than 8,000 miles while performing taxi or private hire duties within the last 12 months. Applicants must have been licensed as a taxi or private hire driver or operator by LCC for at least 12 months and consent to LCC carrying out credit searches and affordability checks.

### 6.3 Non-Repayable Grant Scheme for Operating Costs

It should be possible to provide grants for operating costs without requiring additional State Aid clearance, subject to legal advice. Grants for vehicle acquisition are unlikely to be State Aid compliant.

A package of non-repayable grants could be offered to cover operating costs such as the licence fee, compliance test, change of licence fee (if applicable), and running costs such as chargepoint use, insurance and servicing. Incentive caps could range from £3,000 (as offered in Cardiff) to £5,000 (as per Birmingham). This could be used to cover the following:

- Average CCR licence fee – £210 per year.
- Average MOT / Compliance test – £55 per year.
- Change of licence fee (if applicable) – up to £115 (one off).

This would equate to a minimum incentive of around £1,000 over three years, up to a maximum of £5,000 if running costs are included.

Grants for licence fees and other minor expenses are unlikely to be sufficient to increase ULEV uptake, so schemes should include indirect running costs. Providing this option under the Baseline scenario would cost approximately **£3.3m**.

#### 6.3.1 Example Scheme: Leeds City Council

LCC is offering non-repayable grants to cover transitional costs of up to £1,500 per vehicle for up to ten CAZ compliant vehicles.

- The scheme is supported by £0.7m funding from an Early Measures Fund.
- During consultation 63% of 38 respondents said they would find grant assistance 'either very (58%) or fairly (5%) useful'.
- Forecast uptake of 333 out of 466 loans, equivalent to 7% and 9% of the 4,948 vehicles on the fleet respectively.
- Eligibility criteria are as per the interest free loan scheme, plus applicants must be licensed as a taxi or private hire driver with LCC for at least 3 consecutive years following receipt of the grant and license the replacement vehicle for at least 3 consecutive years following receipt of the grant.

#### 6.3.2 Example Scheme: Birmingham City Council

Birmingham City Council is offering non-repayable grants for hackney carriage and private hire vehicles<sup>13</sup>.

### Hackney Carriage Scheme

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<sup>12</sup>

<https://democracy.leeds.gov.uk/documents/s194755/Improving%20Air%20Quality%20Cover%20Report%20100919.pdf>

<sup>13</sup> [https://www.birmingham.gov.uk/downloads/file/14161/brum\\_breathes\\_taxi\\_mailing\\_booklet](https://www.birmingham.gov.uk/downloads/file/14161/brum_breathes_taxi_mailing_booklet)

## CCR ULEV Taxi Business Case

- The scheme is supported by £5m funding from the Defra Clean Air Fund for hackney carriage grant scheme.
- Up to £5,000 contribution to the operating expenses (for state aid compliance) of a Birmingham licensed electric hackney carriage.
- Four annual payments of up to £1,250, which could be used to cover costs such as electric charging, insurance, servicing and rank fees. Before each payment the applicant must provide evidence that the vehicle is still in their possession and of running costs incurred.
- Up to £5,000 towards the installation of Clean Vehicle Retrofit Accreditation Scheme approved technologies (e.g. those that meet Euro 6 emissions standards).
- Funding is available for 1,000 vehicles, equivalent to 90% of the hackney carriage fleet.
- CAZ compliant vehicles (Euro 4 petrol and Euro 6 diesel) cannot apply for support

### Private Hire Vehicle Scheme

- The scheme is supported by £7m funding from the Defra Clean Air Fund for private hire grant scheme.
- Up to £2,500 contribution to the operating expenses of a vehicle that is eligible for the plug-in grant (e.g. BEV or REEV).
- Two annual payments of up to £1,250. Up to £2,000 toward the purchase of a plug-in hybrid or hybrid vehicle. Up to £1,000 toward the purchase of a CAZ compliant petrol or diesel vehicle.
- Funding is available for 3,500 vehicles, equivalent to 85% of the private hire fleet.

#### 6.3.3 Example Scheme: Cardiff City Council

Cardiff City Council (CCC) has secured funding to offer non-repayable grants<sup>14</sup> of up to £3,000 to cover a proportion of the running costs of ULEVs.

- The scheme is supported by £1.86m of WG funding to improve air quality.
- Full details are to be determined but it is likely to be offered over three years with similar eligibility to other schemes.
- Funding is available for 620 vehicles, equivalent to 30% of the licensed fleet

### 6.4 EV Roadshow with Ride and Drive Opportunities

Trade engagement and education via events, ride and drive roadshows, advice tools and ULEV suitability reports can be a very effective way of encouraging uptake, though benefits are difficult to capture and have not been modelled for this report.

- An estimated cost of £5,000 per trade engagement event including ride and drives equates to **£50,000 for ten events**.
- **£35,000 to £50,000** would be required to develop an online electric taxi hub. This could include an EV suitability checker, details of approved vehicles, events page, details of incentive schemes and updates regarding chargepoint network.
- Personalised EV suitability reports would cost an estimated £350 per report, which equates to **£42,000 for 100 reports** including set up. CCR should investigate the feasibility of providing a small financial incentive such as a cash payment or free vehicle test to encourage uptake of this scheme. This option would require drivers to agree to have a GPS tracker fitted to the vehicle, which is likely to be challenging and constrain uptake.
- Monthly newsletters for one year would cost around **£6,000**.

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<sup>14</sup> <https://www.smartcitiesworld.net/news/news/cardiff-secures-21m-for-air-quality-improvements-4986>

**The total estimated cost of all engagement activities described above is £50,000 to £148,000 in year one.**

### 6.5 Try Before You Buy Scheme

A try before you buy scheme could involve the CCR or other regional stakeholder procuring vehicles for long-term trials by operators and drivers. Costs for a council run scheme would include:

- Procurement of non-WAVs. From £0.45m (12 vehicles, c. 300 participants) to £1.8m (48 vehicles, c. 1,250 participants)<sup>15</sup>. We understand that LCC is the only local authority offering an EV trial scheme for private hire drivers
- Procurement of WAVs. From £0.5m (10 vehicles) to £1.5m (30 vehicles)<sup>16</sup>.
- Insurance costs. Up to £4,000 per vehicle.
- Management and storage costs. Up to £400,000.

**Total cost = £0.9 to £2.4m.**

Cenex does not recommend CCR or any local authority manage this themselves because there are numerous associated challenges including:

- Timescales to implement: 1 year to procure vehicles and set up, 1 year to deliver.
- Local authorities may need to set themselves up as the vehicle proprietor and taxi operator, including undertaking literacy and other tests.
- There is a significant administrative burden, including bookings, valeting, repairs and handovers.
- Utilisation can be low, particularly at the start of the program
- Drivers' current vehicles may need to be stored.

A preferred approach would be to engage with a dedicated EV provider (such as Drive Electric, Lex Autolease, Octopus Investment or Tusker) to run a try before you buy scheme.

### 6.6 Example Scheme: Birmingham City Council – Electric Taxi Rental Scheme

BCC is creating a fleet of at least 50 hackney EVs which will be provided for rentals or on a short term 'try before you buy' basis.

