

27th FEBRUARY 2020 MEETING

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Appendix 1 (LTF bid) to this report is not for publication as it contains exempt information of the description in paragraph(s) 14 of Part 4 and paragraph 21 of Part 5 of Schedule 12A of the Local Government Act 1972

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 18th February 2019), as well as development funding for Metro Plus Phase 2, the Metro Enhancement Framework (MEF) priority corridors (as endorsed by Members at its meeting on 28th November 2019) and existing projects that have been developed to enhance the Core Valleys Line (CVL) and which received LTF funding in 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 18th 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 9th January 2020 with a submission date of 14th 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 WelTAG Stage 2. The schemes include:-

Abergavenny station interchange & improvements

Cardiff Bus Priority

Cwmbran Interchange

Cogan Interchange

Ystrad Mynach P&R extension

Hirwaun Rail extension and P&R

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

Brackla Railway Station

Pencoed Crossing

Merthyr Rail – Bus Connectivity, and

Brynmawr Transport Interchange.

- MEF £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 – WelTAG 1 to be carried out to make case for change and identify problems and opportunities and identify potential solutions.

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

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

- CVL – £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 14th 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 CCRCD Wider Investment Fund will be subject to (i) a further decision of CCRTA and/or CCRCD Regional Cabinet and ensuring that (ii) the proposals are in line with state aid rules, the WG and HMT funding conditions that attach to the Cardiff Capital Region Wider Investment Fund and all other legal requirements.
- 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 CCRCD 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 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.
- 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 14th February 2020.

KELLIE BEIRNE
CARDIFF CAPITAL REGION DIRECTOR

4th 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 – 18th February 2019