

**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:-*