- The scheme is supported by £2.75m funding from the Defra Clean Air Fund for Electric Taxi Rental Scheme.
- For the full rental scheme, the applicant must sell or scrap a noncompliant vehicle and provide evidence that this has happened. Sale or scrappage not required for the short term 'try before you buy' rental scheme.
- Vehicles may be based at one of several locations, depending on the rental arrangement and the facilities of the rental partner.
- Vehicles cannot be sub-leased.

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<sup>15</sup> Costs calculated as follows. Cost per twelve vehicles = two large cars (£39,000 each), three medium cars (£30,000 each), three long range medium cars (£33,000 each), one LEVC TX (£56,000 each), two Dynamo Nissan e-NV200 (£48,000 each) and one small van / MPV (£31,000 each)

<sup>16</sup> Costs calculated as follows. Cost per ten vehicles = eight Dynamo Nissan e-NV200 (£48,000 each) and two LEVC TX (£56,000 each)

## 7 Cost Assessment: Infrastructure

This section presents indicative costs for rapid chargepoint infrastructure to support ULEV taxi uptake.

### 7.1 Caveats

In order to estimate chargepoint requirements and associated costs for taxis (or any vehicles), Cenex would typically carry out a feasibility study to gather data on vehicle duty cycles, estimate ULEV uptake rates, and engage with stakeholders including the local distribution network operator (DNO) to provide accurate forecasts. Given the limited time and budget available, this has not been possible.

In addition, the analysis does not account for the required spatial distribution of chargers. It is likely that additional chargers would be required to ensure sufficient coverage across the CCR region to give drivers confidence to operate a ULEV, even if this is more than would be theoretically needed.

We therefore emphasise that the estimates provided here have significant uncertainty around them, and that further work, including a feasibility study, must be undertaken before any investment decisions are made.

### 7.2 Assumptions

Cenex has estimated the number of chargepoints required to fulfil the additional demand from likely uptake of ULEVs for the Baseline scenario. The analysis assumes that:

- Early adopters will use home-based charging as much as possible. Rapid (50kW) chargers will only be required to fulfil charging requirements from early adopters who do not have off-street parking and are therefore unable to charge at home. We have assumed the national average of 40% of properties will not have access to off-street parking.
- Chargers would also be used by drivers who travel further than a single charge would take them in a day. Most drivers will be able to complete the majority of their daily mileage requirements on a single overnight home charge.
- Chargepoints will be for the exclusive use of taxi and private hire vehicles. The model does not account for significant peak demand at certain times of the day and locations. The numbers provided below should therefore be treated as a minimum; a feasibility study may recommend more units in order to give depth of coverage at particular locations and breadth of locations across the CCR.

### 7.3 Estimated Costs

A typical capital cost to install a rapid charger is £35,000, which includes equipment costs, electricity connection, enabling works and warranty. It does not include grid reinforcement costs, land purchase or any operating costs. Cenex estimates that operating costs (excluding electricity) would be about £500 per chargepoint per year for data connectivity, maintenance and back-office systems.

Estimated chargepoint numbers and costs are as follows:

- For the Baseline scenario the expected minimum requirement is for **14 chargers at a total cost of approximately £540,000**.
- If drivers of higher mileage vehicles were to take the incentive, there is a potential requirement for **26 chargers at a total cost of approximately £960,000**.

We emphasise that there is significant uncertainty around these estimates for chargepoint numbers and associated costs.

Additional costs will be incurred to plan and manage the installations. Typical costs for the scale of network proposed in this report are:

- £20,000 to £40,000 for research, strategy and planning of the installation.
- £7,000 to £10,000 for project management and health and safety advice and auditing.

These costs should be considered as an investment; for example, by understanding potential grid constraints, grid reinforcement costs can be mitigated.

### 7.4 Other considerations

Chargepoints could be installed in 6 months providing sites are on council owned land and there are no significant issues from the DNO. However, if land is to be leased and/or the DNO highlights network issues, this timescale could be 12 or even 18 months. This is therefore a risk for funding that must be spent within one year.

We propose that 'free' electricity should be included to encourage uptake, based on a successful in scheme in Dundee. Costs for this are not included in the above estimates.

The requirement for rapid charging will be low in 2020-21 while there are relatively few ULEV taxis on the road and much of the demand is met by domestic charging. Moving further into the 2020s, demand for rapid charging will increase as more drivers switch to ULEVs. However, installing a large network of rapid chargers in 2020-21 will mean many units are under-utilised initially and may represent inefficient use of public funds. There is a balance to be struck between future-proofing and prudent investment.

## 8 Risks, Mitigation and Eligibility Criteria

This report has presented a range of incentive options for stimulating ULEV uptake. The CCR will need to review these and determine for which combination of measures to seek funding. This section highlights key risks and considerations that can inform this decision making process and, where known, potential mitigating measures. It also recommends incentive eligibility criteria.

### 8.1 Risks and Mitigation

- **Risk:** The lack of a regional regulatory requirement for BEVs, standardisation between local authorities, and clarity of future licensing policy landscape present significant risks as they could significantly constrain ULEV uptake. Failing to standardise conditions across the region could jeopardise the success of any incentive scheme.
  - **Mitigation:** The CCR and local authorities should seek to align the individual LA regulatory requirements. These organisations should develop a detailed shared delivery plan for the phased introduction of ULEVs and communicate this to the trade.
- **Risk:** BEV model availability will be limited by current conditions of licensing (e.g. window tints, crossover SUV bodies, some dimensional constraints). Lead times are still quite long on some models (up to 6 months on some models).
  - **Mitigation:** revise conditions of licensing to maximise availability of suitable BEVs and reiterate the requirement to proactively licence BEVs before presentation by the trade. Publicise a list of licenced vehicles.
- **Risk:** The lack of availability of suitable plug-in WAVs, including conversions of BEV small vans and national specification hackney carriage vehicles is likely to constrain ULEV uptake. This will be particularly felt in the hackney carriage fleet which contains 90% of the WAVs in the CCR.
  - **Mitigation:** contact converters of WAVs (e.g. Brotherwood, Cab Direct, Vic Young etc.) to understand the current market status, plans regarding BEVs and to demonstrate demand for ULEV wheelchair accessible vehicles. Discussion should focus on current BEV small vans (e.g. Nissan e-NV200, Renault Kangoo) and upcoming BEV / REEV medium vans (e.g. Mercedes-Benz eVito, new version of the Peugeot Expert, Ford Transit Custom).
- **Risk:** Cenex proposed excluding Euro 6 taxis from the proposed scheme because of the limited emissions benefits when shifting to ULEVs. This will disadvantage operators and drivers of these vehicles.
  - **Mitigation:** Allow drivers and operators of these vehicles to access funding for a new ULEV, providing their Euro 6 vehicle remains in the CCR taxi fleet.
- **Risk:** CCR would need to appoint a preferred partner (e.g. finance company or similar) to manage an interest free loan scheme. It may be challenging to set up a scheme within required timescales.
  - **Mitigation:** we advise speaking to LCC regarding challenges (such as credit checks) and BCC regarding how they plan to manage their scheme. Cenex can provide contact details of relevant local authorities and suppliers.
- **Risk:** Legal guidance is required to ensure compliance with State Aid. The UK Government has negotiated a sum of money under the EU General Block Exemption Regulations to be used for the plug-in grant scheme. As such, providing direct financial support for vehicles which are eligible for the plug-in grant is likely to be prevented under State Aid rules. Several UK Government funding programmes, such as Defra's Clean Air Fund, do not allow funding to be used to provide direct financial support for purchasing plug-in grant eligible vehicles unless local authorities can provide strong legal assurances around state aid compliance.
  - **Mitigation:** CCR must seek legal advice to clarify State Aid rules.

## 8.2 Recommend Eligibility Criteria

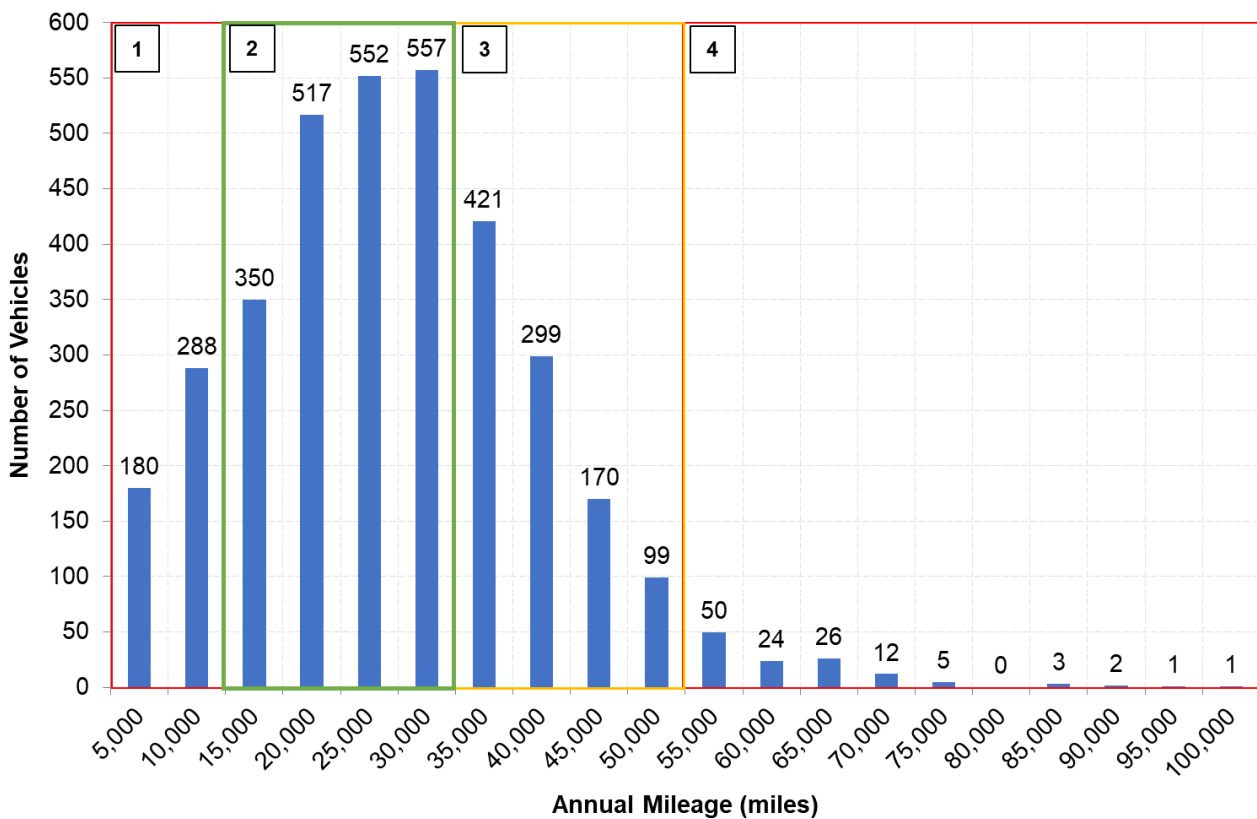
- WAVs should be replaced by WAVs, to maintain the number of accessible vehicles on the fleet in the short term.
- Driver's incumbent vehicle must have been licensed for one year in the CCR.
- The replacement ULEV must remain licensed in CCR for 3 years.
- Set a maximum eligible number of vehicles per proprietor.
- Vehicle proprietors and drivers must agree to share data.
- Replacement ULEVs must cost less than £50,000 (standard) and £60,000 (WAV).



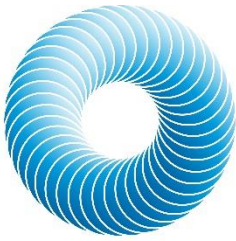
## Appendix A

The following graph illustrates the impact that vehicle annual mileage has on the TCO and emissions savings of moving from a diesel ICE to a BEV.

1. **Low mileage:** The total cost of ownership is increased compared to diesel.
2. **Average mileage, less than one charge per day:** There is a total cost of ownership saving compared to diesel, this is the target for incentivisation.
3. There is a total cost of ownership saving compared to diesel There is a total cost of ownership saving compared to diesel, it is a target for incentivisation and has more emissions savings, but is reliant on public infrastructure.
4. **Very high mileage, more than two charges per day:** Unlikely to work, vehicles may be used by multiple drivers and owned by fleet operators – owner driver TCO model not as relevant, although emissions savings would be very high,







# cenex

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# Future Generations Assessment

<b>Name of the Officer completing the evaluation:</b>  Clare Cameron  <b>Phone no:</b> 07976 708539 <b>E-mail:</b> clare.cameron@cardiff.gov.uk	<b>Please give a brief description of the aims of the proposal</b>  To provide members with an update on the ULEV Transformation fund bid that is to be submitted to Welsh Government for funding the delivery of ULEV infrastructure and incentives by the deadline of 28 <sup>th</sup> February 2020.
<b>Proposal: Ultra Low Emssion Vehicles (ULEV)Transformation Fund Bid</b>	<b>Date Future Generations Evaluation form completed: 18 February 2020</b>

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

<b>Well Being Goal</b>	<b>Does the proposal contribute to this goal? Describe the positive and negative impacts.</b>	<b>What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?</b>
<span style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: small; position: absolute; left: -40px; top: 50%; white-space: nowrap;">Page 113</span> <p><b>A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>The ULEV Transformation Programme will have a slight to large positive impact on the strategic objectives contained within the Prosperity and Opportunity theme.</p> <p>EVs have lower operating costs than conventionally fuelled vehicles, reducing expenditure for taxi drivers. Financial support could help offset the increased capital cost of EVs.</p> <p>For most taxi drivers, switching to a ULEV reduces total cost of ownership (TCO).</p> <p>In particular, the programme will greatly assist in providing the right infrastructure to improve connectivity by means of good transport</p>	<p>Proposals to improve progress against ULEV projects currently in progress are set out in the report. This report does not seek to simply report progress but to address the actions needed to drive it.</p>


Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	infrastructure.	
<p><b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	<p>Adoption of EVs will help to improve air quality, reduce noise pollution, particularly in cities and built up areas, and improve biodiversity in the region.</p> <p>The development of new transport schemes which can utilise new technologies such as electric charging points and electric vehicles within its operation and design will also allow formation of new industries to supply these services. The report prepared by Cenex demonstrates the need for a Programme of Electric Vehicle Infrastructure and has proposed the level of infrastructure likely to be required up to 2030. The delivery of this programme will seek to expand on this provision for the region as a whole, which will help combat climate change.</p>	<p>This activity will be driven up in future. In addition as physical infrastructure schemes enter delivery, more comprehensive assessments will need to be carried out in full.</p>
<p><b>A healthier Wales</b> People's physical and mental wellbeing is maximized and health impacts are understood</p>	<p>EVs reduce emissions which cause poor air quality, improving health outcomes for everyone in the CCR leading to cost savings across a range of health service provisions.</p> <p>Plug-in vehicles have zero tailpipe NOx and PM emissions when run in electric mode and therefore has a large positive impact on a healthier Wales.</p> <p>There can also be economic benefits for the region from growing new technologies and the new businesses that provide the infrastructure.</p> <p>CCR is working with bus operators to provide better infrastructure that improves reliability and working in partnership to encourage operators to invest in newer</p>	




Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	buses, electric vehicles, thus aiding positive improvements in air quality through ULEV vehicles and more reliable provision.	
<b>A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected	Taxi services connect communities that may not be served by public transport. EV buses, community transport and taxis will help ensure services remain viable despite increasingly strict emissions regulations.  The programme will greatly assist in providing infrastructure to improve air quality by enabling the public and private sectors to access charging points throughout the region, giving them more confidence to invest in electric vehicles.	A greater contribution will be made to this by the aforementioned data capability, sectoral analysis and place assessments.
<b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Reducing GHG emissions will help Wales play its part in tackling climate change and reducing negative impacts around the world. EVs reduce overall GHG emissions, even when emission from electricity generation are included and therefore has a positive impact on climate change. At low speeds, EVs are much quieter than petrol or diesel vehicles and idling noise is eliminated.  The ULEV Transformation Programmes will sustain new connections, share good practice and secure propositions and deals that support economic growth.  The ULEV Programme will help to encourage the participation of taxi and bus operators and provide incentives for take up of any schemes. Business cases in association with ULEV provision and	Develop the legacy impact of the event, sustaining new connections, sharing great practice and potentially securing propositions and deals that support economic growth.

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	incentives will measure changes to greenhouse gases emitted as identified within the CCR ULEV Taxi Strategy and Regional Strategy for all modes.	
<p><b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation</p>	<p>Providing new and improved sustainable transport infrastructure across the Region will help increase the sustainable means of access to sport and recreation.</p> <p>All signage will be bilingual.</p> <p>Where each individual scheme has an effect on the landscape and historic environment, sympathetic solutions will be sought to ensure that there is no/minimal negative impact.</p>	
<p><b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances</p>	<p>City Deal is about delivering across 10 LAs and a population of 1.5m people. It is about economic gains – but importantly how this will convert as tools for improving people’s lives.</p> <p>The Programme will support a more productive economy through an increase in new technologies, allowing for individuals, households, the public sector and businesses to grasp new opportunities, from more sustainable and clean transport provided by new and improved transport options.</p> <p>Increasing ULEV taxi uptake will increase public experience of the technology and may increase wider ULEV uptake.</p> <p>Transport improvements throughout the south east Wales region will help increase the skills base of the labour market, through providing means of access to</p>	


Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	new educational, employment, healthcare and training opportunities.	

**2. How has your proposal embedded and prioritized the sustainable governance principles in its development?**

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 117</p>  <p>Balancing short term need with long term and planning for the future</p>	<p>The ULEV Programme assists Government with delivering on the four Grand Challenges within the UK Industrial Strategy - Future of Mobility; Artificial Intelligence and Big Data; Clean Growth and Meeting the Needs of an Ageing Society.</p> <p>Being a programme that is focused on the provision of ULEVs, it helps in particular to achieve the goals of a 'globally responsible Wales', 'A Wales of cohesive communities', 'a healthier Wales' and 'a prosperous Wales'.</p> <p>The ULEV Programme will provide increase network capacity, providing new and improved transport facilities, increasing capacity at interchanges across the rail network along with providing new capacity along transport corridors.</p> <p>In developing the programme long terms trends have been analysed to provide for electric powered vehicles, what type of provision is required and the operating model for implementation. T</p>	

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Working together with other partners to deliver objectives</p> <p>Collaboration</p>	<p>The ULEV Programme has been formed through collaborative working by ten local authorities (Caerphilly CBC, Cardiff CC, Bridgend CBC, Newport CC, Vale of Glamorgan Council, Rhondda Cynon Taf CBC, Merthyr Tydfil CBC, Monmouthshire CC, Torfaen CBC, Blaenau Gwent CBC). The Well-being objectives of each of the local authorities have been considered when developing the programme.</p> <p>EV Charging is supported by WG and work has been undertaken by Cenex to assess the demand up to 2030.</p>	<p>Public consultation will take place through the WeITAG process as each scheme develops through the WeITAG stages.</p>
<p>Page 118</p>  <p>Involving those with an interest and seeking their views</p> <p>Involvement</p>	<p>The ULEV Programme has been formed through collaborative working by ten local authorities (Caerphilly CBC, Cardiff CC, Bridgend CBC, Newport CC, Vale of Glamorgan Council, Rhondda Cynon Taf CBC, Merthyr Tydfil CBC, Monmouthshire CC, Torfaen CBC, Blaenau Gwent CBC). The Well-being objectives of each of the local authorities have been considered when developing the programme.</p> <p>Cenex were commissioned to consider EV Charging to assess likely demand up to 2030.</p>	<p>More needs to be done to develop engagement platforms – beyond formal partnerships – to reach communities, hard to reach groups and those who currently have a limited understanding of City Deal. Improving social media, web presence and marketing materials will increasingly make a contribution to this. The RTA will ensure that all partners are included whilst delivering the Programme.</p>
 <p>Putting resources into preventing problems occurring or getting worse</p> <p>Prevention</p>	<p>The ULEV Programme is designed to prevent further environmental damage from transport through the promotion and development of a sustainable transport network.</p>	<p>This will be an increasing focus of scheme and programme delivery.</p>



<b>Sustainable Development Principle</b>	<b>Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.</b>	<b>Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?</b>
 <p>Considering impact on all wellbeing goals together and on other bodies</p>	<p>The ULEV Programme has been developed with consideration to a wide range of contextual factors. Strategic fit of the programme has been considered along with a number of other wider issues such as carbon reduction.</p> <p>In terms of the programme impact on local authority wellbeing goals, a positive impact can be seen.</p>	

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

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

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

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

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

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

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

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

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

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

**The impacts of this project will be evaluated on:**

**Delivery of schemes**

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### ADVANCING METRO CENTRAL

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#### Reason for this Report

1. To provide an update on the Metro Central project and to seek considerations of Investment Panel as to the request that will be made of Regional Cabinet for a City Deal funding contribution towards the costs of completing essential design specification and technical requirements for the project, which will inform and shape a programme-level Full Business Case.

#### Background

2. In January 2018, the Cardiff Capital Region City Deal Cabinet agreed in-principle to set-aside £40m of City Deal funding to support the redevelopment of Cardiff Central Station on the basis that match funding would be forthcoming from the UK Government, Welsh Government and the private sector and subject to a Full Business Case. On 22 July 2019, the UK Government announced a similar in-principle funding contribution of £58.3m. Welsh Government has also agreed to contribute £45m and the adjacent landowners are developing associated commercial proposals that will represent an investment of similar proportions.
3. Metro Central is a critical component of the overall South Wales Metro project. Its capacity determines the overall capability and resilience of the network, and it is also the sole connection between the Great Western Mainline and the Core Valley Lines. As such, the ability of the station to deal with increased patronage is fundamental to the future success of city-region transport infrastructure, and its ability to achieve dispersed and inclusive growth across the CCR.
4. A detailed governance structure (the Metro Central Delivery Partnership) has been established to oversee the development of the project including representatives from Cardiff Council, Welsh Government, Transport for Wales, Network Rail, the private sector, and in recent weeks has extended to include officers from the City Deal.
5. At the Cabinet meeting of 15 January 2018, it was agreed 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:
  - 1) Discharge of the JWA Business Plan reserved matter;
  - 2) Formal approval of the Full Business Case by the City Deal Cabinet in accordance with the City Deal Investment Fund Assurance Framework and full consideration by the appropriate advisory bodies and sub-committees;
  - 3) Completion of the GRIP and WelTAG processes; and
  - 4) Commitment to match-funding from Welsh Government, UK Government and the private sector as outlined in this report.
6. Subsequently a request for a City Deal funding contribution of £100,000 was approved by the Cardiff Capital Region City Deal Cabinet in October 2019 to assist with the development of architectural proposals based on the initial feasibility studies undertaken by ARUP – the Weston Williamson work (Appendix 1). This work was required to test the deliverability of the initial feasibility work as

part of setting the context and developing the brief for the detailed Full Business Case work required to satisfy the UK Government investment and the proposed full investment to be made by City Deal.

7. The commitment of £100,000 by the Cardiff Capital Region City Deal Cabinet was also considered by the City Deal Investment Panel prior to its approval. In their consideration, the Investment Panel also sought for further information to be provided following approval and in anticipation of the final consideration of the full funding of the project. These considerations, also endorsed by Regional Cabinet, included:
  - Additional information to be appended to the current OBC to respond to the City Deal Requirements and demonstrate the case for the wider elements of the scheme (beyond rail) for which City Deal funds are sought – a programme-level case.
  - Confirmation of the DfT conditions for future investment.
  - Ensuring that the Cardiff Capital Region feature in governance arrangements.
  - Clarification of the overall funding envelope, including a summary of:
    - Total estimated cost (split across pre and post FBC approvals)
    - Funding split for each partner (for each phase)
    - Status of funding approval (for each partner)
    - Costs incurred to date (for each partner)
    - Re-run cost benefit ratios relating to the above and low and high growth scenarios related to City Deal Requirements
    - Assessment of ROI and basis on which investment is sought
  - Re-submission of SIFT questionnaire to capture as much of the above as is practicable at this stage and present as one case
  - Further elaboration of plans for sustainability, wellbeing and low carbon
8. A full response to the considerations set out above can only be provided by the Full Business Case as the FBC will confirm detailed proposals with associated detailed cost estimates based on procured solutions. At this stage in the process the proposals remain indicative and therefore the considerations can only be partially addressed. However, it is clear from wider developments and the broadening scope of this public-private scheme, a Full Business Case must be at programme level (as opposed to merely at individual project-level) and give consideration to all elements of the scheme – in order to independently inform the basis upon which City Deal investment is made; the outcomes it will contribute to; and how benefits and momentum is captured and shared by all partners. This is particularly key in the light of City Deal Requirements around jobs, growth, private leverage and the types of ROI that might be delivered.

### **Summary of the Proposal**

9. The January 2018 report outlined and approved the strategic case for the Metro Central project, predicated on a number of key tenets, namely:

#### Transport Infrastructure Requirements

10. 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 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.
11. 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.

#### Private Sector Leverage

12. 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 5,000,000 ft<sup>2</sup> of commercial development, comprising:
  - Central Square (1,000,000 ft<sup>2</sup>)
  - Central Quay (1,000,000 ft<sup>2</sup>)
  - Dumballs Road (1,000,000 ft<sup>2</sup>)
  - Callaghan Square (1,000,000 ft<sup>2</sup>)
  - Capital Quarter (500,000 ft<sup>2</sup>)
  - St Davids Square (500,000 ft<sup>2</sup>)
13. 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. This is significant component of the overall scheme and further evidences why a programme level Full Business Case is necessary in order to be clear about the benefits and opportunities CCR is helping to catalyse.

#### Regional Impact

14. The regional reach of Metro Central is potentially greater than any other regional project given its position at the heart of the Metro development and the quantum of jobs it can provide for the city-region. This is also backed up by current evidence that shows that commuters using Cardiff Central are four times as likely to live outside the boundaries of Cardiff as within them. Furthermore, the premise of Metro Central is also to drive regional business growth through improved connectivity with the national rail infrastructure. As the sole connection between the Core Valley lines and the national rail network, Metro Central would therefore act as one of the city-region's key means of connectivity with the rest of the UK.

#### Modernisation of Cardiff Central Train Station

15. The fundamental elements of the project remain as was presented in the 2018 Cardiff Capital Region Cabinet Report, are set out below. Regional Cabinet has been clear that any investment it might make, will be on core infrastructure facilities that will drive regional benefits – not on public realm and environmental enhancements in the immediate locality.
- Alternatives entrance/gateline locations
  - Platform 0
  - Vertical transportation (VT) alternatives
  - North-South unpaid alternatives
  - Commercial opportunities
  - Roof enclosure
  - Back of House /Servicing
  - Intermodal links
  - Public realm/landscape

### **Project Update**

16. The January 2018 report outlined that the Metro Central project is a 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, it was outlined that any Welsh Government contributions will require submissions through the Welsh Transport Planning and Appraisal Guidance (WelTAG) process.
17. The initial stage for both of these processes (the Strategic Outline Case) was jointly commissioned by Cardiff Council, Welsh Government and Rightacres Property Ltd as part of the January 2018 report.

### **Outline Business Case - Rail**

18. Following this, an Outline Business Case was submitted by Welsh Government to UK Government and is attached as Appendix 2 (exempt from publication). This is not a programme-level OBC and focuses only on the rail related component required to improve passenger capacity in the station – so as to inform UK Government investment. This follows HMT Five Case format, and aligns with the 2017 Welsh Transport Appraisal Guidance (WelTAG) and the Transport Analysis Guidance (WebTAG) published by the DfT.
19. As part of establishing the business case, the report defined following strategic objectives for the programme:
- O1 Implement measures to alleviate crowding and congestion routinely experienced within the railway station, and to accommodate the region's event demand.
  - O2 Develop an enhanced, multi-modal interchange capable of functioning as the Capital Region's principal transport hub and the key station on the South Wales Metro network.



- O3 Deliver an interchange that provides for the future generations of the Capital Region and Wales, by delivering sufficient capacity to accommodate long-term passenger growth.
  - O4 Enhance the connectedness and quality of access to Cardiff Central Enterprise Zone in a timely manner to ensure key development opportunities are realized.
  - O5 Deliver qualitative enhancements that improve the passenger experience and create an interchange fit for the Welsh Capital and the Capital Region
  - O6 Contribute towards improved air quality and help people live low carbon lifestyles by encouraging increased public transport usage and less private car transport.
20. For each objective, the “do something” option was compared against the “do minimum” option. The conclusion of the report’s analysis was that the “do something” will deliver strongly positive results in relation to all of the above objectives, compared to the “do minimum”.
21. For each programme element, the report also analysed the benefits and costs of the “do something” option (delivery of the enhancement programme), compared to the “do minimum” (retention of the existing facilities). Results were analysed and compared on a net present value basis, over the period ending at 60-years post-assumed scheme opening in 2023. In line with standard WebTAG and WelTAG practice, financial values in the Economic Appraisal are expressed in 2010 prices. Table 1 below summarises the results of this exercise.

**Table 1: Economic appraisal – indicative results (£m, 2010 prices, discounted)**

Cumulative values (60 years post-opening)	Low rail growth scenario	High rail growth scenario
<b>I. Rail station enhancement</b>		
Total benefits	44.11	51.38
Total costs	-28.71	-24.27
Net Present Value	15.40	27.12
Benefit to Cost ratio	1.54	2.12
<b>II. New bus interchange</b>		
Total benefits	8.56	9.17
Total costs	-5.62	-5.49
Net Present Value	2.93	3.67
Benefit to Cost ratio	1.52	1.67
<b>III. Improved public realm &amp; interchange areas</b>		
Total benefits	54.60	54.60
Total costs	-25.79	-25.79
Net Present Value	28.80	28.80
Benefit to Cost ratio	2.12	2.12
<b>IV. Consolidated programme summary</b>		
Total combined benefits (I. – III.)	107.26	115.15
Wider benefits (programme-level)	1.48 (lower case)	4.60 (higher case)
Total costs (I. – III.)	-60.13	-55.56
Net Present Value	48.61	64.19
Benefit to Cost ratio	1.81	2.16

22. The results show a benefit to cost ratio of significantly greater than one in both scenarios considered, with a value exceeding two for the high growth scenario.
23. These scenarios were broadly in line with the findings of other reports into the impact of major station regeneration projects, a summary of which is provided in Appendix 3. These reports also emphasised the wider economic impact of such projects.

24. The report further concluded that “The programme will create an integrated transport hub that significantly enhances access to central Cardiff, as well as catalysing further commercial development in the Cardiff Central Enterprise Zone.” It also concluded that “The case for intervention is compelling and urgent. The railway station is already operating at close to capacity, and experiences overcrowding and congestion on a daily basis. Without urgent upgrades the station will be unable to accommodate projected passenger numbers during daily peak periods by the mid-2020s”
25. Further detail on the outcomes of the five case business model are included within the report in exempt Appendix 2.
26. In order to support the further development and progression of programme proposals, the report also outlined a number of recommendations with regard to key aspects of the analysis presented in the report, these include an enhanced analysis of options where a more detailed overall vision is presented. This is consistent with the need for a more detailed and comprehensive view through a Programme-level Full Business Case and must be progressed in order for key evidence to be presented which will inform the requirement for City Deal investment.

#### Securing Funding Commitments

27. Discussions between partners have also run in parallel with the development of the business case, and subsequently on 22 July 2019, the UK Government announced an in-principle contribution of £58m towards the redevelopment of Cardiff Central Station, subject to the completion of the final business plan and other necessary assurances (GRIP studies etc).
28. Furthermore, the Welsh Government have also made a commitment to investing £45m in the wider Metro Central development, comprising £30m towards the bus interchange and £15m towards ensuring that Metro Central is integrated with the wider Metro project through station enhancements.
29. The commitment from UK Government discharges the “Commitment to match-funding from Welsh Government, UK Government and the private sector” requirement to unlock City Deal funding outlined in the Cardiff Capital Region Cabinet Report of 15 January 2018. Together with the private sector contribution the total contribution is expected to exceed £160m in totality – with the true level of investment leverage and opportunity to be evidenced through a programme-level business case.
30. Subsequently two matters outlined in the 15 January 2018 are now outstanding, namely the finalisation of the GRIP and WelTAG processes and the commissioning of a programme-level Full Business Case by programme proposers, TfW and WG which will need to be informed and scoped by CCR, in advance of procurement and subsequently, recommended by Investment Panel to Regional Cabinet for approval.
31. Letters of confirmation of funding are attached as Appendix 4.

#### Governance

32. The overall Metro Central Project is currently being overseen by the Metro Central Development Partnership (MCDP), which is formalised through a collaboration

agreement that has been signed by the Welsh Government, Cardiff Council, Network Rail Infrastructure Limited and Rightacres Property Co Limited.

33. The partnership covers the wider Central Square development, and as such includes a wider development footprint than the Metro Central development. The shared aim of the partnership is to provide a co-ordinated and managed approach to the redevelopment of the areas of Cardiff Central Station, Central Square and Central Quay in an integrated way.
34. The terms of reference of the MCDP outlines that the purpose of the steering group is to:
- Provide a co-ordinated and managed approach to bring forward the redevelopment of the areas of Cardiff Central Station, Central Square and Central Quay in an integrated way in accordance with the agreed Vision;
  - Enable agreement to be reached between the partners on key aspects of Metro Central including scope, funding, timing, consultation, consenting and delivery;
  - Ensure that all project partners are engaged, coordinate their input and work together to deliver agreed objectives.
35. The key activities of the MCDP Steering Group are to:
- Agree a Programme of Projects in line with the agreed Vision
  - Review submitted proposals, identifying outputs and timing and their development into Projects;
  - Ensure the integration of each Project into wider the Vision;
  - To monitor progress and endorse decisions made within the governance structures of the members' respective organisations
  - Co-ordinate any bids made for public funds for project delivery
  - Monitoring the progress of Projects and overall delivery of the Vision;
  - Coordinate communications with other stakeholders and the wider public.
  - The MCDP Steering Group is not a decision-making body, however actions it may wish to see taken can be agreed as a recommendation that the members may seek to ratify under their respective governance arrangements.
36. As overall scheme proposers, Welsh Government chairs meetings and provides secretariat support. Underneath the Metro Central Development Partnership, there are a number of sub-groups responsible for components of the overall Metro Central project. These groups comprise:
- Stations Alliance Working Group (Short-Term Projects at CCS)
  - Commercial
  - Metro Central Programme Full Business Case
  - South Side Connectivity
  - Cardiff Central Interchange Supervisory Board
  - Active Travel
37. Membership of these various sub-groups is given in table x below.

**Table 2: Metro Central Working Group Sub-Group membership**

	RAP	CC	WG	TFW	NR	TFW RS	CCR	DfT

Stations Alliance Working Group (Short-Term Projects at CCS)				√	√	√		
Commercial	√	√	√	√	√	√		
Metro Central Programme Full Business Case		√	√	√	√	√	√	√
South Side Connectivity		√	√	√	√	√		
Cardiff Central Interchange Supervisory Board		√	√	√	√	√		
Active Travel		√	√	√	√	√		

38. It is proposed that in order to ensure that the regional benefits of the Metro Central that a nominated representative of the Cardiff Capital Region is invited to the Metro Central Development Partnership Steering Group.

39. It is also proposed that there is a position for the Cardiff Capital Region on all Metro Central Working Group Sub-Groups, except for the Active Travel group (on the basis that this comprises a local rather than regional issue). A summary of the proposed new governance representative arrangements is provided below.

**Table 3: Metro Central Working Group Steering Group and Sub-Group suggested membership**

	RAP	CC	WG	TfW	NR	TfW RS	CCR	DfT
Metro Central Delivery Partnership Steering Group	√	√	√	√	√	√	√	
Stations Alliance Working Group (Short-Term Projects at CCS)				√	√	√	√	
Commercial	√	√	√	√	√	√	√	
Metro Central Programme Full Business Case		√	√	√	√	√	√	√
South Side Connectivity		√	√	√	√	√	√	
Cardiff Central Interchange Supervisory Board		√	√	√	√	√	√	
Active Travel		√	√	√	√	√		

40. CCR Director attended MCDP for the first time on 10 February 2020. In seeking clarity about arrangements, sequence and timing of proposals, the following was confirmed:

- WG and TfW are the programme proposers to CCR and will play the lead co-ordination function and have accountability for the programme as a whole
- The scope of the scheme is broadening to focus on further infrastructure connections and opportunities such as the Cardiff Central to Cardiff Bay, Junction 33 and Coryton.
- Current plans to commission individual business cases for the various component parts of the wider programme – will not be sufficient for CCR in demonstrating core requirements around leverage, growth and returns
- That a programme-level Full Business Case should be commissioned by the scheme proposers, to capture all of the benefits, momentum and upside created by the scheme as a whole. This should be closely shaped and informed by CCR in order that full requirements can be met
- That a recommendation would be brought for consideration to CCR Investment Panel (prior to Cabinet) regarding the finalisation of the design specification/ outstanding GRIP work, recognising this is needed to inform a Full Business Case. However this would be conditional upon a

commitment from the proposers that a programme-level Full Business Case would be simultaneously commissioned in order to provide answers to outstanding questions posed by CCR

- The design work is judged to cost in the region of £10m (10% of total project costs) but final costs will be subject to the outcomes of a full tender exercise. It is proposed that this is made up of >£4m CCR and >£6m DfT. The CCR contribution is deductible from the ring-fenced £40m. This is in light of WG already committing £30m of its proposed £45m for the Bus Interchange.

### CCR Investment Panel

41. CCR Investment Panel has a role in providing advice and assurance to Cabinet around investment proposals. To date it has made an onward recommendation to Cabinet on the £100,000 Weston Williamson work. Conditions were attached to this and were approved by Regional Cabinet relating to gaps in the current picture. These conditions, which are set out in paragraph 7 above. Cabinet added a further condition around CCR funds being directed into core infrastructure requirements only. Whilst certain conditions have been discharged such as governance representation, it is clear that the main points cannot be addressed until the Full Business Case is produced. The Full Business Case cannot be produced until the design/ GRIP work is complete. However, given the wider scope of the scheme and the commercial interests that feature, it is clear that a project level Full Business Case will not be sufficient. As set out in paragraph 41 above, it is suggested Investment Panel endorses these conditions, in order for a programme level case to be developed that establishes the ask, offer, benefits and potential to meet City Deal Requirements.

### Clarification of Investment

42. The total estimated cost of the Metro Central development is £185m, of which £30m is a contribution towards the new bus interchange; and £155m is a contribution towards the improvements to Central Train Station. This funding is split across:

- Bus Interchange (£30m)
  - Welsh Government (£30m)
- Central Train Station (£155m)
  - City Deal (£40m) - repositioning of north concourse; weather protection; remodelling of internal stairways.
  - Dft (£58.3m) - Platform 0 and other rail infrastructure related work; new barriers; improvements to platform areas; commissioning of second tunnel.
  - WG (£15m) - Improvements to north-south connectivity and Metro integration
  - Private sector (c£40m) - new concourse buildings and car parking

43. The development of the Full Business Case will be predicated on discharging the requirements outlined in the Cardiff Capital Region report of 15 January 2018, in particular the completion of the completion of the GRIP and WelTAG processes. In addition, it seeks to discharge the requirements of Investment Panel as endorsed by Regional Cabinet in October 2019 and as agreed at MCDP meeting on 10 February, the need for a Programme-level Full Business Case to capture the benefits of the whole scheme, as opposed to individual parts and clarity regarding the ask of CCR the offers, benefits and returns.

### Costs Incurred to Date

44. The total costs incurred on the project to date include:
- Welsh Government costs of circa £250,000, which include feasibility studies, and the development of the Outline Business Case (produced by Arup).
  - Cardiff Council have also made a contribution of £50,000 to the development of feasibility studies, as well as the Outline Business Case.
  - The Cardiff Capital Region City Deal have contributed £100,000 to the development of the visioning work produced by Weston Williamson + Partners.

#### Assessment of Return on Investment

45. The Investment Panel also requested for a re-run of the cost benefit analysis relating to high and low growth scenarios related to the City Deal requirements, as well as an assessment of the return on investment. In response to this the development of the programme-level full business case will include further detailed consideration of:
- Total number of jobs created, focussing on indirect and induced.
  - Increase in GVA associated with the development.
  - Total private sector leverage
  - The basis on which investment is made
46. In addition, the Full Business Case will also look at the additional return on the proposed £40m City Deal investment in relation to core aspects of the programme as a whole as well as a full economic impact assessment. This will be based partly on the consideration of how the development of Central Station can unlock further employment growth, the proportion of the additional employment growth that will be taken by rail commuters, and the proportion of those workers who will work across the Cardiff Capital Region. Currently modelled data suggests that the majority of rail commuters into Cardiff City Centre come from outside Cardiff (circa four out of five rail commuters).
47. To maximise the impact of Metro Central, the Cardiff Council Economic Strategy has placed the development at the centre of its vision for Cardiff and the city-region. This is not only based on the identification of the project as a Cardiff Capital Region City Deal priority, but also through a consultation process that identified the project as one that would drive jobs and growth for both Cardiff and the Cardiff Capital Region.
48. The project is also expected to exceed expected impact (in comparison with other nation schemes) as there is significant undeveloped brownfield land in the vicinity. In addition, analysis by Centre for Cities has shown that, compared with high performing cities in the UK, Cardiff is particularly underserved in terms of commercial property. To that end there is both the land supply and demand for investment in commercial property that will deliver the necessary economic impacts and returns for the Metro Central project. To maximise the impact of the Metro Central, Cardiff Council will also dedicate its economic development team to supporting investment in and around Central Square, in line with both its economic strategy, the Cardiff Capital Region Industrial and Economic Plan and the commitments included in the January 2018 Cardiff Capital Region report.

#### Progress in Securing Private Sector Leverage

49. The £40m in principle commitment was made with consideration of the significant private sector investment that would be leveraged from the Metro Central project.

This development forms part of the wider Metro Central development of circa 5 million sq ft of commercial/residential development with the potential to accommodate more than 30,000 jobs and leverage £2bn of private sector investment over the next 10 – 15 years. Given the location of the development, as well as recent employment trends, the majority of jobs created within the Core Employment Zone would be taken up by residents across the city-region.

50. Furthermore, the sizable private sector investment and employment contributions leveraged from the development would make a considerable contribution to the overall jobs and GVA objectives of the City Deal, which in turn places less pressure on other projects to contribute towards these objectives.
51. The £40m in principle commitment has also subsequently supported the promotion of the Central Quay development that was outlined in the 15 January 2018 report. The development formed part of the Department for International Trade's *Wales Investment Opportunities* portfolio. This portfolio was launched in MIPIM in March 2018, and continued to be promoted by the Department for International Trade.
52. The prospectus outlined the key elements of the masterplan of Central Quay as being:
  - Offices – between 6 and 12 storeys –110,000 m2
  - Residential – up to 1,000 apartments in blocks ranging from 4 to 24 storeys
  - Hotel – 200 beds – 6,000 m2
  - University campus – 21,000 m2 in 2 blocks
  - Student accommodation – 2 towers of 20 and 23 storeys, 24,000 m2
  - Multi-storey car park – 695 spaces
  - Leisure – brewery visitor centre food & beverage outlets, retail and public realm
53. More recently the Cardiff Capital Region and Cardiff Council have developed an investment prospectus to promote investment opportunities across the city-region. A significant element of this prospectus is focussed on the impact of the Metro on city-region developments, including Central Quay. The prospectus will form the basis of the Cardiff Capital Region proposition at MIPIM 2020.
54. The impact of all the above and the potential created will be assessed comprehensively through the aforementioned programme-level Full Business Case.

#### **Next Steps – Finalising Design Specification and a Programme-level Full Business Case**

55. The next phases of the project are interlinked. First, the GRIP and Weltag processes must be finalised. This is important in informing the Full Business Case, but the commissioning of the programme level Full Business Case must also be activated immediately, with the processes being twin-tracked, in order to meet City Deal Requirements.
56. As noted in paragraph 40 above, the anticipated cost of the design finalisation through these technical processes is circa £10m, of which it is proposed that the Department for Transport funds £6m, and the Cardiff Capital Region City Deal funds £4m. The costs associated with the production of a programme level Full Business Case, will need to be met in full by the programme proposers, WG and TFW. This was agreed on 10 February 2020 at the MCDP.

57. The proposed timescale and next steps for the project are as set out below:

- Issue tender for finalisation of design/ GRIP/ WeITaG - Spring 2020
- Commissioning of Programme-level Full Business Case – Spring 2020
- Full WeITAG and GRIP evaluation process including detailed economic impact assessment [circa 18 months]
- Final sign-off of Full Business Case – 2021
- Delivery phase – Circa 3 years
- Project completion - 2024

**Financial Implications**

For inclusion in Cabinet Report – post Investment Panel

**Legal Implications**

For inclusion in Cabinet Report – post Investment Panel

**RECOMMENDATIONS**

To advance the Metro Central project in line with core City Deal Requirements and the conditions previously and more recently imposed by Investment Panel and as endorsed by Regional Cabinet, it is considered necessary to:

Seek Cabinet approval of up to £4m of City Deal funding towards the £10m (to be confirmed through tender exercise) needed to finalise design work and technical specifications from the project established in the January 2018 report and needed to inform the Full Business Case, subject to the following:

- a) The revised governance arrangements, as outlined above.
- b) The commissioning by the scheme proposers, TfW and WG of a programme-level Full Business Case that responds in full to City Deal Requirements
- c) Full consideration of the project contribution to the Cardiff Capital Region City Deal project objectives of jobs created, GVA uplift and private sector leverage and returns on investment

<b>Kellie Beirne</b>	<b>28 Feb 2020</b>
	Appendix 1 – Weston Williamson Report Appendix 2 – OBC approved by UK Govt/ DfT Rail – exempt from publication Appendix 3 – Summary Major Station Regeneration project examples Appendix 4 – Letters of funding commitment – exempt from publication



### Appendix 3 - Summary of Financial and Economic impacts of station improvement case studies

Case study	Summary Financial and Economic impacts
<p><b>Sheffield station upgrade</b>  Redevelopment of station as a new gateway, better integrated with the city. Project involved substantial facelift and renovation, expansion of station concourse, upgrading of passenger facilities.</p>	<p><b>Financial impacts</b></p> <ul style="list-style-type: none"> <li>• £25m of capital investment</li> <li>• Increases in property value around the station analysed in the study</li> </ul> <p><b>Wider economic benefits</b></p> <ul style="list-style-type: none"> <li>• Employment impacts of the project plus property value uplifts Estimated wider benefits in excess of £75m</li> <li>• Up to 3,000 jobs generated.</li> </ul>
<p><b>Station enhancement project for a major European airport</b>  The station experiences significant crowding in peak periods, and offers a poor quality environment. Enhancement involves substantially improved station with increased capacity including a new concourse, expanded facilities, new platform access point and ticket barriers.</p>	<p><b>Financial impacts</b></p> <ul style="list-style-type: none"> <li>• Capital investment in excess of £120m</li> <li>• Uplift in retail revenues</li> <li>• Uplift in fare revenues (attracting additional demand)</li> </ul> <p><b>Wider economic benefits</b></p> <ul style="list-style-type: none"> <li>• Improved access point for local business park – potential scope for contribution from marginal business rate uplift</li> <li>• Benefit to cost ratio of between 1.4 and 2.3</li> </ul>
<p><b>Redevelopment and enhancement of a major terminus station</b>  Station redevelopment and expansion proposal combining creation of a new passenger concourse covering station platform footprint plus a new rail tunnel connecting previously terminating services into the route of another rail link.</p>	<p><b>Financial impacts</b></p> <ul style="list-style-type: none"> <li>• Capital investment in excess of £3bn.</li> <li>• Uplift in fare revenues (enhanced connectivity via new link)</li> <li>• Station retail revenue</li> <li>• Receipts from sale of over-station development space</li> </ul> <p><b>Wider economic benefits</b></p> <ul style="list-style-type: none"> <li>• Improved economic productivity, and resulting fiscal impact</li> <li>• Benefit to cost ratio between 1.7 and 4.7 (depending on intensity of economic activity facilitated)</li> <li>• Benefit to cost ratio without over station development of 0.8</li> </ul>
<p><b>Redevelopment and enhancement of a major terminus station</b>  Replacement of significantly overcrowded and constrained entrance with a new concourse area. High quality public realm, enhanced amenities, improved connections to adjoining local transport networks.</p>	<p><b>Financial impacts</b></p> <ul style="list-style-type: none"> <li>• Capital investment in excess of £250m</li> <li>• Increased retail income</li> </ul> <p><b>Overall Benefits</b></p> <ul style="list-style-type: none"> <li>• Benefit to cost ratio of 1.8 or more (depending on scenario / growth assumptions)</li> </ul>
<p><b>Redevelopment and enhancement of a major terminus station</b>  New station concourse and access area complementing existing concourse.  Improved connection into key city centre areas and local public transport interchange points.</p>	<p><b>Financial impacts</b></p> <ul style="list-style-type: none"> <li>• Capital investment in excess of £1bn.</li> <li>• Uplift in fare revenues (new trips)</li> <li>• Station retail revenue</li> <li>• Contributions from developers (“upside” scenarios)</li> </ul> <p><b>Wider economic benefits</b></p> <ul style="list-style-type: none"> <li>• Benchmark uplifts in commercial rental values</li> <li>• Benefit to cost ratio of between 1.7 and 5.1 (depending on scenario / growth assumptions)</li> </ul>

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